



# PTEROGRAM



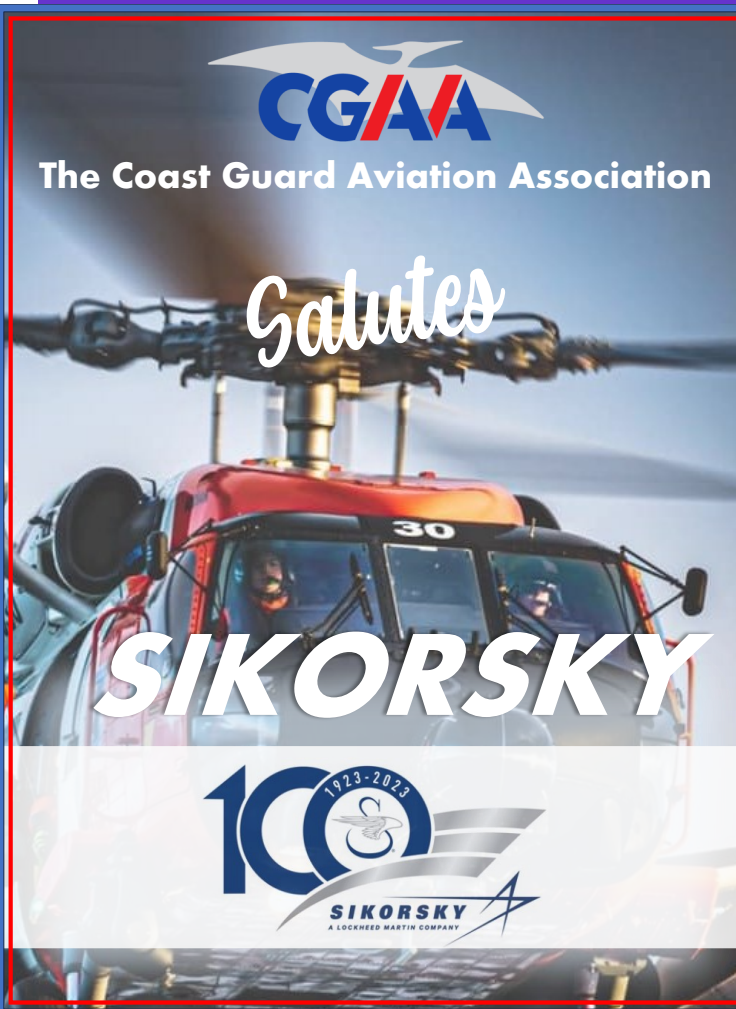
The Official Publication of the  
Coast Guard Aviation Association  
*The Ancient Order of the Pterodactyl*

Sitrep 3-23 Fall 2023

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

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## 47th CGAA Roost Celebrated in San Diego

Our 47th Ptero Roost honoring the CO, Ptero CAPT Jim Spitler, Aviator 3486, and the men and women of Air Station San Diego, and celebrating the 100th anniversary of the Sikorsky Aircraft Corporation was held in San Diego from 31 October—3 November. Our enthusiastic Roost Coordinator, Ptero Tony Hahn, Aviator 3158, and his intrepid helpers (Pteros Zach Wiest, Aviator 4290, Andy Felth, P-3000, & Stuart Hartley, Aviator 2529, Kimberly McKnight (Chairman, San Diego Coast Guard City Advisory Committee),



Nick Wallace (a volunteer from First Command, one of our sponsors), LT Brady Stephan, Aviator 5057, BMCM Greg Via, and CSCS Jarod Williams), did a superlative job and deserve our profound appreciation. See the Roost Report on P. 9 and more photos on our website ([aoptero.org/Roost/2023](http://aoptero.org/Roost/2023)).



Sikorsky Salute poster by Lockheed Martin's Jamie Pazzaglia.

## 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 2023, 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. Send email to: [Zach.Wiest@aoptero.org](mailto:Zach.Wiest@aoptero.org) & [communications@cgaviationassn.org](mailto:communications@cgaviationassn.org).

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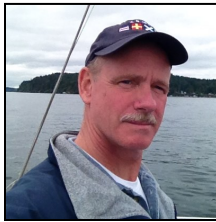
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## A Message from 2551 (CGAA/AOP President):

Fellow Pteros!! What a great Roost! The Bahia Resort Hotel in San Diego was an excellent site for Pteros to Roost for several days. The weather was perfect, and the event was very well attended. Tony Hahn and his team put together a packed agenda that included a robust professional day with two tracks to better cater to the different interests of Pteros at different stages of their careers. Tony would be the first to

acknowledge that the success of this Roost was due to the volunteer efforts of a big team. We're grateful to all who worked so hard to plan and execute the events. I'm also grateful for the many sponsors who generously supported the Roost programming

CAPT Jim Spittler and his wife, Megan, hosted a wonderful reception in an idyllic spot - their beautiful residence on Point Loma. As you can see, the sunset was spectacular.

