



# PTEROGRAM

Coast Guard  
**CGAA**  
Aviation Association

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

Sitrep 3-21 Fall 2021

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

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### Pforty-pfifth Ptero Roost Celebrated Virtually By Ptero Steve Goldhammer, Aviator 1207



#### 2021 VIRTUAL ROOST

The airwaves in the 'cloud' were humming at 1300 on 11 December for the kickoff of the 2021 'virtual' Roost amidst the COVID-19 'Delta & Omicron' variants. For the second year in a row, maestro Ptero Jay Crouthers, Aviator 1360, worked his magic to orchestrate an outstanding Roost with the assistance of 'Agents of Play.' SEE **PTERO ROOST** on P. 5



### First CGAA 'Pterodactyl Award' Presented

On 7 October at the 2021 Naval Helicopter Association Symposium in San Diego, the first CGAA 'Pterodactyl Award' was presented to CDR Mike Brattland, USN (Ret.) in recognition of his extraordinary role in developing our enduring partnership with the Naval Helicopter Association (NHA). As Retired Affairs Director and Membership Coordinator at NHA, CDR Brattland consistently features CG aviation in annual symposiums, notably, the 75<sup>th</sup> Anniversary of Helicopter Operations celebration. By his advocacy, CG aircrews are frequently recognized at annual NHA award ceremonies, and regularly capture NHA scholarships for professional development. CDR Brattland also invites CG participation in the Virtual Gulf Coast Fleet Fly-In and large-scale Sea-Air-Space Aviation Happy Hours, building strong bonds among our active duty and retired members. Further, he coordinates exchanges of articles between the *Pterogram* and *Rotor Review* for dual publication, exposing authors and historical information to greater readership. CDR Brattland also sponsors seminal history features on the NHA website. These have included biographies of Frank Erickson, Frank Shelley, Larry Farmer, Gib Brown, and other rotary wing icons. CDR Brattland is a prolific researcher and shares valuable information with CGAA historians, which helps generate articles and documentaries on early employment of helicopters, pioneers, and heroes that flew them. His most recent efforts helped illuminate inter-service activities during the Vietnam War, plus remote operations in the Arctic. CDR Brattland's investigations into helicopter designations increased coordination between training commands and produced a master list of Naval Helicopter Designations. This herculean effort involved checking records as far back as 1951 to assign helicopter numbers to qualified CG pilots and facilitate development of a searchable database. This master list will support continued management of aviator records in the future. He is a life member, P-5463, of the Ancient Order of the Pterodactyl. Prez Emerson said CDR Brattland was 'emotionally touched' by his award. Other Pteros attending included Stu Hartley, Aviator 2529. He took the photo.



CDR Brattland is presented his award by Pteros Mike Brandhuber (L), Prez Mike Emerson, & Ancient Al RADM Mel Bouboulis.

*Congratulations!*

## 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 2021, 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):

Ahoy, Pteros: Big thanks to all of you who joined up for our 2<sup>nd</sup> Annual Virtual Roost, and Bigger thanks to everyone who helped get it in the air. Special thanks to Cabaret Jay for keeping the wings level, Mike and Lou, the Agents of Play for another banner show, and my daughter Becca for the "We are Pteros" commercial and blooper segments that highlight Mark and Ben's true acting chops! Be sure to binge re-runs from our website.

Your initial feedback on the Roost has been substantial. We recognized a throng of folks this year, and will put together a tight program for 2022 in Corpus. *No matter who we are, or*

*what we fly, we all deserve to be rewarded.* We will also expand the history segment. With every day that goes by, our History detectives find more old stuff to talk about. In addition, I've conceded to give the Commodore 33% more time for his next CG Auxiliary Report, and outlaw country songs from our opening soundtrack.

May we all,...

2022 is already shaping up to be another exciting year. I recently reached out to Dr. William J. Kossler, Jr., and he kindly sent me his iconic father's aviator logbooks. I credit Ptero John Long, Aviator 2177, for his masterful sleuthing. This is a spectacular opportunity to comb through these key records to discover and document our heritage – for aviation and the CG! We will also induct new members into the Hall of Honor this year, and we already have several nominations, if you count both of mine.

It's also another election year for us, and we need volunteers to help lead our mentoring, recognition, memorials, and unit coordinator programs. I welcome any good candidates, as well as good ideas for updating our business plan and a proud agenda for the coming year.

Happy Holidays! Mike



## Taps

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

- \* Roger Shannon, 788, 5/22/20
- \* James Webster, 1153, 4/17/21
- \* Robert Ashworth, 1027, 4/26/21
- \* James Cornell, 1108, 5/11/21
- \* Herman 'Ham' McNatt, 456, 7/15/21
- \* Donald Rigney, 1753, 7/25/21
- \* Peter Hoffman, 1333, 7/28/21
- \* AMTCM Thomas Justice, 7/31/21
- \* Charles 'Doug' Crowell, P-3160, 8/3/21
- \* David Corson, 1026, 8/7/21
- \* RADM Ronald Polant, 879, 9/1/21
- \* ADCM Roger S. Adams, P-2685, 9/4/21
- \* James A. Esposito, Sr., 766, 9/11/21
- \* Kelly D. Binns, P-2740, 9/23/21
- \* CWO3 (Ret.) Scott J. 'Jeff' Cottrell (spouse of Ptero RADM Donna Cottrell, 2961), 9/28/21
- \* Mary Durfee (spouse of Ptero James Durfee, 521), 10/16/21
- \* Janna Lambine, 1812, 10/21/21
- \* Thomas Lutton, 746, 10/—/21
- \* Ralph Giffin, 1151, 11/11/21

## New CGAA Members Since 7/1/21. Welcome Aboard!

Shaad Atnip	Active	P-5727	Joe Berry	Regular	P-5716
John Crosby	Active	P-5742	John (Jack) Firse	Regular	P-5725
Ute Kegel	Life in 5	P-5740	Tyler Koch	Active	P-5728
Jonathan Lace	Life in 5	P-5745	Benjamin Norris	Life-Regular	3770
Mathew O'Connell	Active	P-5738	Christian Pate	Active	P-5729
Joab Perez	Active	P-5741	Francesco Pino	Active	P-5675
Joshua Prater	Active	P-5715	Samuel Ragay	Active	P-5674
Tom Stevenson	Life-Regular	P-5706	Zach Weeks	Life in 5	4863
Paul Westmoreland	Active	P-5673	Bryce Williams	Active	P-5676
Bradly Winans	Life-Regular	3916			



## First Female CG Aviator Passes Away



Janna "Sparky" Lambine, Aviator 1812, the first female CG aviator, passed away on Oct 21, 2021 in Brewster, MA. The daughter of a retired Navy Commander, Janna was born in 1951 and raised in East Walpole, MA. She graduated from Bates College (Lewiston, Maine) in 1973.

With Janna's lifelong love of the sea, she wanted to be assigned to a CG cutter, but they were not open to women at that time. However, CG aviation opened to women just then. Janna applied for flight training while attending OCS and, upon graduation in December 1975, she began her flight training in January 1976. Janna was most likely the first woman to land a helicopter on a U.S. Navy aircraft carrier. In a training approach to the USS Lexington, Janna called in on the radio and the command scrambled to figure out what to do.

While the regulations specifically did not allow Navy women on the carriers, there were no rules prohibiting a Coast Guard woman, so she was allowed to land.

Janna received her wings at Naval Air Station Pensacola on 4 March 1977. Her first aviation duty assignment was Air Station Astoria, Oregon. She was designated an HH-3F pilot on 6 May 1977, making her the first female aviator, the first female helicopter pilot, and the first female HH-3 helicopter pilot in the Coast Guard. Janna was released from Active Duty in January 1981 and began her CG Reserve career. Janna retired from the Reserves in 2000 as a Commander. In her civilian life she was a trainer and exercise instructor for 18 years in Massachusetts.

May she Rest in Peace.



## Restored CG HOS-1 Helicopter Unveiled

The restored CG Sikorsky HOS-1 *Gander Express* that participated in the Sabena Airlines Crash response in 1946 was unveiled on 15 October at the American Helicopter Museum & Education Center in West Chester, PA. A historian spoke on the Gander rescue and another on the restoration.

Ptero CDR Chris Polyak, Aviator 3805, - (who took some of the photos), LT Josh Alleman, Aviator 4779, (recent selectee for AvEng and former Agusta Westland engineer) and AMT2 Tristan Camp attended from AirSta Atlantic City. CDR Polyak said it was a great evening and that the restoration turned out really good. Several Pteros (& some of their spouses) attended, including: former Ancient Al RADM Dave Kunkel, Aviator 1726, RADM Rudy Peschel, Aviator 1146, Joe Kimball, Aviator 3211, Janis Nagy, Aviator 2791, Jay Crouthers, Aviator 1360, Paul Sumner, P-3180, & Lacey Coleman (Sikorsky rep.), P-4997.

A special attendee was former CG AD3 Ptero Steve Jablonski, P-2626, and his son, Mike. Steve's father, Gus (AMM1c), was a leading member of the maintenance team for both the Sabena Airlines crash in 1946 (they disassembled the aircraft at Fort Bennett Field, NY and reassembled it, in six hours, at Gander, Newfoundland) and the Crew Chief on the "Labrador Special" - an HNS-1 helicopter that participated in the heroic efforts of a crew from AirSta Brooklyn in rescuing eleven stranded Royal Canadian Air Force crew members from a downed aircraft and their downed fixed wing rescuers in northern Labrador in 1945. Steve later wrote: *'From myself and my family; Friday evening was truly a once in a lifetime experience. 75 years later to find myself standing next to HOS-1/CG # 75610, a helicopter I have seen so many times in pictures,*



*is more than words can express. This was one of my father's greatest achievements. His medal and the picture I carried that night sit on my desk. Thank you to this fine museum, all the volunteers who restored this helo, the people who put the evening together, all those behind the scenes, & the ones who came to share. From my heart, THANK YOU!'*

*A great time was had by all. [Steve & I flew together at Brooklyn. See more on the Gander Rescue in 'History/CG aviation history/Search and Rescue' on our website 'aoptero.org' ...Ed]*



Mike (L) & Steve Jablonski (holding a picture of his dad). Jan Feighner Photo.

## HOS-1 75610 Being Re-assembled at Gander. CG Photo.



Steve Jablonski (L), Janis Nagy, RADM Dave Kunkel, CDR Polyak, AMT2 Camp, LT Alleman, Jay Crouthers, Robert Beggs (Co-Founder of the American Helicopter Museum & Education Center (AHMEC)), Paul Sumner, RADM Rudy Peschel, & Joe Kimball.  
Photo by Jan Feighner, AHMEC PR Coordinator.

## Ancient Al #26 Letter to Pteros



Fellow Pteros;  
Greetings from the Pacific NW where I now serve as Commander of D13. I relieved my friend and colleague, RADM Jack Vogt, this summer and

have been busy learning and leading operations in the area. Our aircrew have been doing some great things which I hope you have seen in social media or the news. I appreciate the opportunity to share some thoughts with you; but before I do, I extend my sincere thanks to the CGAA for all you do to support CG Aviation, capture our history & celebrate our heritage. It's one of the things that makes me proud to associate with the Pteros.

The second virtual roost was even better than the last. We recognized the great work of our aviators and got in-depth updates on the status of and future plans for our Aviation Program.

We certainly face many challenges. H65 sustainment, tight budgets, and workforce retention continue to be issues; however, we enjoy great leadership in CG Aviation and our team of Aviation Capabilities, Engineering, Safety and Acquisitions leaders have sound plans in place. The future is bright as we field new capabilities, sensors, and unmanned systems, and reconsider our Air Station siting plans, and rebalance our RW fleet - these are exciting times indeed.

Here in D13, I saw first-hand some of these improvements when I was blessed to fly the H-65 Echo at AirSta Port Angeles;

the flight management system upgrades with things like virtual terrain and hazard mapping provides amazing situational awareness and improves safety.

Also in D13 we are making some changes to our aviation structure. We are breaking the air stations out of the Sectors and having them report directly to the District to better align command and control and allow our Air Station CO's to focus more closely on aviation operations.

So, I'll fill you in on some activities as the Ancient Albatross. I had the opportunity to present some aviation awards during my D13 unit visits, and in October, Mike Emerson and I attended the Naval Helicopter Association conference near San Diego where we had the honor to accept some awards. The crew of 6025 from Sitka won the Aircrew of the Year Award for a great water rescue - of course it was a dark and stormy night! And AST3 Kelly from Sector/Air Station North Bend, was awarded Rescue Swimmer of the Year Award for a heroic inland SAR case. Our folks keep doing great things!

Also in Oct, I presided over CAPT Tony Hahn's retirement. He officially retired last year as the PacArea CoS, but the pandemic interrupted his ceremony. Some friends twisted his arm and he had a great ceremony in Houston - It was like a mini Roost and was great to connect with lots of aviation friends.

In Nov, I participated in the Safety Officers' Stan Conference and the next day Mike Emerson and I, again had the honor to recognize some folks by presenting the Elmer Stone Rescue Award to LCDR Jesse Keyser for some great SAR work his HITRON crew performed during a West Hem deployment, and we presented our very own Steve Goldhammer with a Meritorious Public Service Award for his years of work with the Petro's.

Finally, I want to share some of the neat things our training community is doing. CAPT Brian Hopkins, at ATTC ECity, is taking care of business and Rock'n it, adapting and adjusting training programs to deal with COVID and problems with the RS pool. But perhaps more importantly, he and his team have implemented the Rating Apprentice Program. Now this is similar to the old Airmen Program, only better, because after A-School, members return to the same Air Stations, so the units' investment in preparing members is rewarded with the return of a fully rated petty officer.

And at ATC Mobile, CAPT Chris Hulser is knocking it out of the park. In addition to adapting pilot training for COVID, his team worked a deal with the Navy to get an outlying field designated solely to CG training, they have broken ground on the C27 simulator, and revived the Aviation Reserve Component. Great stuff with lasting positive impacts to Aviation, and he's leading an effort he calls "Safeguarding the Culture of CG Aviation" by implementing a Heritage Campaign where they will name streets, rooms, buildings and hangars after CG Aviation Heros and the first street to be named was VADM Currier Way - I think that's very fitting.

So, we have a lot of good going on in CG Aviation and those in the service today are building upon the foundation that you and those who came before you laid to make CG Aviation even better in the future.

Thank you again for all your support, God bless you and Semper Paratus!

RADM Mel Bouboulis,  
Aviator 2915, Ancient Albatross #26



## Enlisted Ancient Al #13 Report to Pteros



Hello again, Pteros!

I hope the world is treating you well and that you enjoyed the Roost. Although Zoom is a useful tool and it was great to hear from the power hitters in CG aviation on what the future holds, I must agree with

Mike Emerson on how much better it will be to meet in person again. Technology is great but nothing beats getting together live to socialize and swap stories. I am eager for future opportunities to meet more of you.

In my Roost video blurb, I mentioned all the great stories and history I've heard already serving as the EAA. I work with some amazing folks in my job but, to my knowledge, I'm the only enlisted Aviation person who works at Main Street Tower in Norfolk. That's where ETQC is located. So, opportunities to interact with my fellow Mechs, Tweets and Swimmers are a treat rather than the norm for me these days. Rest assured I take every opportunity to share my experiences meeting you wonderful people and will continue the charge to try to get more enlisted folks in the organization.

On the business front, the Coast Guard is about to wind down for the holidays but there are a lot of folks working behind the scenes to make 2022 a very productive year. ATTC instructors are rewriting curriculum to keep courses relevant to airframe updates. We're

about to implement a new financial management system. Direct Access will shut down for maintenance and updates. The AST branch is gearing up to fully transition its instructor staff to TRACEN Petaluma until their training facility can be fully repaired. In short, there's still a lot going on.

We're no strangers to never truly shutting down in the Aviation world. We may slow things down from time to time, but we are always running a checklist of some sort. As the holidays approach, I hope most of your checklist items are enriching, relaxing, and enjoyable. As always, I am eternally grateful for the opportunity to serve in this role and I'm excited about what the future may hold.

Happy Holidays from your 13<sup>th</sup> Enlisted Ancient Albatross!

Semper Paratus!  
Ptero AETCM Jaime  
Young, P-5652





## PTERO ROOST From 1

The Roost kicked off at 1245 with a rousing 15-minute rendition of Jay Crouthers' favorite country/western (?) music accompanied by many cool photos of historical and current CG aviation events. Ancient Al RADM Mel Bou-boulis heartily welcomed the about 220 virtual participants from AirSta Port Angeles. He said he's excited to spend time virtually with the CG aviation folks. Ptero VP Janis Nagy, Aviator 2791, introduced the Roost and also welcomed us. That was followed by a beautiful, stirring, and inspiring video highlighting the Ancient Order's *raison d'être*.

Ye Ancient Scribe read the Airman's Prayer and the list of 42 members who flew their last flight in the past year.

After some humorous clips from several Ptero Board members, Prez Mike Emerson welcomed us all to 'virtual Roost #2 and final.' He said he's 'done with COVID and Covidiot.' He reviewed our many accomplishments in the past year. He said the Ancient Albatross COW in May was 'the most fun you can have with your mask on.' He expressed kudos to Ptero Mark Benjamin, Aviator 1665, for championing the CGAA Local Coordinator program to 'connect volunteers with nearly every wardroom,' and to many other Board members for their accomplishments. He thanked all who made those events possible.

Mike covered the Meritorious Public Service Award to Ye Ancient Scribe by AA Bou-boulis and him on 4 November at CGHQ for my accomplishments editing/publishing the Pterogram for the past 13 years. I was honored and humbled. It's hard to get one of those!



Mike then covered the presentation of the CGAA President's Award to Ptero Gary Gamble in October at ATC Mobile for his performance as CGAA VP for Communications & Media for over a decade. See story on P. 10.

Mike also presented a CGAA President's Award to Sandra Shofner, a CG Auxiliant since 2003, at AirSta Miami on 2 December for her efforts to preserve and promote CG aviation history. She became a Life Ptero, P-3044, in 2012 and has been the guru of the CGAA Facebook account since 2013, setting impeccable standards of decency.



Mike also announced the selection of Ptero Jim Loomis, Aviator 1179, for a CGAA President's Award, presentation pending, for his exhaustive efforts to honor the memory of LT Jack Rittichier.

Jim superbly spearheaded the creation of a podium and bust of LT Rittichier for temporary enshrinement at the National Museum of Naval Aviation and eventual transfer to the new CG museum. See story on P. 12 and in Pterogram 2-21.



Mike then announced the presentation of the first CGAA 'Pterodactyl Award' to Ptero Michael Brattland, for his long-term advocacy of CG aviation, on 7 October at the Naval Helicopter Association annual conference. See story on P. 1.

Ptero Exec. Director Ben Stoppe, Av. 1646, introduced the newly-renamed Victor Roulund 'Meritorious On-scene Performance Award' to AST2 James A. Chandler of AirSta Houston. It was presented by CGAA Local Coordinator Ptero Jim McMahon, P-2983, AirSta Houston CO Ptero CDR Ryan Matson, Av. 3726, & Command Master Chief Lucas Earle.



Ptero RADM (Ret.) Jack Vogt, Aviator 2884, announced AMT1 Derek S. Ross of ALC Elizabeth City as the recipient of the Chief Aviation Machinist Mate Oliver Berry Aviation Maintenance



Award. It was presented by Ptero RDML Carola List, Aviator 3198, & ALC CO Ptero CAPT Tad Wilson, Av. 3468.

Ptero VADM (Ret.) Deese Thompson, Aviator 683 and Ancient Al #10, announced CDR Benjamin J. Norris of AirSta Atlantic City, the HH-65 Prime Unit, as the recipient of the CAPT William Kossler Aviation Engineering Award. The award was presented by Pteros 'Jackie' Gleason, Aviator 3316, Pensacola Aviation Training CG Liaison Officer, and Kevin Marshall, Aviator 1949, Pensacola CGAA Local Coordinator.



Ptero VADM (Ret.) Dan Abel, Aviator 2445A, announced, from the basement of the National Air and Space Museum, the AirSta Clearwater Flight Safety Department (LCDR Eric Casida, Av. 4363, LCDR Charles Lumpkin, LT Timothy Nicolet, Av. 4486, & LT Bradley Parker, Av. 4685), as the recipient of the CAPT Marion 'Gus' Shrode Aviation Safety Award. It was presented by Ptero Mark D'Andrea, Av. 2359, and CO Ptero CAPT Joe McGilley, Av. 3319, at AirSta Clearwater.



Ptero Jeff Pettit, Aviator 2188, announced the crew of AirSta Barbers Point HC-130H CGNR 1720 (LCDR Tucker Rodeffer, Av. 4488, LT Jack Emmons, Av. 4940, AMT2 Charles Camarda, AET2 Trenton Garza, AMT2 Jacob Desmarais, AET2 Anders Forsberg, & AET3 Clinton Carpenter) as the recipients of the CDR Elmer Stone Fixed-wing Rescue Award for their outstanding performance of duty on 22 December 2020. D14 received a request from the island nation of Kiribati for assistance with SAR. A fisherman from Betio Temakin, Tarawa, had disembarked three friends at an atoll to go spearfishing. When he did not return in his 20 ft wooden skiff, they notified the authorities. Since all possible staging locations for the case were closed due to COVID-19, the Barbers Point duty crew worked with State Department officials and the Republic of the Marshall



Islands to secure Kwajalein Atoll, the first time a CG crew had been allowed landing access since the pandemic began. The search effort involved five days deployed away from home station and consisted of 29.4 hours of searching and a total of 45.2 hours flown. During three days of searching, the crew flew four hours round-trip from Kwajalein and navigated more than 500 NM through convective activity, embedded thunderstorms, and turbulence to reach the search area. On the final day of the search and in the last search box, the Basic Aircrewman sighted an object in the water from the left hand scanner window. The Sensor System Operator quickly identified the object as the missing skiff. The survivor was clearly emaciated from spending five days at sea without food or water. Working with a translator at D14, the Radio Operator vectored a good-Samaritan vessel, the F/V JABUUK, toward the skiff. After two hours on-scene, the 1720 Flight Engineer noticed an unidentified, co-altitude helicopter en-route to their position. CG-1720 quickly maneuvered to de-conflict with the other aircraft and assisted with expediting the rescue. The helicopter had launched from the F/V JABUUK. CGNR 1720 remained on-scene as cover while the good-Samaritan and the helo rescued the emaciated fisherman. This was the unit's most complex rescue of 2020, resulting in one life saved.

CDR Frank Erickson Rotary-wing Rescue Award for their outstanding performance of duty off the coast of Honduras from CGC Seneca on 11-13 November 2020. On 08 November, Hurricane ETA ravaged Central America with concentrated destruction and damage in Honduras, causing at least 58 deaths and over \$5 billion in damage to critical infrastructure, affecting a population of 2.9 million. Attached to USCGC SENECA, the crew of CGNR 6606 reacted quickly and effectively in assisting the Honduran people. The crew of CGNR 6606's bravery and aeronautical skill resulted in two lives saved with several hundred more saved and assisted through delivery of lifesaving supplies and forward operating location establishment for medical and military personnel. Leading the rescue efforts during the critical first few days of the aftermath of Hurricane ETA, the crew of CGNR 6606 demonstrated unwavering dedication to the Coast Guard's humanitarian life-saving mission. LCDR Keyser was presented his award by Ancient Al Bouboulis and Prez Emerson at CGHQ on 4 November. His wife, Molly, also attended.



Rodeffer, Camarda, Desmarais, Forsberg & Carpenter Display their Awards.



AET2 Garza receiving his award from LC (Mobile), Gary Gamble, Ptero #1826, as LC (Pensacola) Kevin Marshall, Ptero #1949 and CAPT Chris Hulser, Ptero #3499, CO of ATC, Mobile (Wonder Bread Costume) look on.

Ptero ADM (Ret.) Charlie Ray, Aviator 2311 and Ancient Al #25, announced the crew of HITRON MH-65D CGNR 6606 (LCDR Jesse Keyser, Av. 4441, LT Rachel Rychtanek, Av. 4614, & AET1 James Mann) as the recipients of the

AirSta Miami XO CDR Jessica Davila (L), Av. 4261, CGAA Local Coordinator Ptero Tom Paligraf, P-3164, AET1 James Mann, Command Master Chief Bryan Salazar, CO Ptero CAPT Shawn Koch, Av. 3381.

Ptero VP for Development Tony Hanh, Aviator 3158, acknowledged and thanked our many generous corporate sponsors. He continues to pursue new sponsor opportunities.



Ptero Sean Cross, Aviator 3321, VP for History & Awards, talked about 'Today in CG History,' a social media platform on Facebook. He solicited new candidates for CGAA social media outlets. He discussed updating the CG Roll of Valor and solicited inputs. He also asked for inputs on previous Harmon, Kossler, & Feinberg award recipients. He is also focusing on CG aviation in Vietnam awards from '68-'73 and is looking for info on outstanding CG aviation mechanics. He asked for help in accumulating CG historical and award info.





### Why come to the Corpus Christi Roost?

- You haven't been out in awhile
- Your ol' buds miss you
- Corpus Christi has great beaches and is ready to welcome you
- The Omni is a first class hotel at a bargain price
- The USS Lexington is steeped in maritime history
- Home to the Texas State Aquarium & Surf Museum
- Golf, botanical gardens, sport fishing & boat marinas
- BBQ and craft beers...the best of Texas!
- The crew of Sector/Air Station Corpus Christi welcomes you!

Ptero Mark Benjamin reported from Traverse City on the CGAA Local Coordinator program. The Local Coordinators are the direct liaison to each CG aviation command, local Coasties, and the local community. He mentioned the recent LC volunteers and said we still need LCs in Astoria, Port Angeles, and Humboldt Bay.

Ptero Mike Brandhuber, Aviator 3358, presented the Treasurer's report. He said we're doing pretty well although total revenue was down about 7% this year. He also thanked those members who contributed donations of over \$22K in the past year. He said we will spend your money well. Jay Crouthers verified the presence of the lockwasher in the Petty Cash account, among many other unique items. It was donated in 1977 and is still there. He asked for ideas to improve the CGAA.

Ptero Jack McGrath, P-2666, reported on membership. We have about 1,700 members; 2/3 are aviators & 1/3 are aircrewmen. There are 170 Auxiliary members, 55 Rescue Swimmers, about 6% of members are Active Duty and about 80% are Life members. He touted the new 'Life in 5 (years)' payment program and lauded the CGAA reps at Pensacola and Corpus Christi winging ceremonies and Ptero Butch Flythe, RS-5, for representing the CGAA at each ATTC school graduation.

Ptero COMO Alex Malewski, P-5479, gave the CG Auxiliary aviation report. There are about 400 pilots and aircrewmembers and over 200 aircraft. He expressed his thanks for the opportunity to be part of the CG team and pledged continued Auxiliary support.

Ptero Jay Crouthers reported on the Ptero Store. He promised to keep it short this year. There are many great products available. Check out the Store website on the Ptero website. They can even do embroidery. There is a Christmas special sale in progress until midnight on 15 January. Click on the 'Holiday Special' box on the Store website. Each order during the special will receive a free CGAA Christmas ornament. He's looking forward to seeing us at Corpus in '22.

Jay, coordinator of National Gatherings, then introduced an awesome video by Ptero John Pasch, Aviator 2760, coor-

dinator of the 1-4 November '22 Corpus roost, and Ptero CAPT Hans Govertsen, CO of AirSta Corpus and his staff, inviting us and showing the great local attractions. See related story on P. 8.

Ptero CAPT Andy Eriks, Aviator 3259(CG-711), Chief of Aviation Forces, briefed us on CG aviation operations. He said that CG Reserve aviation is growing. The National Capital Region H-65 program basing is moving to Andrews AFB in FY25. AirSta Ventura, CA will open about September '23. It will have four MH-65s and may later go to four MH-60s. See story on P. 14. Eventually, all MH-65s will be phased out due to cost and availability of parts. Transition to MH-60-only will occur in the 2030s. An MH-60 Airborne Use of Force proof of concept has been completed. Barbers Point will transition to all-HC-130Js by 2024. Long-range Unmanned Aerial Surveillance assets are being pursued. It will have a 26-hour endurance. Short-range UAS is at 22 units with more than 120 field operators qualified. Medium-range UAS is on eight ships. CG aviation has big goals.