For the second year in a row, there was a surprise appearance by a mariachi band ...and I have to wonder if it's now a tradition. In another repeat, the large pterodactyl who made a first appearance at the Corpus Christi Roost, made it all the way to San Diego to watch over Roost proceedings. The big old bird was crafted by Dr. Tom Cable in Corpus... father of an active duty Coast Guard aviator.

At the awards banquet, in addition to the awards presented to active, retired, and Auxiliary aviators, it was an honor for me to present the CGAA President's Award to Mr. Mark Creasey of Sikorsky Aircraft in "recognition of Sikorsky's extraordinary and enduring partnership with CG aviation, and in celebration of their 100-year anniversary."

The revision to our by-laws was passed at the annual business meeting...and now we're in the implementation phase. There'll be more on that in the next Pterogram.

This Pterogram is packed full of information about the work we're doing "to support Coast Guard aviation and to actively contribute to the preservation of its history." Ensuring that brick pavers honoring CG aviation leaders will line the walks at the new CG Museum; supporting the search for the missing crew of the World War Two J2F in Greenland; supporting air stations during times of crises...these are examples of the important work we do. And of course, we're now planning for Jacksonville in 2024! I continue to marvel at the great work done by the volunteers who make all of this happen, and at the committed support of our membership.

Wishing you all a happy and safe holiday season,

Peter Troedsson [PTroedsson@gmail.com](mailto:PTroedsson@gmail.com) 503.468.9898



## Taps

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

William N. Zensen, Jr., 1125, 7/10/23

Alan G. Dahms, 868, 8/28/23

Daniel J. Kearney, 4282, 8/28/23

Sheryl Litts (spouse of Ptero Paul (Hap) Litts, III, 1186), 6/1/23

Paul D. (Hap) Litts, III, 1186, 9/15/23

Barbara Krietemeyer (spouse of Ptero Past Prez George Krietemeyer, 913), 10/28/23

## New CGAA Members Since 6/16/23. Welcome Aboard!

Owen Bemiss	Active	P-6148	David Billburg	Regular	3276
Sean Carlton	Regular	P-6183	George Cavallo	Life in 5	RS-122
Don Cleveland	Regular	P-6261	Derrian Duryea	Life-Regular	RS-893
Rocco Franco	Life-Regular	3945	Jarred Froehlich	Active	P-6209
Peter Garland	Life in 5	P-6141	Stewart Graham, Jr.	Regular	P-6142
Christopher Graham	Active	P-6135	Arthur Hanson	Regular	2160
Randal (Randy) Hartnett	Life in 5	3186	Jordan Hopson	Active	4947
Tom Huntley	Regular	3957	Michael Klaring	Life in 5	4526
Mark Lay	Active	3544	Jason Maddux	Active	4444
Peter Maloney	Life-Regular	4219	Zephyr Mays	Life-Regular	4306
Douglas McCaffrey	Life-Regular	1991	Danny McKinney	Regular	P-6242
Hector Mijares	Active	P-6143	John Mixson	Life-Regular	3480
Callan Robbins	Life-Regular	4245	Kimberle Sheehan	Regular	P-6146
Nick Skourtis	Active	P-6144	John Spatuzzi	Life in 5	1747
John Stoneman	Regular	1804	James Stoup	Active	P-6185
Tim Williams	Life-Regular	3699			

## AirSta Sitka MH-60T Crashes

D17 Press Release: An AirSta Sitka MH-60 Jayhawk with four people aboard crashed on Read Island during a SAR mission late on the night of 13 November. Alaska Wildlife Troopers and Petersburg Fire and Rescue crews arrived on scene at about 0050 on 14 November, and a second AirSta Sitka MH-60 arrived at about 0139. The four crew members were hoisted aboard the second helo and transported to Petersburg for medical care. They were then transferred to Seattle via an AirSta Kodiak HC-130 for a higher level of care. Two crew members were reported to have sustained serious injuries. On-scene weather was initially reported with wind speeds at 28-34 miles per hour and seas at four to five feet.

Watchstanders received notification of the crash at about 2305 from the f/v Lydia Marie, who was initially receiving search and rescue assistance from the aircrew due to flooding on their vessel. "Our priority is to provide the highest level of care possible for our injured members and their families," said RADM Megan Dean, CCGD17. "We are grateful for the swift response and professional skill shown by the Alaska Wildlife Troopers and Petersburg Fire and Rescue members who answered our call for assistance during this critical time. We have opened an investigation into the cause of this event and will be forthcoming with the results as they become available."

CGC Elderberry (WLI-65401) and CGC Douglas Denman (WPC 1149) crews provided SAR assistance to the Lydia Marie.



## Ptero Roy Vander Putten, P-2741, Receives 2023 'Spirit of Hope' Award

The Commandant is pleased to announce the Coast Guard's 2023 Spirit of Hope Award recipient, **Leroy "Roy" Vander Putten**. The award is presented for outstanding service to the United States of America. It recognizes men and women of the US Armed Forces, entertainers, and other distinguished Americans and organizations whose patriotism and service epitomize the values of Bob Hope: courage, honor, duty, commitment, integrity, and selfless dedication to others. These individuals significantly enhance the quality of life of service members and their families serving around the world and selflessly contribute extraordinary time, talent, or resources to benefit members of the US Armed Forces.