Ptero CAPT Kent Everingham, Aviator 3225, Chief of Aviation Engineering, reported that the ALC maintains a ready and responsive posture. The MH-65 SLEP has added 10K hours to each airframe. The oldest HH-60 is now 30 years old and has about 16K hours on it. The MH-60 SLEP is underway. The HC-27 will also fly out of Clearwater starting in FY23. The HC-144 will be around until '36. The oldest HC-130 is from 1983. The 'H' model will phase out in '26. RNav is the wave of the future; land-based navigation aids are dwindling.

Ptero CDR Jeremy Denning, Aviator 3757 (CG-1131), Chief of Aviation Safety, congratulated the AirSta Clearwater Safety Department for their Shrode Aviation Safety award. He said they are 'ready, relevant, and responsive.' There was one Class A aviation mishap this year: an MH-65 hard landing, with no fatalities. He said that 'currency equals proficiency; make the best use of your training hours.' 'Aviate, navigate, and communicate have never been more relevant. The key to prevention is reporting.'

Enlisted Ancient Albatross Ptero Jaime Young encouraged enlisted aircrewmen to join the Pteros. He said 'we need your numbers and help to enhance CG aviation.' AST 'A' school has temporarily moved to Petaluma due to a structural issue with the pool building. The CG may develop its own C-130J 'A'

schools. He will keep us informed via his Pterogram articles. He thanked us for our support and the opportunity to be the EAA.

Ancient Al RADM Bouboulis said he appreciates the CGAA for all it does to capture our history and celebrate our heritage. ADM Ray left big shoes to fill after six years as the AA. CG aviation is facing many challenges but has sound plans and the future is bright. His D13 Air Stations are being broken out of Sectors to streamline the command & control path. He reviewed several CGAA events that he recently attended. There are new CG aviation programs underway. He's excited to be the AA and appreciates our support.

Prez Emerson offered some closing remarks. He said our awards program is broken; we need to make more recommendations. The CGAA needs to mentor our aircrews and give them hope. The CGAA must be your favorite charity. He's very grateful to our sponsors; 'goodness isn't free.' Is there a Ptero swimsuit calendar on the horizon? He saluted Ptero Bear Moseley, Aviator 743, for his 90th birthday. He's worried that Bear might retire in a few years. He thanked Ptero Gary Grow, Aviator 1205, and several other Pteros, for their years of service. 'It's an election year.' Will he re-up?

Some Ptero 'bloopers' by the Ancient Al and several Board members were followed by a short live Q & A session led by Ptero Secretary Mark D'Andrea. Many stimulating questions were fielded by the Board and HQ subject matter experts. Prez Emerson thanked all who participated and especially Mike Vann and Lou Parmalee from Agents of Play and the HQ reps. He said the Ptero Executive Board is phenomenal and it's a pleasure to engage with them weekly. He extended his best wishes to all for the Holiday Season and the New Year.

The Roost concluded at 1525. A full transcript is available on our website, [aoptero.org](http://aoptero.org). Congratulations to all of the award recipients!

BZ, Jay!





## Air Sta Corpus Christi Welcomes Ptero Roost to the Coastal Bend in 2022!



Greetings from the Coastal Bend - The women and men of Sector / Air Station Corpus Christi are excited to welcome you to the sunny beaches of Corpus Christi for Ptero Roost 2022! For those who may have been stationed at Corpus Christi in the past, we are no longer co-located with the Navy at Naval Air Station Corpus Christi – in fact, that facility has been completely leveled. The new facility at the Corpus Christi International Airport was established in 2017 under the watchful eye of CAPT Tony Hahn. This facility is the new home base to three MH-65D Dolphin helicopters and three HC-144B Ocean Sentry assets that are fully engaged with the Service's missions across the AOR. As a Sector / Air Station, we are also responsible for the oversight and management of three Boat Stations, three 87' Patrol Boats, one Inland Construction Tender, two Marine Safety Detachments and three Aids to Navigation units. Through 660 Active Duty, Reservist and Civilian professionals, we accomplish 10/11 Coast Guard statutory missions (thankfully, there is no ice down here, but Winter Storm Uri almost introduced that need in February of 2021).

In 2020, we responded to 374 Search and Rescue cases, which represents a 20% bump in normal cases due to



the increased recreational boating activity since the onset of the COVID pandemic. We prosecuted 182 Law Enforcement cases, mostly focused on the Maritime Boundary Line (MBL) with Mexico. Our Federal and State partners across the Southwest Border stay gainfully employed with migrant and narcotic smuggling across the terrestrial border while our teams tackle the illegal fishing enterprises of our Southern neighbors. In recent years, Coast Guard aviation and surface assets assisted partners in the apprehension of 4,865 migrants attempting to enter the U.S. illegally. The Law Enforcement mission along the MBL saw a 480% increase in illegal fishing interdictions over the last four years with record-setting years from 2017-2020. In 2020, this mission resulted in 547 apprehensions across the MBL. With the support of our Federal, State and Local Law Enforcement partners, we are engaged in one of the most robust Regional Coordinating Mechanisms (ReCoM) in the nation, executing the DHS-directed operational collaboration across South Texas. Along the Rio Grande Valley, the CG provided a Law Enforcement presence to deter crossings and disrupt migrant and narcotic smuggling operations, saving or assisting 198 migrants.

All three Boat Stations and the Patrol Boats are engaged in the enforcement of the Living Marine Resources mission from Brownsville to the Colorado Locks. With the expansion of the ports of Corpus Christi and Brownsville, the Prevention workforce has

been fully engaged in the foreign and domestic vessel inspections and facility inspections. With recent growth of the local Liquid Natural Gas (LNG) industry, the Port of Corpus Christi expanded to become the fourth largest port in the U.S. in terms of total tonnage. This expansion will demand increased attention from Prevention and Response teams. As a strategic commercial military seaport, the Port of Corpus Christi manages ten to twelve military outloads per year, moving 7,500 pieces of cargo in and out of the port. Boat crews from Station Port Aransas and aircrews from the Air Station help guard those outloads and ensure the security of the Department of Defense mission. On the southern end of our AOR, SpaceX has expanded operations in Boca Chica, where the only privately-owned space launch facility has been in operation since inception in 2014. In 2018, SpaceX announced that the site would be used exclusively for the next-generation launch vehicle, Starship.

The women and men of Sector / Air Station Corpus Christi have a significant mission in the Coastal Bend and we are excited to share our experiences with the Pterodactyls during the Ptero Roost in November, 2022.

Your humble servant, CO Ptero  
CAPT Hans Govertsen, Aviator 3516.

## AirSta Atlantic City CO Inducted into CG Academy 'Wall of Gallantry.'

In October, AirSta Atlantic City CO CAPT Sean O'Brien, Aviator 3501, was inducted into the CG Academy 'Wall of Gallantry' for his many heroic rescues as an MH-65 pilot during his career. Since graduating in 1997, O'Brien has been awarded two Meritorious Service Medals, three CG Commendation Medals, six CG Achievement Medals, a Comman-

dant's Letter of Commendation and two Air Medals — one for supreme aviation in thick fog during a fishing vessel rescue, the other in New Orleans' Hurricane Katrina when O'Brien navigated between trees and active power lines to rescue an elderly couple from the burning rooftop of their flooded home. In Katrina alone, O'Brien rescued 224 people. His assessed career total is in the mid-300s. O'Brien attributes his success to others. "It really just goes to show it's a team game. I couldn't have done any of it without my crew and the great training given."



Edward Lea photo; The Press of Atlantic City.



# The History of Auxiliary District Fifth Northern's Air Program

by Ptero COMO Joseph Giannattasio,  
P-3021. Photos by the author.

The origins of Coast Guard Auxiliary Aviation date to World War II when aircraft operated by the Auxiliary participated informally within the United States; the exact number of aircraft during the war years seems to be unknown. That changed in 1945 when congress passed the law adding owners of aircraft and radio stations to those eligible for membership in the Auxiliary. The postwar period brought the Coast Guard cutbacks in funding and reductions in the number of personnel, aircraft and vessels available for search and rescue while at the same time the need was increasing. The Auxiliary augmented the Coast Guard and, over the years to come, the Auxiliary was relied on to fill the gaps. Aircraft utilization increased and as a result there were several Auxiliary districts that had aviation flotillas, including District Fifth Northern Region (5NR).

*The Third District History*, one of the most thorough and professionally-produced records of the wartime Auxiliary, simply noted (p. 133) that "acceptance of aviation members has been left entirely to flotilla membership where it properly belongs," and that its complement of aircraft-owning members stood at 10 in 1949. (Auxiliary District 5NR was previously the Third District until 1975.)

Though available units' records are sketchy, early issues of TOPSIDE, the newsletter of District 5NR, documents the Auxiliary aircraft utilization for operations in 1962. There were three pilots with airplanes; Horace B. Oliver, Jack Ryan, Jr., and Horace E. Oliver who was also the Operations, Aircraft Staff Officer. Another member, Dick Unien, Jr., became an Auxiliary pilot in 1963 flying his Cessna 175 aircraft. Air missions back then were quite different from today's air operation program. As noted from Unien's aircraft's certificate of inspection dated 1 July 1963, certification too was much different from the present form. In the early years, an aircraft facility was used only on a call out basis from the Coast Guard.

Staff Officer reports published in TOPSIDE newsletters of the period indicate Auxiliary Air operations in the early sixties were only minimal at best. Air observers were an unknown quantity as no such program existed yet, Air Operations Workshops were also non-existent then. Cooperation between the Coast Guard Air Operations was only basic and not as thorough as

those we enjoy today. The pilots' only contact with the ground was through aircraft signals and calls on the UNICOM - a nongovernment air/ground radio communication station network. These were relayed via landline through the airport operator to the applicable CG Station or Base. Long Range navigation (LORAN) systems in small civilian aircraft did not exist, the pilot did it all; and, as those of you who fly can imagine, was a very busy aviator.

Beginning in the 1970's, air patrols within the district consisted of pollution spotting and source identification, search and rescue, logistics flights, waterways ice monitoring and ATON patrols through the 1980's. Also noted is the beginning of cooperation with CG aviation in SAR training and public outreach events. In 1976 Russell "Bald Eagle" Appler, ADSO - Operations-Aviation (ADSO-OPA) formally organized the District's air program. Several reports indicate there seems to be some sort of "working relationship" with the Civil Air Patrol (CAP) beginning in 1978 until late as 1998. District officer directories from the period indicates a CAP Liaison; hardly any details or information has been found to-date.

In the 1980's, annual air operations seminars became mandatory for Air Program members, most held at USCG Base Gloucester, NJ and Group Cape May, NJ. Beginning in 1983, pilots and observers (new and current) were required to pass a written test. The district appointed the first of two female air program managers, Elsie Nichols, ADSO-OPA in 1981, and later Caroline Sweigart, ADSO-OPA from 1991 to 1992.

The 1996 CG Auxiliary Act greatly expanded the missions of the Auxiliary. Auxiliary aviation began to expand rapidly and was tasked to assist the CG missions. In January of 1997, AUXAIR was upgraded and a standard command and control network was established, having its own structure, separate from surface operations and organized on a district basis without a parallel structure at the division or flotilla level. USCG Air Station Atlantic City became the issuing authority for orders and requests for Auxiliary air facilities, and providing program oversight.

In 2000, standards were established in the

Auxiliary for Air Crew qualification. The program began conducting Rotary Wing Air Intercept (RWAI) training missions with CG helos out of AirSta Atlantic City, ice observation patrols of the Delaware River for the Captain of the Port, and documenting ICW obstruction patrols for USCG Small Boat Stations in New Jersey. Most recently, the district air program was featured in CG and Auxiliary publications for its development and execution of a number of unique training exercises including rendezvousing with surface vessels underway, searching and locating lost hunters, and wilderness search and rescue operations.

The history of District Fifth Northern's Auxiliary Air Program is indelibly intertwined with the history of CG aviation. To better understand the program's history, members must learn and appreciate the origins of both organizations and how each impacts the other; the partnership is a proud one that has served both organizations well.



Coast Guard Auxiliary silver pilot wings, 1967 to present.



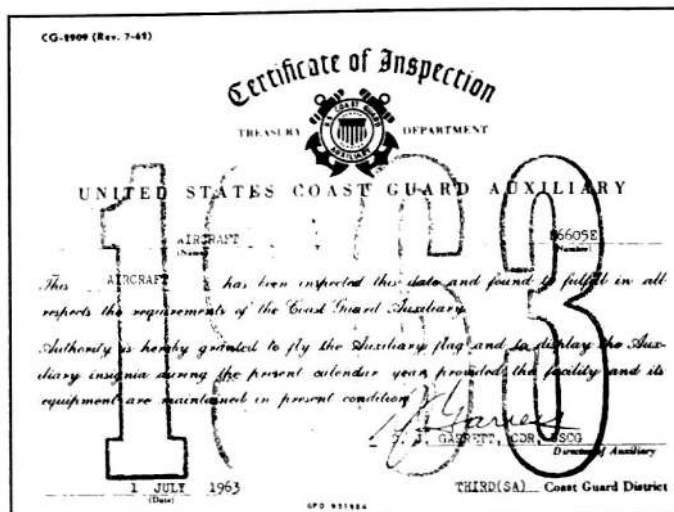
Coast Guard Auxiliary air crew wings, 2000 to present.

## CG Auxiliarist Receives Pilot Wings

On 26 October, Arvid Albanese received his Wings during a ceremony after almost two years of course work and practical aviation. Mr. Albanese comes from a lineage of USCG; his father served 30 years. Mr. Albanese flies a multitude of aircraft and helicopters and has accumulated over 2000 hours. He is a great addition to the USCG and Auxiliary Aviation and will serve the needs of D7.



L to R: AAC R. Flowers, Air Sta Miami CO Ptero CAPT Shawn Koch, Aviator 3381, Arvid Albanese, sons Griffin and Connor, and spouse Gina.





## CG Academy Cadet Aviation Club SITREP

By Cadet 1/c Connor T. Glynn

Hello Pteros and greetings from New London! The Coast Guard Academy Aviation Club successfully executed the annual Aviation Career Week from 18-23 October. The goal of Aviation Week is to expose Cadets and Officer Candidates to the aviation community and grow interest in pursuing aviation careers. This year's events included presentations from Mr. Mike Emerson (CGAA President), Ptero RDML Carola List (CG-4), Aviator 3198, a rescue swimmer workout, a workout to remember for LTJG Morgan Garrett (CGA '19), and multiple officer panels.

The Aviation Club showcased the Redbird simulator to cadets, faculty, and visiting aviators from around the fleet. We won't call anyone out, but some had better luck executing deck landings in the sim than others. Additionally, the club organized an MH-65 static display on the parade field and the first-ever HC-144 static display at Groton Airport. Many of the 4/C cadets stated that the static displays were the coolest thing they have experienced since coming to CGA.

This year's events had a strong showing from all classes of Cadets and Officer Candidates and all events were held in-person for the first time in over 18 months. We thank the CGAA for adding some "swagger", assisting with this year's event and all they do for inspiring the future of Coast Guard Aviation!



RDML List holds a replica of the EAGLE after her keynote address to the Corps of Cadets.



Cadets get their aviation questions answered as they check out a HC-144 from AIRSTA Cape Cod at Groton Airport.



Ptero Prez Emerson with a group of 1/c & 2/c Cadets after speaking about traits of successful CG Pilots.



## Attention to Award for CDR Gary Gamble USCG (Ret)

(From 'ATC Spotlight,' October 2021)

At our recent "Halloween Inspection," ATC Mobile was honored to present the Coast Guard Aviation Association's (CGAA) President's Award to CDR Gary Gamble, USCG (ret), in recognition of his *extraordinary* and *enduring* contributions to CGAA. Gary is a regular face here at ATC – his impact, and that of his fellow PTEROs, is palpable.

"CDR Gamble began his Coast Guard career after commissioning as an Ensign from Officer Candidate School in 1974. His first assignment was at the Port Safety Station in Port Chicago California supervising explosive loading. He then earned his "Wings of Gold" in 1977 as Coast Guard Aviator #1826. He flew +3500 hours in the HH-52 and HH-65 while deploying aboard Coast Guard Cutters from the Bearing Sea to Antarctica. CDR Gamble's duty stations include San Francisco, Kodiak, North Bend, Savannah, and ATC Mobile where he retired as Chief of Polar Operations in 1997. Following retirement, CDR Gamble's love of Coast Guard aviation led him to become the Vice President for Communications and Media for the Coast Guard Aviation Association, an all-volunteer 501(C) 3 organization dedicated to the preservation of Coast Guard Aviation History, and the recognition and support of current Coast Guard Aviation personnel. For over a decade he has been responsible for the formulation and implementation of the organization's external and internal communications, and the distribution of all pertinent information to our membership and the public. He is a thoughtful and innovative leader who is known throughout the Aviation community for outstanding leadership and vast knowledge of Coast Guard Aviation. CDR Gamble's initiative, dedication, and leadership are most heartily commended, and in keeping with the highest traditions of the Aviation Association and the USCG. "

Ptero Gamble, Av. 1826, is presented his award by ATC CO Ptero CAPT Chris Hulser, Av. 3499.

After the ceremony, Gary said he was 'completely surprised...thank you all very much. I certainly was not expecting this, it is an unexpected honor and very much appreciated. The award is now in a place of honor in my house along with the citation.'



The HH-52A: +2500 hrs for CDR Gamble.





## When (Ptero) Casey (Quinn, Aviator 1091,) Went To War

By Ptero Tom Beard, Aviator 1104  
[Casey passed away on 6/27/21...Ed]

The downing of an enemy aircraft by another airplane is usually a good start for any air story. Casey's tale, for those that know Casey—understandably—is different. He was flying a HC-130P nibbling at the edge of a stall at the time his story begins, refueling "Jolly Greens." The helicopters were heading into North Vietnam for a rescue. Later that day Casey got home; a North Vietnamese MIG-21 pilot did not. They both had their moment of infamy flying together in the Laotian mountains.

Some might accuse Casey of excesses in storytelling. These allegations could fit the stereotypical image of his Irish heritage. Even Casey confesses to *slight* exaggerations at times. "Casey," His wife, Pat once rebuked, "*you could leave some blarney!*" when he leaned back to kiss the Blarney Stone.

Naval aviators and flight students passing through NAAS Whiting Field, Florida, in the early 1960's might still recall Casey as the bass player in the Pensacola area's near-famous Dixieland jazz band, "Slow Roll Seven," marshaled from volunteer flight instructors. Casey's instrument (though he admits to not being a musician), called a "gut bucket," was somewhat unconventional. It consisted of a galvanized washtub strung with a single wire-clothesline stretched on a shovel-handle neck. Casey's strumming was more entertaining to watch than what the almost single-octave instrument likely added to the ensemble—a charge that might equally apply to his story telling.



Casey has a compelling smile—all over his face—like that of an infant. He meets everyone with this assuring radiance in a disarming way but can quickly change his demeanor to a menacing scowl, switching back and forth instantly as he senses the circumstances. There is only a narrow gap of expressions between. In either case, the grip he locks on his listeners with dark eyes holds that audience with an unbreakable bond. It is impossible to avoid Casey, especially when he

launches into a story.

Recently we were recounting episodes reflecting perceived images of our heroic pasts. These events were as we remembered, not necessarily as they happened. Our stories come with perhaps a little embellishment of which older men are often accused. The unstated understanding is, the oft-told anecdotes (at our age) are now only for entertainment. Truth can be a victim in these circumstances, yet honor retained.

However, the following tale from Casey is a story even harder to forget. If I said it was another "Casey yarn," those who know him would nod and smile in complete understanding perhaps tossing a little eye-roll for emphasis. But later, I met others who added pieces to Casey's saga—things he did not say or even know about. A larger chronicle developed.

I learned finally the account of when Casey went to war. But to back up a moment: Casey spent his days after getting his Navy Wings flying navy ASW missions in S2Fs (S-2's) and rounded out a navy flying career after ten years flying about 4,000 hours in eight different aircraft; all prop driven. Then an unexpected end came to his apparently successful navy career. He, like hundreds of others, was passed over for promotion to LCDR. This was just before the beginning of the Vietnam War. A lack of a college degree was the one universal anecdotal justification offered around at the time for the services' purging experienced aviators, many with excellent records.

Casey, wanting to continue flying, found jobs scarce. So with six kids to feed, he sought a billet in other services. The Air Force said, "No," no college degree. The Army would not take him as a Warrant with his background. However, the Coast Guard offered a direct commission as a lieutenant junior grade. However, acceptance came with a heavy loss of nearly nine years from his former navy rank. He would start over once more in the "right seat" as a junior pilot. Casey agreed. He went to Miami to fly the CG Albatross (HU-16E) for three years. His next assignment—he volunteered for—was to join the war in Vietnam as a CG aviator flying with the Air Force.

Now for Casey's story:

On 28 January 1970, Casey, as aircraft/mission commander of an Air Force HC130P, "King 3," from 39<sup>th</sup> AARS operating from Udorn, Thailand, was standing ground alert. To the east over central North Vietnam, "Seabird 2," an F-105G, "stretch-limo" Wild Weasel, was "on fire" following a run on a SAM (Surface to Air Missile) site. Wingman, "Seabird 1," observed "two good chutes" then watched one crewmember moving on the ground near an enemy concentration. The other crewmember appeared to have landed "on road 101" in the

midst of the enemy.

Two Air Force A-1J's, were overhead quickly (See Flight Journal, "Down There Amongst Them," Byron Hukee, Sept/Oct 1998). "Sandy 1" saw the electronics warfare officer captured by a "lot of people and activity around the person." The "Sandies" continued circling the area searching for the missing pilot for over an hour before finally "Sandy 1" was struck by ground fire, damaging the aircraft. He left leaving "Sandy 2" to continue the coverage. "Seabird 1," still orbiting, detected then spotted a SAM heading for "Sandy 2." He called a "break" for "Sandy," "no doubt saving ["Sandy 2"] from being shot down." Other aircraft joined to search the area. None received personal radio signals from the down crew. "Sandy 2" observed, "bad guys definitely have one survivor...[he] saw them take him in the grass."

A major helicopter rescue effort started immediately. But rescue resources muddled around for an hour waiting without confirmation by the survivors "coming up on voice." A general corroboration by voice contact with downed aircrews through their personal survival-radios was a usual requirement before bringing in "Jollies." It was the practice of the Search and Rescue (SAR) forces if no voice contact was made with aircraft crewmen on the ground, it was likely they were "either dead, unconscious, or a prisoner, all of which precluded a SAR. Without the survivor's active participation, a SAR was almost impossible, especially if there was any opposition..." and according to Sandy pilot, Jim George, "there was normally plenty!!"

Casey launched for the "Seabird" rescue to assist "King 2." He was to rendezvous with two flights of "Jolly Green Giants" rescue helos. Two were HH-3E's, call signs "Jolly 09" and "19." Four were the larger HH53B & Cs in two sections: "Jolly 70," "77" & "Jolly 71," "72." Accompanying the helos were four A-1J's, call signs, "Sandy 3," "4," "5" & "6."



HH-3E & HC-130P with the Jolly Green plugged in for fuel transfer. The helo is 'approaching max speed & the C-130 staggers along at just above a stall. A real thrill was doing this at night.' Photo & quotes by Richard Butchka, Aviator 1238.

See next page.

**CASEY GOES TO WAR** From 11 Casey soon was enveloped in the “fog of war” caused by quick decisions by others before he came on scene. This time, rapid changes to where his flight should rendezvous added in six more deaths to the “Seabird” rescue and nearly the loss of others including Casey and his crew.

It started when “King 2” advised a recommended holding position for the incoming “King 3” SAR flight and their protective air-cover “fast movers” (fighters) eighteen miles west-southwest of the downed “Seabird.” This spot was five miles west, over the boarder, in Laos. However, the Joint Rescue Coordination Center [JRCC] did not concur with this choice and directed the “slow movers” (C-130, A-1’s and helicopters) six-

teen miles further to the south-east to a position nineteen miles directly south of the downed aircraft astride the border between North Vietnam and Laos. Missing in this order is the critical note for the fighter cover to follow Casey’s flight to the new location.

One minute after this new position was passed “Wolf 101,” an aircraft over the downed “Seabird,” reported two SAMs launched and “very heavy groundfire (sic) in [the] area.” “King 2” radioed JRCC advising, the Sandies and Jollies “do not want to go” to the new assigned position. Instead “King 2” introduced a new holding point thirty-eight miles north-west of the last position or about twenty-seven miles west-northwest of “Seabird.” This placed the arriving “King 3” SAR flight about eight miles west of the Vietnam boarder over Laos clear of threatening

SAM’s and anti-aircraft fire. Fatefully, this also puts Casey meeting his fledglings nearly twenty miles north-west of the last position given the fighters to cover and closer to the enemy fighter threat from North Vietnam. To further increase the vulnerability to Casey’s flight, his protective fighter defense was on the side opposite any MIG threat.

All aircraft joined “King 3’s” in a loose formation on the 055° radial, sixty miles from the Nakhom Phnom TACAN. “King 3” was positioned to coordinate the rescue and provide in-flight refueling for the helicopters. All could hear intermittent “MIG calls” but most pilots in the flight concluded the enemy fighter threat was farther north.

TO BE CONTINUED



## The Coast Guard Aviation Association (CGAA)

### Pays Tribute to the Heroic Crewmen of USAF HH-3E Helicopter Jolly Green 23 Who Made The Ultimate Sacrifice on 9 June, 1968



**LT Jack Columbus Rittichier, US Coast Guard, Rescue Crew Commander**

**Capt Richard C Yeend, US Air Force, Copilot**

**Ssgt Elmer L Holden, US Air Force, Flight Engineer (FE)**

**Sgt James D Locker, US Air Force, Rescue Specialist (PJ)**



Jack Columbus Rittichier was born in Akron, Ohio on August 17, 1933 and raised in nearby Coventry, in the heart of the Portage Lakes region, so called for the mode of transportation utilized by Native Americans and other trappers to bring their goods northward to trading ships anchored at the Great Lakes settlement that would become Cleveland. Jack was a “water rat” who spent his summers in or on the water. A star high school athlete, excelling in football and track, he was selected for the Akron City all star football team and winner of the AAU Ohio/West Virginia amateur trampoline championship. An excellent student, Jack had several college opportunities to choose from. He was accepted by prestigious Princeton University, but Ivy League schools did not offer athletic scholarships, so he instead accepted a full football scholarship to the University of Kentucky of the powerful Southeastern Conference (SEC), coached by the legendary Paul “Bear” Bryant. Jack received a debilitating neck injury and was sent home to rehab. Contemplating his future, he decided to transfer to nearby Kent State University (KSU). Joining both the football and track teams. In his senior year he was chosen by his teammates of both squads to be their Captain, demonstrating the level of high regard he was held in by his peers. One of those teammates, Lou Holtz, future coaching great, would say twenty-four years later upon hearing of Jack’s death, “Everyone knew Jack; he was the Captain!” He was a fleet running back on KSU’s leading rushing team of all time. In 1954, his junior year, his average yards per carry was an incredible 8.8, good enough to garner him second team honors in the Midwestern Athletic Conference (MAC). The highlight for Jack was a late season 90 yard game winning touchdown run that propelled KSU into its first ever post season bowl game. Not a one dimensional student, he was very engaged in all aspects of campus life. He graduated from KSU with a Bachelor of Fine Arts degree and, as an ROTC graduate, a commission as 2nd Lt in



the U. S. Air Force.