Mr. Vander Putten is recognized for his lifetime of service to the U.S. Coast Guard. He dedicated more than three decades of his life to the Coast Guard community, including seventeen years of volunteer service with the Coast Guard Foundation. His vast legacy encompasses hundreds of volunteer hours as well as generous contributions to the Foundation, including his creation of two exceptional education programs benefiting Coast Guard members, spouses, and their families.

Mr. Vander Putten received his award at the Pentagon at a ceremony honoring awardees from every branch on September 14.



## AirSta Atlantic City Rescue Swimmer Receives 2023 INTERNATIONAL MARITIME ORGANIZATION (IMO) HONOURS FOR EXCEPTIONAL BRAVERY AT SEA

The 2023 IMO Honours for Exceptional Bravery at Sea recipient is **AST2 Caleb Halle**, CG AIRSTA Atlantic City, NJ, while serving as a rescue swimmer aboard MH-65 CGNR 6566.

On 14 January 2023, the *Legacy*, a 95-foot tugboat, encountered critical conditions off the coast of Ocean City, MD after snapped towing lines fouled both main propulsion units. This event left the vessel and its seven crew members adrift in violent seas. The on-scene weather included 12-foot seas, 30 kt winds with gusts up to 45 kts, and 20-degree wind chill conditions. Due to this fierce weather

and the complexity of the circumstances, a CG cutter was unable to get alongside the vessel, so the crew of the H-65 6566 of AIRSTA Atlantic City

quickly launched. H-65 6566 arrived on-scene and AST2 Halle deployed onto the aggressively rolling deck of the disabled *Legacy* and immediately identified the survivors onboard. AST2 Halle successfully rescued the first three survivors but as conditions deteriorated, H-65 6566 was faced with a dwindling fuel state and needed to depart the scene. AST2 Halle heroically volunteered to remain onboard the *Legacy* with the crew members and standby for the arrival of MH-60 CGNR 6024 from AIRSTA Elizabeth City. As H-60 6024 approached the vessel, AST2 Halle encountered a loss of communication with the on-scene helicopter, pending darkness, and worsening weather condi-

tions. Nevertheless, AST2 Halle's courage and determination led to successful retrieval of all seven *Legacy* crew members from the perilous danger of the disabled *Legacy*. AST2 Halle is commended for his dedication and bravery are most worthy of this prestigious award, and in keeping with the highest traditions of the USCG.

The IMO also recognized the bravery of AST3 John Walton onboard MH-60 6009, ATC Mobile with the Certificate of Commendation. **AST3 John Walton** played a critical role in the rescue of a person onboard the motor yacht *Sandpiper*, which was rapidly taking on water in high seas.

The announcement and presentation of the IMO Honors for Exceptional Bravery at Sea took place at the 33rd Session of Assembly on 27 November 2023 at the International Maritime Organization in London, England.



## AirSta Borinquen Rescue Swimmer Receives Award

ALCOAST 306-23 announced that **AST1 Daniel Wilson**, assigned to AirSta Borinquen, has been selected as the CG recipient for the 17th Annual Armed Services YMCA Angels of the Battlefield (AOTB) Award. AOTB is an annual award that recognizes one enlisted medical professional from each branch of the Armed Forces.

The AOTB Award recognizes AST1 Wilson's courageous actions during an aerial flight on MH-60J CGNR 6031 when three Customs and Border Protection (CBP) Marine Agents were gravely wounded in the line of duty after interdicting a suspected narcotics trafficking vessel while on patrol in Puerto Rico on

17 November 2022. AST1 Wilson's exceptional skill and the speed in which he triaged and treated the Federal Agents with multiple gunshot wounds to the face, head and chest, was instrumental in saving two of their lives. Had it not been for AST1 Wilson's direct and immediate actions while serving on the CG rescue helicopter that day, two of the agents would not have survived. AST1 Wilson's actions were extraordinarily heroic, brought great credit upon the CG, and highly merits the 2023 Armed Services YMCA Angel of the Battlefield Award.

AST1 Wilson was also awarded an Air Medal (Gold Star in lieu of a Second) for his heroic actions that day.

AST1 Wilson will be nominated for the DHS Lifesaving award sponsored by the DHS Chief Medical Officer and the Association of Military Surgeons of the United States (AMSUS) Lewis L. Seaman Enlisted Award



for Outstanding Operational Support.  
Bravo Zulu for a job very well done!

## First 'Lonnie Mixon' Coin Presented

By Ptero Chris Lutat, Aviator 2686



Your COAST GUARD AVIATION ASSOCIATION recently partnered with the COAST GUARD COMBAT VETERANS ASSOCIATION (CGCVA) to create a challenge coin honoring Silver Star recipient, Ptero CDR Lonnie L. Mixon, USCG (Ret.), Aviator 878. It will be presented to the top male and female athletes from each Direct Commission Officer class.