Shortly thereafter he entered undergraduate pilot training. Like most flight students he aspired to fly fighter jets but the needs of the service prevailed and he was assigned to B-47 Stratojet bomber training, destined to serve in the Strategic Air Command (SAC). The B-47 was revolutionary, capable of reaching distant targets, and its number was expanding exponentially as the primary cold war nuclear deterrent. It was armed with nuclear missiles to be delivered to foreign targets were he so ordered. It was the height of the cold war so the mission was fraught with tension. He told his brother on more than one occasion that were he ordered to deliver his deadly weapons, he would do so but he wasn’t sure if he would be able to live with himself. Compounding this threat was the abominable safety record of the B-47. Even with six turbojet engines the aircraft was still underpowered, leaving little margin for error, particularly during takeoff and landing. Of the 2,000 bombers placed in service, a staggering 203 crashed, leading to the death of 436 crewmen, none attributed to combat. After six years of this high pressure environment, Jack was happy to put that chapter of his life behind him.



Leaving USAF, he tried his hand at several aviation jobs, the first as a crop duster near his Missouri home, but he lost a battle with some power lines thus ending his crop dusting days. With assistance from his father-in-law Jack bought a small helicopter. Although he enjoyed helicopter flying it offered few opportunities to earn a living. He subsequently applied to the Coast Guard Direct Commissioned Aviator program. In his interview he told the Coast Guard board that he only wanted to fly helicopters. This probably didn’t sit too well with the board, who wanted his 6,000 hours of heavy jet experience to bolster the service’s rapid growth of its fleet of C-130s. But Jack must have been persuasive because he was accepted, his limited helicopter experience notwithstanding, and dispatched to basic helicopter transition training in Pensacola. He loved the Coast Guard, reveling in its life saving mission compared with his loathing of the B-47



mission.

After his helicopter training was completed he was ordered to the USCG Air Station (AIRSTA) in Elizabeth City, NC where he gained valuable helicopter experience while deployed on extensive hurricane relief. He was subsequently transferred to AIRSTA Detroit, enjoying the Search and Rescue operations there, earning his first Air Medal. He also enjoyed living close to his hometown in northern Ohio. In 1967 he applied for voluntary exchange duty with the Air Force flying Jolly Green combat rescue helicopters in Vietnam. After a year of intensive HH-3E transition, POW and jungle survival and combat rescue training, Jack and two fellow voluntary Coast Guard aviators reported for duty with the elite USAF 37th ARRS (Aerospace Rescue and Recovery Squadron) in Danang, Vietnam as Rescue Crew Commanders of Sikorsky HH-3E "Jolly Green"(JG) combat rescue helicopters.



June 9, 1968 was another hot one in Vietnam, in more ways than one. On the heels of the disastrous Tet Offensive fighting on the ground and in the air raged unabated and LT Jack Rittichier was in the thick of it. Barely "in country" a month, he had already participated in several daring rescue missions, saving the lives of several Army and USAF airmen, already earning three Distinguished Flying Crosses. On this day, after their early morning wake ups, the Danang based alert Jolly Green (JG) crews completed their ritual of aircraft preflight, weather briefings, crew briefings, intel and mission briefings and finally aircraft acceptance for a day of alert duty. LT Rittichier was assigned as Rescue Crew Commander of the "Hi Bird," Jolly Green 23, his primary but not limited responsibility was to assist the "Lo Bird," should it require assistance. Fifty miles south of Danang at the Marine base in Chu Lai a flight of two USMC A-4 attack jets, Hellborne 214 and 215, were flagged for a ground support mission. In what proved to be a critical decision the scheduled flight leader, a USMC Captain with 200 combat missions under his belt was scheduled as the Hellborne flight leader but relinquished his position as flight leader to his wing man a newly qualified flight leader, as was his prerogative. The flight departed Chu Lai at 1000 for the short flight northbound over Danang, then westbound to their A Shau Valley target, a known tenacious enemy stronghold. As Hellborne 215 made his first run on the target, he waived off when his bomb sequencing failed. At this point it was his option to abort the mission or to make another bombing attempt. Opting for

the latter, he took the same path to his target as on his first approach and the enemy forces were prepared, bringing withering fire as his bombs were released. The Marine was forced to eject directly into a hornets nest of enemy ground forces. At Danang the call went out: "SCRAMBLE THE JOLLYS!"

JG22 and 23 launched quickly, racing to the area of the reported downed airman. He was badly injured with a broken arm and leg, injuries suffered from his low altitude/high airspeed ejection. His resulting critical injuries would require USAF PJ assistance. Enemy forces set a "helicopter trap" by not immediately seizing the survivor so as to lure the rescue helicopter into a vulnerable position. After many sorties by fast mover fighter jets to sanitize the recovery area, and several rescue attempts by JG22, it was decided to make one more rescue effort. JG22 was low on fuel so JG23 was called upon to effect the rescue. As LT Rittichier was making his approach he called out numerous hostile firing locations from all quadrants. After arriving in a hover overhead the survivor, under withering ground fire, the PJ was readied on the rescue hoist. A USAF FAC (Forward Air Controller) informed JG23 that he was on fire and advised him to abort their rescue attempt, providing directions for the crippled Jolly Green to a nearby clearing. The helicopter headed for the clearing but its main rotor slowed to a stop and JG 23 crashed in a flaming explosion. It was readily apparent that there were no survivors. Subsequent unsuccessful rescue attempts for Hellborne 215 were made throughout the day. 25 aircraft, including 6 Jolly Greens, were used in numerous heroic attempts. The remains of the Jolly Green 23 crewmen were finally discovered 23 years later. The Hellborne 215 pilot was never seen again.



LT Jack Columbus Rittichier, the only Coast Guard aviator to be killed in combat, was subsequently buried with full military honors on "Coast Guard Hill," an area reserved at Arlington National Cemetery for United States Coast Guard flag officers and heroes. The USMC pilot was not recovered. Jolly Green 23

USAF crewmen, were buried with full military honors in their hometowns.

#### Semper Paratus - That Others May Live

For their invaluable assistance, the Coast Guard Aviation Association (CGAA) extends its admiration to the following people: skilled wood artisan Harvey Orr, master sculptor Benjamin Victor, the only living artist with three of his sculptures in the National Statuary Hall of Congress, and our special appreciation to the Coast Guard Combat Veterans Association- we thank you for your combat service, and for your generosity.



### VADM John P. Currier, Aviator 1877 & Ancient Al #13, Interred at Arlington National Cemetery. By Ptero Prez Mike Emerson

A proud assembly of high-flyers gathered on September 14, 2021 at Arlington National Cemetery for the interment



and an esteemed Ancient Albatross, VADM John P. Currier.

Coast Guard Family representation featured the CG Commandant, ADM Karl Schultz, and many noteworthy active duty and retired military leaders, including various Pteros!

of the 28th Vice COMDT of the Coast Guard,

CGAA sponsored a reception for attendees at an Irish Pub in Arlington after the ceremony. Everyone had a story about John Currier!





## CG Auxiliary Aircraft Locates Missing Paddle- boarder off Maui

By Shelomo Alfassa



CG Auxiliary Pilot Robert Emami.  
USCG Aux Flotilla 014-01-10 photos.

On August 5, 2021, about an hour after sunset, the daughter of a paddleboarder contacted emergency services as her mother was overdue off the coast of Maui, HI. It was approximately 2000 and the call went into AirSta Barbers Point, some 85 nautical miles to the west. Within minutes, a multi-pronged search-and-rescue (SAR) effort was launched, as Coastguardsmen

searched for a 51-year-old woman wearing a blue personal flotation device on a white paddleboard.

Sea surface visibility was extremely arduous. One hour into the mission the AirSta alerted a CG Auxiliary team to prepare for a first-light SAR mission. During the period before sunrise, the Coast Guard maintained a surface search unit in the area.

CG Auxiliary Pilot Robert Emami and Aircrewman Eduardo Vitorino quickly planned their mission and at 0530 would initiate participation in the search. Their equipment was a Piper PA-32-300 Cherokee Six. They departed from Honolulu Int. Airport at 0625. Their flight took them from Oahu southeast approximately 80 miles, to the west coast of Maui. At 0710, they started their assigned search. They could see the sea surface was choppy with whitecaps. As they turned back on the second leg, Aircrewman Eduardo Vitorino observed a paddleboarder. A positive identification was made. The flight crew contacted Sector Honolulu Command Center and reported the location of the paddleboarder. They commenced circling overhead providing acknowledgement and confidence to the paddleboarder that she would be rescued. They remained circling on-scene and oversaw the arrival of the HC-130,

an MD520-N County of Maui Fire and Public Safety helicopter (Maui Air One), and a CG 45-foot response boat from Station Maui.

At 0717, Maui Air One arrived on scene and rapidly deployed a Rescue Swimmer. The swimmer contacted the paddleboarder, and a rescue basket was deployed. At 0719,



Maui Air One hoisted the victim and swimmer, delivering them to emergency medical services on the shoreline.

Congratulations pilot Bob Emami and Eduardo Vitorino. Bob and Eduardo are what the USCG AirAux is all about. Great Job!



## Report of CGAA Local Coordinator, Ptero Pete Heins, Aviator 1504, On FOB Pt. Mugu/CGAIRSTA Ventura Construction.



Reps from the 8 entities responsible for the AirSta construction ceremonially turned over "Ground Breaking Earth" on 27 July 2021: (L to R): Debra Chinn, CG Facility Design & Construction. Center; Joe Bissaillon, Architect & Project Manager for Woolpert; RADM Carola List, Asst. Commandant for Engineering & Logistics (CG-4); VADM Michael McAllister, Commander PAC Area; Sam Abutaleb, VP Whiting-Turner Construction; RADM Brian Penoyer, CCGD11; CAPT Tom Cooper, CO AIRSTA San Francisco/Forward Operating Base Pt. Mugu; CAPT Kirk Lagerquist, P. E., Chief Staff Officer, Navy Base Ventura County. (CG Photo: PO1 Richard Brahm)

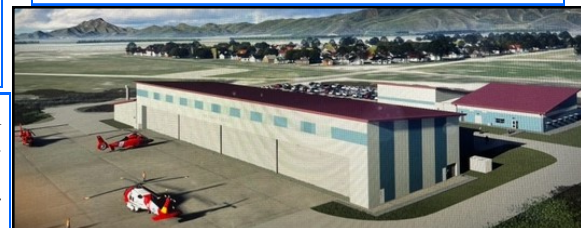


See VENTURA on P. 23

Clark Menkes, CG On-Site Construction Inspector, oversees construction of AirSta Ventura. Upon completion in 2023, FOB Pt. Mugu will be commissioned as CG Air Station Ventura. The unit will cover 400 miles of coastline from Orange County, the Ports of Long Beach and Los Angeles, & numerous pleasure craft marinas from Santa Monica, Ventura, Santa Barbara, and Morro Bay. In addition, it will provide SAR response in the Channel Islands National Park. Note the Pterodactyl Briefing folder which Ptero LC, Pete Heins, provided for Clark Menkes. (Pete Heins photo)



LCDR Nathan Shakespeare, FOB's "Ventura Liaison Officer", and CG On-Site Construction Inspector, Clark Menkes, recently viewed the Construction Site. In January 2022, concrete pads for the Hangar and Admin & Berthing Building will be poured and by early summer 2022, the frames for both buildings will be complete. The Admin & Berthing Building will have five duty rooms. The Hangar and Ramp will handle four MH65s OR MH60s. (Pete Heins photo)



AirSta Ventura is located in the Northeasterly quadrant of NAWS Point Mugu. The hangar is about ¼ mile from the Runway 21 Threshold for easy access to the ILS/GCA equipped Runway and the AirSta ramp has a very large area for departures and arrivals. Four MH-65s will be based at the AirSta. Unlike older military hangars, those at CGAS Ventura will have four vertically-operated fabric hangar doors. Similar doors are used at AirSta's Atlantic City & Miami. (AirSta Ventura Drawing)



# Air Station Barbers Point

By LCDR Kevin Carmichael, Av. 4477,  
& Ptero LT Erik Anderson, Av. 4382



Aloha! Tucked away on the southwest corner of Oahu, on what was once a Naval Air Station, sits Coast Guard Air Station Barbers Point (ASBP). Located at John Rogers Field, known locally as Kalaeloa airport, ASBP's MH-65 and HC-130 aircraft provide Search and Rescue coverage throughout the Hawaiian Islands, the western Pacific, and northeast of the Hawaiian Islands to the west coast of the continental United States. Aircraft routinely search for overdue vessels, provide medical evacuations, counter Illegal, Unreported, and Unregulated fishing on the high seas, fly counter-narcotics patrols in support of Joint Interagency Task Force South, and take part in joint operations in support of Department of Defense (DoD) initiatives throughout the Indo-Pacific region.



ASBP is in the midst of change with aircraft transitions, simultaneous multi-million-dollar facilities upgrades, and the recent siting of an additional helicopter to support National Security Cutter deployments throughout the western Pacific and Oceania. The recent transition from the MH-65D to the MH-65E provided updated avionics allowing for the use of RNAV (GPS) approaches and navigation. The ongoing transition from the legacy HC-130H Hercules to the HC-130J Super Hercules provides increased range, RNAV (GPS) approaches and navigation, and has been missionized with improved sensors

for Intelligence, Surveillance, and Reconnaissance as well as Search and Rescue missions. Ultimately, these modernization efforts increase the unit's ability to work with strategic partners across the Indo-Pacific to enhance maritime security and stability.



A prime example of the partnership with the DoD within District 14's Area of Responsibility was exemplified in March 2021, when five fisherman were overdue from Pouk Island, Chuuk. A C-130 crew worked closely with a USAF KC-135 to search for the 25ft skiff for four days. The KC-135 was able to locate the vessel which enabled the C-130 crew to drop the stranded fishermen some timely food, water, and a radio. The C-130 crew then coordinated recovery of the fishermen who were brought aboard a merchant vessel and who were eventually transferred to a Fast Response Cutter before being repatriated to their island.

Not to be outdone, the MH-65 crews at ASBP keep busy responding to Search and Rescue throughout the Hawaiian Islands. The most publicized ASBP rescue in recent months was in response to a Transair Flight 810 crash off Oahu on the night of July 2, 2021. After experiencing an engine failure shortly after takeoff, the Boeing 737 cargo aircraft was setting up for approach back into Honolulu International airport when its second engine failed and it ditched five miles south of Kalaeloa airport. The crew of the MH-65E rapidly responded, located both 737 crewmembers, deployed the rescue swimmer to one survivor who was struggling amidst the debris field and the fuel on the surface of the water. The crew recovered the beleaguered survivor for transport and provided immediate medical attention while coordinating rescue by the Hawaii Fire Department response boat for the other survivor. The survival of both 737 crewmembers is a testa-



ment to the readiness and valor of the MH-65E crew in addition to close coordination with local partners.

People come from across the globe to see the beautiful Hawaiian Islands. Due to the outstanding weather throughout the year here in Hawaii, there is no slowdown of operations. Given the immense size of D14's Area of Responsibility, aircraft play a critical role in most District operations, which provide AirSta personnel a wide range of challenges as well as job satisfaction. ASBP supports nearly all 11 CG statutory missions with a heavy emphasis on Search and Rescue, Port and Waterways Coastal Security, Law Enforcement, Drug interdiction & National Security. Over the last five years, AirSta Barbers Point conducted an annual average of 169 search and rescue cases, saved 28 lives, and assisted 28 people in distress.



In closing, ASBP is one of the best duty locations in the Coast Guard. The challenging and diverse missions coupled with the unparalleled opportunities for morale and recreation make assignment here a top choice. Mahalo to all the aviators and Coasties who have come before us to make the current Air Station Barbers Point the great unit it is today!







**Mail Call!** This issue's mail is brought to you by a CG PB4Y-2, part of Cosmic Overseas Airways. CG Aviation first arrived in the Hawaiian archipelago in 1945 when Lieutenant G.W. Girdler received command of eighteen enlisted men and five officers at what was then Naval Air Station Kaneohe. Aviation assets consisted of two consolidated PBY-5 "Catalina's" and one Grumman JRF "Goose." The mission was search and rescue. The JRF was retained after WWII. The PBY proved to be inadequate for the LORAN support mission and was replaced by two PB4Y-2 Privateers. With the War over, the number of excess aircraft ran very high. There was a Navy Aircraft Storage Facility at Hawaii and, with the power of a pen at the local operating level, the CG Air Detachment acquired two PB4Y-2 aircraft in good condition. They were used for Pacific supply runs that went from Kaneohe to the MATS terminal at Hickam Field, then Johnson Island, Majuro, Kwajalein, Guam, Sangley Point to Japan and then back through Wake, and Midway. The trip took between 20 and 28 days and the route varied. The detachment transported everything that ATC or MATS wouldn't carry and went to places they didn't go.

In 1949, the Navy decommissioned the Kaneohe Air Station. The Coast Guard Air Detachment moved to NAS Barbers Point on the west coast of Oahu and was established as a Coast Guard Air Facility. During 1949, the Air Facility received two PB-1Gs and, in 1950, two R5Ds replaced the PB4Y-2s. The R5Ds were both excellent search aircraft and much better suited for the support of the LORAN stations as well as other CG units. The aviation support of Coast Guard facilities throughout the western Pacific Ocean, conducted by the Coast Guard Aviation Detachment at Barbers Point NAS, during the next decade plus, was known as "Cosmic Overseas Airways." The official name of the unit was – The United States Coast Guard Western Pacific Logistic Support Air Group. Now, anyone familiar with Coast Guard Aircrews knows that this was too good an opportunity to pass up. It was 1950. The Space Patrol was on TV and Flash Gordon had arrived. Cosmos was Space and anything that was gigantic or huge became "cosmic" in the language of the day. Twenty plus locations were serviced by the Coast Guard Air Detachment, Barbers Point, once or many times, in a huge area west and southwest of Hawaii. The area served was 'Cosmic' and Cosmic Overseas Airways was born.

**AirSta Atlantic City aircrews prepare to respond to Hurricane Henri, August 25, 2021. (CG photo)**



#### HC-123B Shirt Wearers

Long-retired CGAS Miami friends, Pterosaurs Jim Leskinovitch, Aviator 1401, HC-123B Copilot & Pete Heins, Aviator 1504, HC-123B Jump Seater, rendezvoused for lunch in Pt. Townsend, WA in July. Pete designed the shirts.



#### CG provides humanitarian aid to Haiti after 7.2 earthquake.

In August, Haitian's government requested CG assistance following a magnitude 7.2 earthquake. The CG committed numerous air and surface assets to help in transporting medical personnel and supplies, and transporting critically injured citizens to facilities needing



a higher level of care in Port au Prince.

"On behalf of the U. S. Coast Guard, I express our deepest sympathies to the people of Haiti," said CCGD7 Commander,

RADM Brendan McPherson. "Our hearts go out to our Haitian diaspora here in Miami and to those tragically impacted in Haiti. We are supporting USAID humanitarian relief efforts, U.S. Southern Command's ENDURING PROMISE, and coordinating closely with Ambassador Sison and her country-team to assist in every way that we can. Our helicopters and aircrews are transporting medical personnel and evacuating those requiring higher levels of care. Our cutters remain offshore and on standby to assist the citizens of Haiti and to support agency response locally. Our unity of effort, our commitment to our neighbors, and our ability to lead through a crisis will help see us all through this tragic event."

#### Deceased Ptero Appreciation

Regarding the recent passing of Ptero ADCM Roger 'Ace' Adams, P-2685, I have, as all of us do, many friends and acquaintances in and out of the Coast Guard, but few have left an indelible mark on my life as Ace did in our 65 years together. We who steer the pointy end for any length of time know that



our success or failure rests heavily on the dedication of our flight and ground crews whose shoulders we stand on yet do not always get deserved recognition. I can recall so many C-130 VIP flights where we would arrive and leave the aircraft with the taxi-qualified crew to care for the bird, and it would be on the line in the morning bright and shiny and ready to depart with a spit and polish crew.

CGAS New Orleans, where I was the EO 1965-67, was more than a little different, but the same crew strengths made it prosper in spite of poor facilities and Hurricane Betsy devastation.

And so to Ace - I thought that the CG Aviation world today should know about how his dedication made it a better place for them and they could aspire to mirror his achievements. Below is an article describing the paths of Ace and I and how we are bound together in shared experiences that few understand.

Roger Sherill "Ace" Adams, ADCM, USCG (Ret.) flew west on September 4, 2021, sorely missed by the many families, friends and shipmates who knew of his stellar career. I was blessed to have been one who learned to appreciate, admire and benefit from what would be 65 years of our friendship. Let me attempt to capsulize that lifetime and in turn, highlight what makes Coast Guard Aviation a career where bonds grow strong and lasting.

AD3 Roger Adams and AD3 Bob Whitley served together at CGAS St. Petersburg, FL in 1956. Serving in the same duty section, where they became good friends. Roger arranged a blind date for Bob with Mary, a friend of the girl that Roger was dating. They enjoyed several double dates and Roger was Bob's best man at his wedding four months later.

After tours at major units CGAS Elizabeth City and San Francisco, with multiple models of fixed and rotary wing aircraft, I checked into CGAS New Orleans in February 1965 as EO and was more than mildly surprised to find it to be a step-child tenant in the Navy Hangar at NAS Callendar Field. Three HH-52A helicopters shared the hangar floor with P2Vs, A4Ds and H-34s. Several spaces in the east wing served all of the unit's needs.

We were a small unit then with only about 25 officers and crew but we were busy! Typically our duty section was one pilot and two crew. If the teletypes rang the alarm, all three would leap into action: the pilot to the teletype to get the case info, check WX, while the two crewmembers pulled the HH-52A out. One would run back in to man the teletype, one disconnected the mule and manned the fire bottle while the pilot ran to the ship and started the engine. The fire watch jumped aboard and we were airborne, usually in a matter of minutes. Single pilot and a multi-disciplined crew member worked in sync and we all quickly became a tight band of brothers.

As luck would have it, one of our bird's T-58 engines decided to gasp its last out over the swamp, and the pilot successfully and safely autorotated to a soft landing in the goo. The solution of how to retrieve the helicopter was quickly solved by AD1 Adams. Modifying a Class 265 main rotor blade by shortening it and adding a "borrowed" Navy JATO rack, Roger and the crew removed a main rotor blade, installed his "hoist", removed and replaced the recalcitrant engine, reinstalled the main rotor blade and we were soon back in service.

The device was so innovative, Roger submitted it as a beneficial suggestion and received the largest maximum award as ARSC fabricated one for each unit and the U.S. Army adapted it for the CH-47.

Subsequently, he was the first person in the military to be issued a

US Patent (1968) #3,380,688 for his design of the hoist. Always the innovator, he was acknowledged by the USCG for discovering and suggesting use of ultraviolet light for detecting aircraft synthetic oil leaks, suggesting installation of static ground receptacle near the HH-52A rear fuel tank filler, and design change for HH-52A main rotor mast cover.

Years later, I was VP-OPS at Aerospatiale in Grand Prairie, TX when I received a call from Roger up in Oklahoma. In his laconic low-key way, he related that he had applied for positions at Aerospatiale and other west coast companies. He had offers from others, but really wanted to be part of the Coast Guard Program; however, he had no response from Aerospatiale. I walked next door to our HR guy and said we need Roger on board.

It didn't take long for him to have an impact on the program with his ever-present knack for solving maintenance issues. The SRR dual hydraulic systems needed to be simultaneously powered to conduct flight control rigging. Existing Navy hydraulic ground powered units were exorbitantly priced, and when multiplied by the number of anticipated Coast Guard operating units, created financial concerns. Roger told me he could design and build a substitute unit for a fraction of the cost - and he did - and the Coast Guard purchased them.

The clock clicked inexorably on, and Roger, Bob, Don Bellis and I all ended up on the west coast of Florida, and occasionally got together. Don and I eventually moved on to TX and SC, but Roger and Bob remained. When Bob's wife Mary passed, Roger and Bob held monthly luncheons and swapped the inevitable sea stories. Roger will be missed.

Ptero Art Wagner, Aviator 769

### Sea Services Aviation Happy Hour

On 2 August, six CG Aviators attended the Sea Services Happy Hour sponsored by the Association of Naval Aviation (ANA) at National Harbor near Washington, D.C. The CGAA provide financial support.



Pteros CDR Adam Koziatsek (L), 3936, Jay Crouthers, #1360, & CDR Brad Winans, #3916, enjoyed Happy Hour, as did Barton Philpott, Ptero Mike Brandhuber, #3358, and one other Coastie.

### A 'Thank You to the CGAA Sent to Ptero Joseph 'Butch' Flythe, P-2939/RS-05

I'd like to express my gratitude towards the immense generosity you and the rest of the Coast Guard Aviation Association/Ancient Order of the Pterodactyl have shown for my father in his time of need. The past two years have been hard on everyone, yet despite how bleak and cruel the world can appear through broken lenses, it's the fraternal love, kindness and support from the CGAA and its members that proves the world has hope.

I cannot thank everyone enough for the support and kinship shown to my father and I over the past eight months as we've



AD1 Adams, LCDR Art Wagner and LCDR John Redfield at award Ceremony.

worked to get him the help he needs. With the donations kindly contributed by members of the Association, we were able to fund the costs that came with entering him into an assisted living facility, True Comfort PCH, where Sheila, her sister Sharon and the rest of their amazing care staff help my father to realize his best life. Prior to his voluntary admission to a personal care home, his mental and emotional state had been desolate as he regularly expressed an unyielding feeling of hopelessness. Had it not been for the amazing support shown by his fellow aviators, I am uncertain he would be able to recover.

I am glad to report that he is well and receiving the care necessary to ensure he may continue to prosper. He has told me on many occasions how grateful he is for the people around him, the generosity and support of his fellow aviators, and that he was made able to once again find the light of God via the love that has been shown for him. He now eats regularly, exercises daily, and makes friends with everyone he meets like he used to. His speech has improved dramatically and he attends doctor's appointments regularly to ensure he is in good shape. It is through the love and encouragement shown to him by his fellow aviators that he was able to get to where he is today and escape the unbearable mindset he had fallen into.

I'd like to especially thank Ptero Thom-as Cooney, RS-28, for reaching out to us and helping to make this all possible. Without him, I am not sure where we would be today. When things got dire and I failed to rise to the occasion, it was his guidance and support, him setting everything in motion and reaching out to the CGAA to rally support for my father that saved us from turbulent waters of life.

Thank you again for everything and I'm sorry I did not write sooner. I hope everyone is well and that we may hopefully have the chance to thank everyone in person. My father speaks very fondly of all his fellow aviators in the CGAA and it was them that renewed his confidence and inspired him to get better.

Sincerely, Keyton James Stanier, son of Ptero Jim Stanier, RS-335

### **Ptero Paul Langlois, Aviator 1954, Visits AirSta San Francisco**

On 7 October, I visited AirSta San Francisco. It was an exciting and emotional day for me, returning to the unit where I started my aviation career in 1979, flying H-52s. The CO, CAPT Tom Cooper, Aviator 3360, was most gracious in hosting my visit. He had asked me to talk at an "All Hands" event entitled a "Day of Resilience". I was privileged to have served as Tom's CO at Airsta Savannah, in his first aviation assignment in '97, and was delighted to reunite with him after so many years.

**18 Pterogram - Fall 2021**

Although I had years of memories of periodic Safety Stand Downs, this day seemed to have a slightly different twist, more along the lines of a post-pandemic reset, which affected so many aspects of their operations, family life and the "new normal". My comments reflected on the challenges and resulting opportunities of my career, particularly as injuries and health setbacks altered my expected career progression. I explained how several sudden and undesired PCS change of assignments always turned into great opportunities for me. I reflected on a number of major, or fatal accidents that personally affected me over the years, particularly with the H-65. I tried to maintain a theme of how maintaining a positive mental attitude was necessary to overcome difficult obstacles that may someday face them in their careers.

I found time to make the standard recruiting pitch to welcome any interested new members to join CGAA. In conclusion, as you can see in the enclosed picture, I presented the artwork celebrating the 75th Anniversary of Coast Guard Helicopter operations.