Lonnie is alive and well and recently visited ATC Mobile to conduct an interview.

CDR Mixon served in the Coast Guard from 1951 to 1973, primarily in search and rescue operations. During a tour as an exchange pilot with the Air Force in Vietnam, he flew 395 combat search and rescue missions as a Sikorsky HH-3E Jolly Green Giant pilot of the 37th Aerospace Rescue and Recovery Squadron. His Service earned him recognition with the Silver Star Medal, the Distinguished Flying Cross with Bronze Star and the Air Medal with 10 Oak Leaf clusters. CDR Mixon repeatedly exposed himself to life threatening situations in order to rescue others in times of war and peace.

On 8 September, the first 'CDR Lonnie Mixon' commemorative coin was presented to **ENS Jaquelynn SHEEDY** who had the top Physical Fitness score at the Direct Commission Officer graduation at the Coast Guard Academy. She is now stationed at Sector Detroit, as a member of their Incident Management Branch.

The ceremony and coin presentation could not have gone better. Ptero CAPT Frank Readinger, Aviator 1270, did a superb job of not only representing Lonnie, but as a friend and former shipmate (turns out they had many, many experiences together, including flying with Lonnie when both were HH3F Instructors at ATC Mobile). He was the absolute PERFECT fit for this event.

I had not seen Frank for 38 years and it was as if he just showed up as vigorous and sharp as he was in 1985 as my first OIC at ATC Mobile for CATP. Just a classy, humble and distinguished gentleman, and oh by the way, a



ENS Sheedy and Frank Readinger.  
Chris Lutat photo.

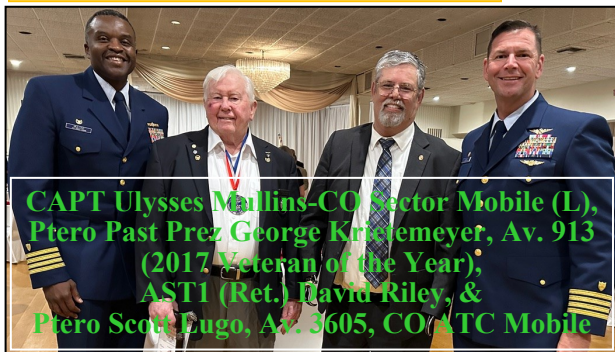
DCO himself from the Army who served in Vietnam as a Huey pilot.

I did give Frank one of the other coins for himself. He had tears in his eyes when he saw it.



## Retired Rescue Swimmer David W. Riley Selected as 2023 Mobile Bay Area Veteran of the Year

MOBILE BAY AREA VETERANS DAY COMMISSION Press Release



CAPT Ulysses Mullins-CO Sector Mobile (L), Ptero Past Prez George Kriesemeyer, Av. 913 (2017 Veteran of the Year), AST1 (Ret.) David Riley, & Ptero Scott Lugo, Av. 3605, CO ATC Mobile

The Chairman of the Mobile Bay Area Veterans Day Commission, Mayor Sandy Stimpson and the President of the Commission, Colonel Steve Carey, US Air Force (Retired), are pleased to announce that David W. Riley has been selected as the 2023 Mobile Bay Area Veteran of the Year. Dave Riley is a veteran of the US Army and the US Coast Guard. During his Army service from 1976 to 1982, he was a radar repair technician with a tour of duty

in Korea.

Dave joined the Coast Guard in 1983 and volunteered for training as a Rescue Swimmer. He was the twelfth Rescue Swimmer qualified and is considered a "pioneer" in that field. Officially known in the Coast Guard as Aviation Survival Technicians (AST), their everyday name is Rescue Swimmer. Rescue Swimmers are charged with the rescue, assessment, and rendering of medical aid, to persons in distress in the sea, on the land, or in the air. They jump from helicopters or are lowered into raging and sometimes icy seas to rescue people in dangerous situations. They also rescue people from other precarious circumstances, such as from cliff faces, rooftops, ice flows, glaciers, from crashing surf, and ocean caves, in the daylight, at night, and in very bad weather. Rescue Swimmers receive extensive survival training and are equipped with the necessary tools to keep themselves and others alive in the sea or on land. Rescue Swimmers require the highest level of mental and physical toughness and must be in excellent physical condition.

While on active duty at the Coast Guard Aviation Training Center, Mobile, Dave contracted septic shock pneumococcus sepsis after swimming in local waters. He lapsed into a coma and was hospitalized for three months. While in that coma, all four of his limbs and

some internal organs were removed. Dave was medically retired from the US Coast Guard in 1997 and went on to earn a Bachelor's Degree and a Master's Degree in Computer Science in Mobile at the University of South Alabama.

In his spare time, Dave volunteers at local Disabled American Veterans (DAV) facilities and was named DAV's Outstanding Disabled Veteran of the Year in 2010. He has also served as Chairman of the organization's Convention Committee on Legislation and Veterans Rights. He continues to be very active in DAV local activities in DAV Chapter 7 in Mobile. Dave is also a member of the South Alabama Veterans Council (SAVC) and he volunteers assisting veterans at the VA Outpatient Clinic in Mobile. Since his early involvement with the DAV, Dave has mentored younger veterans who have experienced amputation due to illness or injury, assisting them to cope with their tragic, life-changing disabilities.

In 2016, David was elected as the National Commander of the 1.3-million-member Disabled Americans Veterans. Dave was the first quadruple amputee to lead this large veteran's organization.

Dave and his wife, Yvonne, of thirty-two years reside in Semmes, AL. They have four children and one new grandchild.



## REMINDER: SUPPORT THE COAST GUARD AVIATORS' HALL-OF-HONOR SECTION ON THE ARGUS PROMENADE AT THE NATIONAL COAST GUARD MUSEUM

The Coast Guard Aviation Association has coordinated with Museum leadership and reserved a section of 10 large bricks to be dedicated to the 10 most influential leaders of CG aviation over the past 107 years. These leaders were selected from personnel already enshrined in the CG Aviation Hall-of-Honor at ATC Mobile.

1. CDR ELMER STONE

2. CAPT WILLIAM KOSSLER
3. LT JACK RITTICHER
4. CAPT CARL VON PAULSON
5. CAPT DAN BURBANK
6. MCPO LARRY FARMER
7. CAPT FRANK ERICKSON
8. ADC OLIVER BERRY
9. CDR STEW GRAHAM
10. CDR BRUCE MELNICK

The grey textured pavers will be 8 "x 8" and 3" thick. The Argus Promenade will be located along the waterfront facade of the museum. It will start at the plaza entrance of the museum and will run adjacent to New London's City Pier Plaza, which is also the future homeport of the USCGC EAGLE.

To make this very special memorial program a success, **Coast Guard Aviation Association leadership requests that EACH AND EVERY ONE OF OUR MEMBERS send a tax-deductible check for \$20 (or more) to THE CGAA, PO BOX 10737, ALEXANDRIA, VA 22310** (Make your check payable to "CGAA")

If we exceed our goal, we will consider adding additional HOH pavers to the 10 already selected. The names will be selected from HOH inductees.

A perfect year-end tax deduction!

[See the original advertisement

in Pterogram 2-23 on

P. 14...Ed]



## Building the National Coast Guard Museum on the Historic Waterfront in New London, CT



Since its inception in 1790, the US Coast Guard and its predecessor services have tirelessly answered the call to duty—saving lives, enforcing maritime law, defending our Nation, facilitating commerce, and protecting the environment.

Now, through the generosity of private donors, federal grants, and Connecticut state investments, the National CG Museum is being constructed to tell the CG story and inspire future generations. The Museum will serve as a home for the entire CG community, celebrating the tremendous impact the CG has had through the centuries, honoring those who have served and performed their missions with devotion to duty.

To date, a tremendous amount of effort and detail has been focused on the preparation of the Museum site. From completing phase one of construction (bulkhead and fill), we are now engaged in phase 2 construction, installing micro-piles that will anchor our Museum building to bedrock. In the coming months, we will finalize the construction bid package for the Museum and be poised to have steel coming out of the ground in 2024.

But our work isn't confined to the four walls of our Museum. We are also committed to a revitalized waterfront for the entire community. The Revenue Cutter

Argus Promenade which will connect the Museum to City Pier. And just as the Museum is built for everyone, the Argus Promenade is a wonderful way for everyone to support this effort. Individual pavers not only fund ongoing work to build a world-class national waterfront museum but also provide an opportunity to become part of its legacy.

For many months, indeed many years, we have been incredibly focused on the physical construction of the National Coast Guard Museum. Securing funding, preparing a site, and working with architects to design a world-class museum is both daunting and exciting. Securing funding, preparing a site, and working with architects to design a world-class museum is both daunting and exciting. Now, as we near our capital campaign fundraising goal and move into phase 2 of construction, the real excitement begins!

### THE NATIONAL CG MUSEUM

With an anticipated opening in 2026, more than 200 galleries and exhibits will engage visitors to learn about the CG's rich 233-year history and highlight its current impact around the globe. Through interactive and immersive experiences and state-of-the-art exhibits, including more than 600 artifacts and 5,000 images, visitors will be captivated as they learn of our CG and our Nation's maritime story. A dedicated STEM Lab, special events, leadership programming, and virtual exhibits will allow visitors to solve real-world problems, appreciate the maritime challenges our Nation faces, and understand how the Service meets the demands of today and prepares for those of tomorrow.

Visitors will be educated and inspired by the security deck, where stories of heroism spanning from the Rum War to the War on Drugs will illustrate the vital role the Service has had throughout history. The commitment to search and rescue, boating safety, and innovation cannot be told without vital contributions from the entire workforce, including active duty,

reservists, and auxiliaries. And, as we also know, the Coast Guard has been committed to protecting the environment long before that mission became a daily news item. From polar operations to oil spill response, the Coast Guard has worked tirelessly to protect our environment with little fanfare.