**Ptero Langlois presents CGAA helicopter artwork to CAPT Cooper and Command Master Chief Eric Monti.**

I was then treated to a tour of the Air Station, and concluded with an enjoyable lunch with Captain Cooper, and his daughter Mary, who is a senior at Stanford, and studying to become an Aeronautical Engineer.

They currently operate eight MH-65D helicopters and maintain 24/7 operations at Forward Operating Base (FOB) Point Mugu.

### **Auxiliarist Explores the Jet in the Woods**

by Ptero William "Bill" Fithian, P-5472.

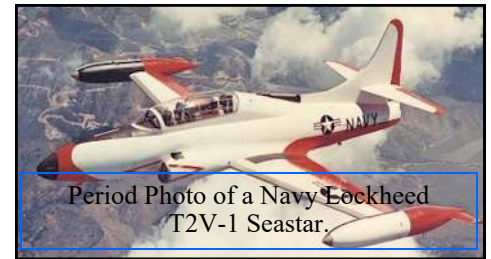
DSO-AV Auxiliary District 5NR

Nothing quite captures the imagination than discovering the ruins of a lost military jet fighter. Recently Ptero COMO Joe Giannattasio discovered just such an aircraft hidden away in the wilds of Passaic County, NJ, seemingly just left behind and forgotten in the hilly northernmost part of the state.

When he was attending university in northern New Jersey, Giannattasio took introductory flight instruction at a nearby airport and recalled local pilots telling stories of a military jet that crashed in the heavy forest area of the region long ago.

Now a co-pilot in the CG Auxiliary Fifth Northern's Air Program and an avid aviation enthusiast, Giannattasio set out with a fellow adventurer in October to find the lost jet fighter. Far from the closest town and a long

hike from the nearest road, they bushwhacked through thick foliage and swampy mud until they found the skeletal remains of a Marine Lockheed T2V-1 Seastar where it still exists today, nestled in a remote and marshy patch of the West Milford forest.



**Period Photo of a Navy Lockheed T2V-1 Seastar.**

The aircraft was a carrier-capable jet trainer for the US Navy that entered service in 1957 and powered by a single jet engine. According to newspaper articles from the period, in 1967 while flying a training mission out of Brooklyn's Floyd Bennett Field the jet had a flame out and plunged. Amazingly, despite the ejection system failing, both pilots survived the crash and were found standing near the wreckage by the first responders on scene.

Somehow, the plane remained largely intact from the crash and the military later airlifted the engine out for salvage but left the rest of the plane behind. There is now less of the plane remaining; yet it endures as a captivating mystery, silently falling apart and forgotten.



**COMO Joe Giannattasio photo.**

### **USCG AVCADs—Find the Missing**

Fellow AVCADs; I am trying to locate some "ancient" CG aviators (1965-1974)-AVCADs to be specific. Potential reunion in the works. Help wanted in locating the missing - Craig Lynch, Robert Ritchie, Terry Clopper, Darwin 'Speedy' Smith, Jerry Taylor, James Audley, Robert Leggat, Fletcher Brown, Larry Neville, David Patton, Frank Olszewski, LP Maire, James Satory, David Erwin, Eugene Barco, James Donnelly, Michael Leeds, David Flynn, Terrance Stagg, Steven Pearman and Michael Roberts. (Please message me if you can assist. THANKS) LCDR USCG/USNR (Ret.) Carl Lowry, Av. 1467 - AVCAD 1968/  
CAPT - Delta Air Lines (Ret.)  
770-631-4854 (home)/ 678-596-5166 (cell/text)/carl.lowry.bsa@gmail.com



## Elmer Stone Coins Presented to CG Heritage Museum

By Ptero Jack McGrath, P-2666

On 10/19, I presented the challenge coins and a photo of them, as well as a letter of conveyance from the Navy League of Charleston, SC and CGAA Executive Director Ben Stoppe and Prez Mike Emerson, to the museum. The coins were commissioned to commemorate the commissioning of the CGC STONE (WMSL 758), named after CG Aviator

No. 1 – Elmer F. Stone, on 19 March 2021. (L to R: Ptero CAPT Buck Bailey, Av. 1664, CAPT Greg Ketchen, Museum Prez, me (former CGHM Prez), and SCPO Bill Collete (former CGHM Prez).



## PTERO MINI-REUNION MEMORIAL HELD FOR MASTER CHIEF TOM JUSTICE



Thanks to Troy Hill (organizer), a few SoCal Pteros got together at Bravery Brewing in Palmdale, CA to celebrate the life of Master Chief Tom Justice who passed away on 31 July 2021. Many of the attendees were stationed with Tom at

AirSta Los Angeles in the 1980s. Troy and the Bravery Brewing staff set up a "missing man" or "fallen comrade" table, to honor Tom and he was inducted into the WALL OF BRAVERY - behind us in the photograph. It was a great afternoon of stories and camaraderie. We are looking to do this again in 2022 - and make it a regular 'thing' on the Saturday after Veterans Day - so SoCal Pteros - mark your calendars.

(L-to-R) Ethan Rose, Doug Rose, Chuck Page, Bobby Cohen, John Law-

rence, West Schroeder, Rusty Tuck, Jeffrey Teubner, Rick Perini, Sean Cross & Troy Hill. Ptero Sean Cross, Aviator 3321

## Honoring our CG Aviation Heroes at ATC Mobile: VADM John Currier



As many of you know, ATC is amidst several Heritage Projects – one of which is to honor CG Aviators that have gone before us. This week we honor VADM (Ret.) John Currier

with the unveiling of "VADM Currier Way" – the newly named road which leads you to the command building at ATC. VADM Currier had +6,000 flight hours, was the 28th Vice Commandant, and the only CG Aviator to receive The Harmon Trophy for a daring rescue of 10 men off the TERRY-T in 1980. Due to his heroic actions, strong leadership and dedication to safety VADM Currier will forever be a part of the CG's DNA. RESCUE!

In the coming months, ATC will be naming 19 additional roads, as well as several conference rooms, buildings, and the pool, after the heroes shoulders that we now stand on. At this Spring's Aviation CO's Conference, we will be conducting a "Heritage Walk" to visit all of these tributes as part of a "walking history".

During a recent chat w/Mrs. Currier, she wanted me to pass along how much she continues to appreciate "her CG family" and all of the support. Ptero CAPT Chris Hulser, ATC CO, Aviator 3499

## Veterans' Day Event in Kodiak

On Veterans Day, Kodiak CGAA Local Coordinator John Whiddon, Aviator 1731, spoke to the 4th grade class at the Christian School in Kodiak. He talked about CG Aviation using flight jacket, helmet, and aircraft models.



## Ten Pound Island Wreath Laying



Gale force winds and driving rain did not stop us from placing a wreath at the Ten Pound Island plaque again this week for Veterans Day. We just used more zip ties! We will not forget as long as there is an Auxiliary presence in Gloucester, MA. We hope you are all well. Ptero John W. Keyes, P-3390, Keeper of the Plaque, USCG Auxiliary



## 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 local Air Auxiliary, and to 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 as the CO may desire.
  - All CG Aviation personnel in the area. Officer or Enlisted, Active or Retired as well as Air Auxiliary.
  - The Local Community. As able, involve CGAA people in community activities and civic as well as other veterans organizations.
- We still need Local Coordinators in Astoria, Humboldt Bay, and Port Angeles. If you are located in any of these three areas, give this a try.

Covid-19 has caused the cancellation or severe restrictions on scheduled events. however, our LC's coordinated with the various Commands for the annual CGAA awards presentations held all over the country both last year and this year.. This has been but one example of the good work of our Coordinators representing all Pteros.

Take a look at the latest list, contact your Local Coordinator and offer up some assistance. Or, just go ahead and be one. If you wish to become a unit LC, contact Ptero National Coordinator Mark Benjamin at 231 642-1201 or email [mebmd11@gmail.com](mailto:mebmd11@gmail.com)

### LOCAL PTERO COORDINATORS

UNIT	COORDINATOR	E-MAIL	PHONE NUMBERS
Astoria	Open		
Atlantic City	Dale Goodreau	<a href="mailto:dgoodreau1@comcast.net">dgoodreau1@comcast.net</a>	609 390 4329
ATTC Eliz City	Butch Flythe	<a href="mailto:jflythe@mediacombb.net">jflythe@mediacombb.net</a>	252 267 1709
Barbers Point	Scott Harris	<a href="mailto:snlvrhawaii@yahoo.com">snlvrhawaii@yahoo.com</a>	808 345 9484
Borinquen	Doug Armstrong	<a href="mailto:doug@ratio.com">doug@ratio.com</a>	340 643-2151
Cape Cod	Brian Wallace	<a href="mailto:ccjwblbs@comcast.net">ccjwblbs@comcast.net</a>	508 888 7384
Clearwater	Mark D'Andrea	<a href="mailto:mark.j.dandrea@live.com">mark.j.dandrea@live.com</a>	727 288 6679
CG Academy	Chris Lutat	<a href="mailto:clutat@aol.com">clutat@aol.com</a>	901 830 0939
Corpus Christi	John Pasch	<a href="mailto:paschfam@gmail.com">paschfam@gmail.com</a>	504 236 6562
Denver/C. Springs	Tim Tobiasz	<a href="mailto:tobiascg@mac.com">tobiascg@mac.com</a>	504 470 5040
Detroit	Rick Hamilton	<a href="mailto:rickleehamilton@gmail.com">rickleehamilton@gmail.com</a>	248 807-3648
Elizabeth City (ALC)	Don Dyer	<a href="mailto:helomoney@gmail.com">helomoney@gmail.com</a>	618 541 4218
Elizabeth City (AirSta)	Keith Overstreet	<a href="mailto:sobrecalle@hotmail.com">sobrecalle@hotmail.com</a>	540 405 3236
Houston	Jim McMahon	<a href="mailto:jim.mcmahon44@yahoo.com">jim.mcmahon44@yahoo.com</a>	281 753 5221
Humboldt Bay	Open		
Jacksonville	Kevin Gavin	<a href="mailto:kpgavin5@gmail.com">kpgavin5@gmail.com</a>	904 808 3507
Memphis	Steve Rausch	<a href="mailto:rauschfamily@comcast.net">rauschfamily@comcast.net</a>	901 871 4702
Kodiak	John Whiddon	<a href="mailto:jbwiddon52@gmail.com">jbwiddon52@gmail.com</a>	907 942 4650
Miami	Tom Paligraf	<a href="mailto:paligraf@comcast.net">paligraf@comcast.net</a>	305 962 5218
Mobile	Gary Gamble	<a href="mailto:Gary.e.gamble@gmail.com">Gary.e.gamble@gmail.com</a>	251 268 9203
New Orleans	Dave Callahan	<a href="mailto:davcal16@aol.com">davcal16@aol.com</a>	251 458 6619
North Bend	Lance Benton	<a href="mailto:lancebenton@mc.com">lancebenton@mc.com</a>	541 756 6508
Pensacola	Kevin Marshall	<a href="mailto:kevinandmaryliz@yahoo.com">kevinandmaryliz@yahoo.com</a>	251 776 3914
Point Mugu/Ventura	Pete Heins	<a href="mailto:k1fjm@aol.com">k1fjm@aol.com</a>	805 796 6693
Port Angeles	Open		
Sacramento	Steve Delikat	<a href="mailto:stdelikat@hotmail.com">stdelikat@hotmail.com</a>	916 218 9321
Salem	Paul Francis	<a href="mailto:paul.francis@tsa.dhs.gov">paul.francis@tsa.dhs.gov</a>	617 721 0639
San Diego	Stuart Hartley	<a href="mailto:stuart@stusart.com">stuart@stusart.com</a>	619 316 8733
San Francisco	Tom Cullen	<a href="mailto:tmcullenjr@aol.com">tmcullenjr@aol.com</a>	510 517 8314
Savannah	Todd Lutes	<a href="mailto:toddlutes@gmail.com">toddlutes@gmail.com</a>	954 279 9712
Sitka	Dave Moore	<a href="mailto:swift98b@aol.com">swift98b@aol.com</a>	907 747 5534
Traverse City	Tim Goldsmith	<a href="mailto:twgsmith@charter.net">twgsmith@charter.net</a>	231 263 7313
Washington	Joe Kimball	<a href="mailto:joekimball65@gmail.com">joekimball65@gmail.com</a>	703 347 1330

### **POST COAST GUARD AVIATION EMPLOYMENT ADVISORY SERVICES** *by the Coast Guard Aviation Association / Ancient Order of the Pterodactyl*

The CGAA has established a mentoring program designed to assist all of our aviation personnel in securing post-Coast Guard employment. Several 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. See the list in Pterogram 1-21 and the following addition to that list below. **To join the CGAA online:** <https://aoptero.org/membership/>.

TOM PALIGRAF, SUNTRUST BANK, (Ret): Tom is the Local Coordinator for Air Station Miami, where he served from 1968 – 1972, leaving as an AD2 to pursue a career in banking. After completing college (thanks to the GI Bill) Tom served twenty-four years with SunTrust Bank, retiring as Senior Vice President. He has extensive experience in commercial, consumer and residential lending. Tom lives in Ft. Lauderdale and can be reached at [paligraf@comcast.net](mailto:paligraf@comcast.net) or 305-962-5218.

### LOCAL ACTIVITIES

**TRAVERSE CITY- CGAA, Northwest Michigan Vietnam Helicopter Pilots Assn. (VHPA) teams up with 22 2 NONE**

“Each day, approximately 22 American Veterans commit suicide, totaling over 8,000 Veteran suicides each year. I repeat, 8,000 Veteran suicides each year.” Sen. John McCain, Senate hearing, Feb 3, 2015





**'Belay My Last' Barracks.** An unused grade school building, recently purchased by 22 2 None, provides transitional housing for veterans and a place for new beginnings. This facility provides support and assistance to veterans making a sometimes difficult transition from war to peace in civilian life. The Barracks offers Peer Support Meetings, a lounge/game room, movie theater area as well as a workout room. In the future, it will be adding more programs designed to assist veterans with various aspects of life, work and leisure.