### DOCKED IN NEW LONDON

New London has served as a homeport for CG cutters since 1791. One of its 10 original Revenue Cutters, *Argus*, was constructed and moored on the Thames River. Now, when not on active training missions, the USCG Barque *Eagle* will be moored at New London's City Pier, adjacent to the Museum, where visitors will be able to visit 'America's Tall Ship.'

Beyond the Barque *Eagle* and the 80,000-square-foot glass-enclosed Museum, this project includes an expanded riverfront promenade and a pedestrian bridge connecting the downtown with the waterfront. An enhanced transportation hub will support the city parking garage, the Amtrak station, as well as waterfront integration with seasonal water taxi service. Nestled between the Fisher Island Ferry, City Pier, and the Cross Island Ferry, the Museum is expected to host 300,000 visitors annually. With a gift shop and café, waterfront event rental space, and a 180-seat theater, the Museum will serve as a cornerstone to the ongoing revitalization of New London.

Just down the road from the historic Coast Guard Academy campus and adjacent Research and Development Center, the National Coast Guard Museum will be a museum for all—celebrating our collective history, honoring those who have served, inspiring future generations, and bringing long overdue pride and awareness of our incredible story.



## An Amazing Christmas Story By Pteros Al Allison, Aviator 885, and Roger Schmidt, P-2729, a Member of the Flight Crew

Through the light rain and low clouds, the pilot of a Coast Guard C-

130 saw a Navy P-3 directly ahead. There was no time to react—the next instant, there was a mid-air collision 200nm NE of Midway Island. The date was 12 DECEMBER, 1971!

AL: In December 1971, I was a LCDR sta-

tioned at Air Station BARBERS POINT. I was a C-130 Aircraft Commander and the unit Flight Safety Officer. The dates are my best estimates using my flight log book and my fading memory of the events surrounding the sinking and

search for survivors of the Herring Kirse, a Danish freighter, that sank in 50-60 kt winds and 30-40 ft seas about 200 nm NE of Midway, and the subsequent mid-air collision between a Navy P-3 and the CG C-130B 1348.

Part One: The Heering Kirse had left Mexico for Japan with a load of maize. It ran into high winds and rough seas while passing northeast of Midway Island. It developed a leak in one hold, which resulted in a severe list. The captain issued an SOS probably on 9 DECEMBER. My logbook shows an 8.3 hour flight on the 10<sup>th</sup> which was about a five hour flight from Barbers Point to the search area off Midway Island, followed by a three hour search and subsequent landing at Midway. There was no further radio contact with the ship, so it was assumed it had sunk, and the search now was for any survivors.

A search and rescue command post was set up at Midway. The search aircraft included three USCG C-130s, a Navy P-3, and an Air Force C-130. About eight aircraft were involved. My logbook does not show a flight for me on 11 December.

**ROGER:** AirSta San Francisco dispatched a double-crewed (less navigators) C-130 (the 1348) to assist in the search. I, then an ATC, assigned myself to one crew because I had a Navy friend from my tour in Naples who was stationed on Midway. One crew flew the leg from San Francisco to Hawaii; the second crew was scheduled for the next day's search. Flight Engineer Lou Sliter and I spent the evening before the flight at my Navy friend, Norman Elliott's house. I asked Norman if he would like to come along on the search the next morning. He agreed (a decision I'm sure he regretted).

**AL:** On 12 December, the weather was poor--light rain and low visibility. The search aircraft (maybe six) were assigned specific adjoining search areas with starting points 60 miles apart. I was assigned an area as were two other CG C-130s, including the 1348.

**ROGER:** Navigators were to be assigned from personnel assigned from Barbers Point. On the morning of the search, the navigator for my aircraft was pulled from our crew and assigned to a "command post" set up on Midway Island. I was the 1<sup>st</sup> Radioman on my flight and assumed the duties of navigator. This was not unusual; the Coast Guard had been using senior Radiomen as navigators for many years—even though they were never given any formal training. The Radiomen just picked up the information as they went along, usually because they were proficient at operating some of the not "user friendly" early Loran equipment. The 1348 departed Midway to the search area the morning of 12 December. Electronic navigation aids were virtually nonexistent in our search area. In addition, our Doppler equipment was unreliable. All I had to work with was the Doppler comput-

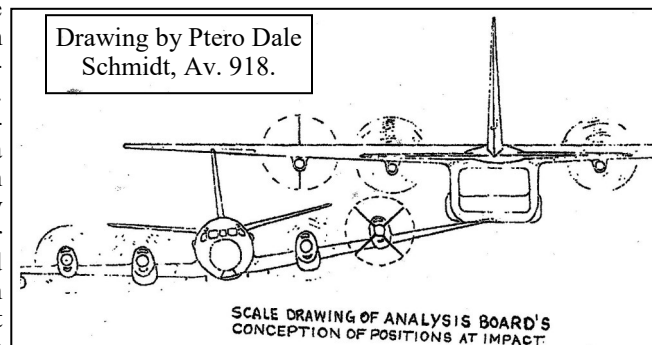
er, which normally took the input from the Doppler radar, but the Doppler radar was inoperable. I could operate the Doppler computer manually and enter headings and waypoints, and thereby provide us with some navigation ability. However, enroute to our search area, I discovered that the Doppler computer had a fixed 29° E error. In the course of the post-mid-air investigation, it was discovered that a servo had been improperly installed. This was not a problem as long as I knew about it and compensated for it.

There were four search areas assigned: F-1 thru F-4. They formed a box about 200 miles square. The 1348 was assigned area F-2, which was in the Northeast corner of the 200 square mile box. Because of the lack of navigation aids on board, we asked another CG aircraft for a fix and a steer to the start point of our search area. We began in the SE corner of F-2. Subsequent to the mid-air, it was determined that we had been sent to a start point that was about 15 miles to the West of where we should have started. I set up the Doppler computer for a creeping search from the southeastern border of our area, with north-south legs, spaced one mile apart. In other words, we would fly to the northern boundary, turn West for one mile, then fly south to the southern boundary, then west for one mile, and so on. The aircraft in the adjacent search areas were assigned different search altitudes. We had an assigned altitude of 500'. The P-3B assigned to the area west of ours was assigned an altitude of 750'. However, on scene weather was heavy overcast with the bases at 500'. Since you can't see through the clouds, most of the aircraft ended up searching at 500'.

When the 1348 entered F-2, it shut down the outboard engines to save fuel, and began the search. With regard to aircraft separation, we were most concerned with the aircraft in the area to our south (F-4); that aircraft would be flying his north leg while we were flying our south leg. Both aircraft were equipped with TACAN. (Tactical Air Navigation). Normally, this equipment provides bearing and distance to a TACAN station. However, when it is used between aircraft, it only gives you a distance to the other aircraft, not a bearing. When used this way, it requires coordination between the two aircraft to set their TACANs to 63 channels apart. For example, one aircraft would go to channel 7 the other to channel 70 and the two sets would lock up with each other, giving the distance between them. We established an air to air TACAN lock with the aircraft to the south so we could constantly monitor our separation. Unfortunately, the air-to-air capability is limited to just two aircraft at a time, so there was no way for us to determine separation with the aircraft in areas F-1 and F-3.

After about three hours of searching, we were approaching the southern end of our area. The Aircraft Commander (Matt) sitting in the right seat, asked me how far to our turn.

I showed about three miles to go. He said, 'I'm going to turn now, we have a 13 mile lock on the other aircraft and that's close enough.' At this point, we were flying at 500' in and out of the bottoms of ragged clouds. The Aircraft Commander directed the co-pilot flying in the left seat to begin our turn. As soon as he lifted our left wing to start the turn, the P-3 burst out of the cloud flying straight and level right at us. There was no chance of taking any evasive action. The left wing tip of the P-3B contacted the underside of the 1348 just behind the nose wheel and ripped a tear down the entire belly of the aircraft back to the cargo ramp. The vertical stabilizer of the P-3 left a black paint streak across the bottom of our left wing and creased the left aileron. **Approximately twelve feet of the outer wing of the P-3 was torn off and the cap of its vertical stabilizer dented.** After the impact, Matt assumed control of the aircraft and initiated a climb to a safer altitude; however, the two outboard engines were shut down. In such a situation, the Flight Engineer would normally begin an emergency air start; however, at first he froze, then recovered and slammed the condition levers forward to start the outboards. We did not get ignition on number one. Once number four was on speed, we tried number one again and got a start. We climbed to 5000' and were intercepted by another CG C-130 and were escorted back to Midway. The return flight was mostly uneventful, though there was some concern about what would happen upon touchdown at Midway. The runway at Midway is relatively short, and there was a strong crosswind, but Matt made a perfect approach and landing. It was later determined that we were about 46 miles further West than we should have been—in other words, we were flying in the P-3's search area.



**AL** We took off from Midway and proceeded to our assigned search area, shut down the outboard engines, lowered the ramp, and commenced the search at 1000 feet above sea level--maybe 1-2 miles visibility in light rain. It was two to three hours into the search when I heard a mayday from one of the Navy P-3s--**they had just had a mid-air collision with a Coast Guard C-130!!!**--the pilot reported that they had lost about 10 feet of the port wing and fuel was pouring out. He said he had control of the aircraft and was heading back to Midway. We had heard nothing from the CG aircraft

(1348) involved in the collision and feared the worst. We continued to broadcast on all frequencies, UHF and HF. AFTER WHAT SEEMED LIKE AN ETERNITY, we finally heard a mayday from the C-130. The wing of the P-3 had hit its belly and wiped out the antennas, but had not penetrated the cargo floor where SOME OF THE CREW were resting on mattresses.

I broadcasted that I was going to intercept the wounded CG aircraft, and escort it back to Midway. After maybe 10-15 minutes, we sighted the 1348, and observed pieces of metal falling away from the fuselage. We took a trailing position and guided the aircraft back to Midway where it landed safely shortly after the P-3 had landed.