**Kalkaska car show to benefit 22 2 None.** L to R: Tim Goldsmith, P-3270, Greg Caskie, P-4822, Mark Benjamin, 1665. '67 GTO 'Best in Show.'

**CPOA/CGAA October Roadside cleanup, South Airport Road, Traverse City.** L to R: AETC Teal, AMTCS Hirsch, Randy Blunck P-5087, Greg 'Santa' Caskie P-4822, AETCM Brad Young AirSta TVC CMC, AMTC Vaughn, AMTC Fisher, CWO McGregor, PAC Masson, HSC Medera, DCCS Ackiss, Carl Pearce 1296, Mark Benjamin 1665 (shadow man) Not in Photo: Traverse City Local Coordinator Tim Goldsmith P-3270.



**Pteros AirSta Kodiak CO CAPT Nate Coulter, Av. 3406 (L), & Kodiak CGAA Local Coordinator John Whiddon, Av. 1731, meet to discuss future plans and projects that include developing new signs emphasizing Kodiak, Alaska's designation as a Coast Guard City.**



**Lunch meeting at Holly Ridge Golf Club on Cape Cod Bay 21 Oct.** Nine holes were played after lunch. To date, no one has volunteered any scores. L to R: Mike Wrighter, Joe Amaral, Bud Breault, Jack McGrath and Cape Cod Local Coordinator Brian Wallace.



#### 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:** Marshland Too has closed. Brian is organizing monthly luncheons at various locations on the Cape. Call Brian for more info.

**Annual Cape Cod Mini Roost.** Held at various locations over the last 23 years, normally late August or early September. For more info contact Cape Cod Coordinator Brian Wallace at [ccjwblbs@comcast.net](mailto:ccjwblbs@comcast.net) or 508 888 7384.

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

**KODIAK:** Annual Kodiak Chamber of Commerce Coast Guard Appreciation dinner. Held in February. For info contact Kodiak Local Coordinator John Whiddon at [jwhiddon52@gmail.com](mailto:jwhiddon52@gmail.com) or 907 942 4650.

**MIAMI:** Breakfast every 2nd Tuesday at 0830. Lester's Diner, 1393 NW 136th Ave, Sunrise, FL [See P. 24]

**TRAVERSE CITY:** Breakfast at 0900 on the 1st and 3rd Monday of each month. Willie's Rear, Where the Elite Meet to Eat!, 1315 W. South Airport Road, Traverse City.



**Monthly Ptero dinners.** Scheduled each month September thru May. Generally, held on a Thursday evening at 1800 somewhere in the Traverse City area.

For more info contact Traverse City Coordinator Tim Goldsmith at [twgsmith@charter.net](mailto:twgsmith@charter.net) or 231 263 7313.







## Aviation Technical Training Center Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET 'A' School is a blended program with a 10 week distance learning apprentice program administered by ATTC while students are serving at their permanent home air station. Students then attend a 10-12 week resident program at ATTC with an emphasis on performance based learning on their assigned airframe where possible. ATTC maintains maintenance training units for the MH-65, MH-60, and C-130H. AST students complete their technical and skills training in the state of the art Rescue Swimmer Training Facility during a challenging 24-week program. All graduates appreciate the "dues-free" initial year of membership in the CG Aviation Association and are proud to carry on the legacy of those who have preceded them. We recommend and hope ALL the graduates will continue as members and will help grow the association with new members.

### **Congratulations and Welcome Aboard!!! [\*Honor Graduate]**

<u>Graduate</u>	<u>Assignment</u>	<u>Graduate</u>	<u>Assignment</u>
AET3 Alexander W. Boron	Sitka	AET3 Timothy R. Gordon	Clearwater
AET3 Wyatt D. Jones	Kodiak	AET3 Christopher W. Kenny	Port Angeles
AET3 Gabriel M. Landey	Kodiak	AET3 Zane K. Lumabao	Humboldt Bay
AET3 Blake M. Stone	Clearwater	AET3 Raul S. Tavarez	Miami
AET3 Dylan J. Valousky	Mobile	AET3 Scott A. Wallace	Traverse City
*AET3 Lukas G. Kuehne	Mobile	AMT3 Tyler P. Cassidy	Clearwater
AMT3 Jan L. Melendezgonzalez	New Orleans	AMT3 Joshua C. Handeland	Kodiak
AMT3 Clark E. Jagodzinski	Miami	AMT3 Tyler H. Ray	Mobile
AMT3 John J. Schmidt	Kodiak	AMT3 Isaiah Stratton	Miami
AMT3 Brennan S. Wells	Kodiak	AMT3 Samuel T. Wells	Clearwater
AMT3 James W. Welzig	Corpus Christi	AMT3 Nathan T. Wiseman	Elizabeth City
*AMT3 Austin M. Perry	Mobile	AET3 Edward A. Bauer	Elizabeth City
AET3 Madison E. Blackketter	Sacramento	AET3 Ethan B. Bowling	Cape Cod
AET3 Nicholas P. Feder	Elizabeth City	AET3 Gaige M. Hebert	Corpus Christi
AET3 Andy A. Helms	Clearwater	AET3 Alex L. Johnson	Miami
AET3 Sean R. Maclean	Miami	AET3 Austin B. Nguyen	Astoria
AET3 James R. Potter	Elizabeth City	*AET3 Issac J. Upshaw	Atlantic City
AST3 Tyler J. Small	Savannah	AST3 Nicholas J. Essing	Clearwater
*AST3 Drew B. Holloway	Humboldt Bay	AET3 Logan J. Baxter	Cape Cod
AET3 Matthew T. Cronin	Cape Cod	AET3 Coleby M. Fair	Astoria
AET3 James T. Grayden	Sitka	AET3 John Hoang	Atlantic City
AET3 Adams Jacob	Corpus Christi	AET3 Nicholas M. Johnston	Sitka
AET3 Shelby B. Parker	San Francisco	AET3 Christian L. Pate	Mobile
AET3 Adrian Rodriguez-Sanchez	Kodiak	AET3 Enrique C. Santiago	Elizabeth City
AET3 Alex D. Strawn	Clearwater	*AET3 Nathan W. Barkley	Astoria
AMT3 Brian D. Skinner	Kodiak	AMT3 David A. Acuff	Elizabeth City
AMT3 Shadd C. Atnip	Sitka	AMT3 Logen J. Darrell	Elizabeth City
AMT3 Amaury J. Doble Rivera	Clearwater	AMT3 Justice J. Edwards	Astoria
AMT3 Devin S. Jesionowski	Clearwater	AMT3 Tyler J. Koch	Astoria
AMT3 Christian P. Krull	Kodiak	AMT3 Matthew M. Logan	Clearwater
AMT3 Taylor G. Macarty	Elizabeth City	AMT3 Josue A. Otero Pagan	Astoria
AMT3 Wyatt E. Persons	Mobile	AMT3 Ethan P. Ratliff	Clearwater
AMT3 Gunner C. Yelton	Kodiak	*AMT3 Hugh M. Forester Bennett	Elizabeth City
AMT3 Tyler D. Abbott	Port Angeles	AMT3 Miles J. Arnold	Kodiak
AMT3 Jordyn M. Ashlock	Kodiak	AMT3 Nestor Figueroa Rivera	Atlantic City
AMT3 Amber M. Flores	Elizabeth City	AMT3 Zachary T. Jobes	HITRON
AMT3 Joshua D. Madison	HITRON	AMT3 Pedro N. Necheporenko	Elizabeth City
AMT3 Sutton T. Orr	Elizabeth City	AMT3 Anthony Angel M. C. Reyes	Sacramento
AMT3 Charles M. Russell	Kodiak	AMT3 Colton R. Scheel	Elizabeth City
AMT3 Preston K. Storz	Kodiak	AMT3 Nicholas A. Thomason	Kodiak
*AMT3 Lorenzo C. Giambanco	Astoria	AET3 Cooper S. Bach	Kodiak
AET3 Vincent M. Bologno	Miami	AET3 Andrew M. Born	Mobile
AET3 Andrew N. Brown	New Orleans	AET3 Keifer C. Burke	Mobile
AET3 David M. Clark	Elizabeth City	AET3 Jacob D. Honcoop	Mobile
AET3 Allison J. Lusk	Clearwater	AET3 Mathew B. O'Connell	Elizabeth City
AET3 Andrew J. Roberts	Kodiak	AET3 Jared C. Rose	HITRON
*AET3 Amy I. Rodriguez	HITRON		



## 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



## CG Aviation Association Multi-mission Form

### Apply for or Renew Membership / Update Data

☐ New Member   ☐ Renewal   ☐ Update Information (MOVING?? Please let us know.)

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

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

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

**NOTE: Any spouse info and phone numbers you provide will be used in the CGAA Directory/Roster - please do not include if you do not want them to be published.**

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

#### **Sign me up for:**

- ☐ Life Membership      **\$275** (includes a Ptero Pin)  
☐ Annual Membership      **\$40** (*Active Duty: Officers \$20, Enlisted \$20*)  
☐ Life in 5      Life Membership after 5 \$60 annual payments

To activate your access to the members-only area on the web site, mail-in registrations to the Troy, VA P.O. Box must send an email to [member-services@aoptero.org](mailto:member-services@aoptero.org) and request access to the members-only area. Be sure to include your full name and email address.

Members who join/renew online automatically have access to the members-only area.

The Ptero Store is having a BLOWOUT Christmas Sale from now until midnight, 15 January!! Look for the "Holiday Sale" box at the top menu of the store website for all the good deals. Each order will include a FREE 100 Years Christmas Ornament. Make sure you give all your favorite Zoomies something in their stocking or under the tree this year.



This year's Virtual Roost is over and we're all looking forward to seeing you all in person at next year's Roost at Corpus Christi from 1 to 4 November 2022.

The HH-52A T-Shirt has sold out. We need input to know if you want us to re-stock. It is an expensive undertaking and we don't want to waste your money. The Nike Polo Shirts are back in stock! Please email me at [jay.d.crouthers@aoptero.org](mailto:jay.d.crouthers@aoptero.org) with your comments and suggestions.

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

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

You can even pay by check if you don't like using credit cards on the internet.

Ptero Jay Crouthers, Aviator 1360/722, Store Manager.

**Dec 2021 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**

**Total Enclosed: \$**

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!!!**

CG Aviator Nr.	Assignment	CG Aviator Nr.	Assignment
5011 Derek J. Victory	Corpus Christi	5012 Jacob A. Hellar	Sacramento
5013 Michael B. Purcell	Clearwater	5014 Ryan Carpenter	Barbers Point
5015 Daniel Whitaker	San Francisco	5016 Meghan M. Forano	Sacramento
5017 Cory J. Geyer	Clearwater	5018 Dylan F. Ferrell	North Bend
5019 Morgan D. Williams	Clearwater	5020 Peter J. Reeve	Cape Cod
5021 Kenneth F. Hunkus	Sacramento	5122 Brendan W. Gunn	Sacramento
5123 Benjamin K. Magnus	Borinquen	5124 Chloe A. Benoist	San Francisco
5125 William J. French	Miami	5126 Hannah Boyce	Miami
5127 Charles B. Majewski	Clearwater	5128 Taylor H. Holland	Cape Cod
5129 Jacquelyn S. Kubicko	Barbers Point	5130 Juliana M. Miller	Miami
5131 Jake T. Martin	Atlantic City	5132 Tyler P. Feely	Borinquen
5133 Ronald Z. Blewett	Clearwater	5134 Connor Hoehle	Miami
5135 Alexander F. Paggi	Elizabeth City	5136 Dylan H. Block	Cape Cod
5137 Nicholas J. Wittrock	Mobile		



**VENTURA FROM 14** The future AirSta Ventura is an 8-acre site just to the left of the Runway 21 Threshold at NavAir Weapons Station (NAWS) Pt. Mugu (CA). Earthmoving and construction of building footings are well underway. The project will cost about \$53M. The Admin/Berthing Building will be on the left side of the site. A 48,000 sq ft Hangar will be toward the middle of the site. The large aircraft Ramp and associated Taxiway to Runway 21 will be on the right side of the site. After AirSta LA closed in 2016 due to the LA Intl. Airport's need for land, a small core group of 7 permanently assigned Officers & 5 Enlisted Men plus about a dozen additional Officers and Enlisted Personnel were assigned TAD to operate two MH65s from a small facility in the NAWS Pt. Mugu Tower & Admin. Hangar. (LCDR N. Shakespeare, CG photo)



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



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PERMIT # 1338



Pteros Mike Brandhuber, Av. 3358 (L), Ancient Al RADM Mel Bouboulis, Av. 2915, & Ptero Prez Mike Emerson accept the NHA Helicopter Association Awards on 7 October on behalf of the NHA 2021 Aircrew of the Year (Non-deployed): Crew of MH-65 CGNR 6025, CG Air Station SITKA: AC: LT JUSTIN NEAL, COPILOT: LT JONATHAN ORTHMAN, Aviator 4716, FLIGHT MECHANIC: AET2 JAMES SCHWADER, RESCUE SWIMMER: AST2 GRANT ROBERTS & Rescue Swimmer of the Year: AST3 J.P. KELLY OF CG Sector NORTH BEND. *Congratulations!*



**CG Auxiliary gold pilot wings**, late 1940's until 1967 when the change was made to the silver version. The very early wings weren't manufactured, but customized USCG pilot wings with a USCG Auxiliary collar device fused onto. See Story on P. 9.



### Restored CG HOS-1 Helicopter Unveiled

The HOS-1 was lovingly restored by the American Helicopter Museum volunteers over eight years. Douglas Schaeffer, Head of Restoration, said 'We're fortunate to have restored the HOS-1 that was involved in the first large scale CG civilian air rescue. This is the first complete restoration that was performed entirely in-house. It will be the only HOS-1 that is on display anywhere.' See Story on P. 3.

**AirSta Ventura, CA Groundbreaking Conducted. See Story on P. 14.**



**First Ptero breakfast meeting in Miami**  
Paul Sumner (L) (AM2), P-3180, Miami CGAA Local Coordinator Tom Paligraf (AD2), P-3164, & Rich Flowers, CG Auxiliary Pilot, P-5493.