It's still hard to believe that two 125,000 pound aircraft each traveling at 200 knots could run into each other almost head on and survive the collision and land safely without injury to anyone. At the time, I called it the 1971 Christmas miracle!! We got all the crews together that night and had a most memorable celebration.

The search for survivors continued for a few more days. 31 of the 36 crew on the Herring Kirse were rescued by commercial ships in the area. But the other five crewmen were never found, nor was any of the

wreckage ever found.

**ROGER:** There are two types of aircraft accident investigations. The first is an AAB (Accident Analysis Board). In theory, there is blanket immunity for everyone involved in the accident. You can divulge anything you want to the AAB, i.e.; 'I was so drunk I had no idea where I was,' and nothing can be held against you. The idea behind the AAB is to discover the cause of the accident and find out if there is anything that can be done to prevent it from happening again.

The second type of investigation is called the Legal Board of Investigation.. Once the Legal Board is convened, they name persons as "parties to the investigation". If you are named a "Party," the first thing that you do is get a lawyer. The results of this board CAN be used against you; the Board can recommend that punishment be awarded through a Courts Martial.

A joint CG/Navy AAB was set up at Midway Island—literally 'immediately.' We climbed off the 1348 and were ushered to the hangar and interviewed by Navy Flight Safety Officers. They determined that an initial error of 11 degrees was set into our computer; that, coupled with the 15 mile error in our starting point, accounted for how we ended up in the wrong search area at the point of impact. In addition, they found the following: 1) Pilot error (Matt)—the Aircraft Commander "failed to maintain positive control over the location of his aircraft under marginal weather conditions;" 2) Supervisory: There were too many aircraft assigned to the search area to operate safely; 3) Weather: Ragged ceilings from 500 to 1500 feet and low visibility in scattered rain showers made it impossible to maintain visual clearance; 4) And a bunch of other gobbledyook.

The findings of the AAB were sent to the COs of all the units involved. This included one of the pilots involved in the search, as well as the CO of CGC Chautauqua, the On Scene Commander (OSC).

A Legal Board of Investigation was convened on Oahu. Named as "Parties to the investigation" were Matt (the 1348 AC), the pilot of the P-3, me, the CO of the Chautauqua, and the CO that was one of the pilots involved in the search. When the CG learned that some of the "Parties" named in the Legal board had read the AAB, the CG Flight Safety division at HQ demanded that the Legal board be cancelled. They argued that the integrity of the AAB was too important, and, since several of the "Parties" had already read the AAB, there would be no way that they could testify after having had an inside look at the AAB. CGHQ agreed, but the Navy jumped up and said "No way! We have \$7 million damage to two aircraft; someone must be held accountable". Therefore, a Legal Board was convened at Pearl Harbor. We all got our lawyers and proceeded to Hawaii. Once again, the CG objected to the formation of the board, based on the integrity of the AAB. The Board's reaction was to issue a copy of the AAB to ALL the Parties. They warned us that we could only testify about things that we actually knew, not

on things that we had learned by reading the AAB. Try that sometime! That's like un-ringing a bell. Early in the investigation, I was released. Since I had no "formal" training as a navigator, I couldn't be held responsible for my actions. I begged my lawyer to throw me under the bus to take some heat off Matt, but they wouldn't allow it. Since the Board was in a closed session, I had to leave and was never aware of went on afterwards, nor do I know what the final results were, but I'm sure that Matt took a hit because of it.

**AL:** I was assigned as the flight safety member of the accident investigation board, and we started the process of gathering evidence and crewmember testimony. A brief summary of the findings of the board is that the CG aircraft had lost all navigation systems except for Doppler navigation (Doppler Navigation is a self-contained aircraft navigation system that uses Doppler effect radar interaction with the earth in dead-reckoning calculations to navigate.) Although the P-3 and the C-130 HAD STARTED THEIR SEARCHES 60 MILES APART, **THEY HAD BEEN ASSIGNED THE SAME SEARCH ALTITUDE of 500 feet!** The investigation determined that the C-130 navigation was faulty and the aircraft entered the search area of the P-3. At some point, out of the low visibility mist, the pilots each saw the other aircraft, but had virtually no time to react, and the wing tip of the P-3 hit the belly of the C-130!

**ROGER:** Several things happened as a direct result of the accident. Initially, enlisted aircrews were not allowed to serve as navigators. As a result, three pilots had to be assigned to every flight. This proved to be too much of a burden on the AirSta scheduling officers. Consequently, a formal Navigator school was established for enlisted aircrews. We now have formally trained enlisted navigators assigned throughout the CG.

All the Navy and Air Force aircraft assigned to this search were equipped with Inertial Navigation Systems—meanwhile, the CG aircraft depended on outdated navigation systems that were subject to frequent malfunctions. Eventually, INS was procured for CG C-130s. It's ironic that the professional 'searchers' were the least well-equipped for searching. It begs the question of 'How can you find something when you don't know where you are?' Had we had reliable navigation equipment, for instance INS, this accident would never have happened.

**AL: PART TWO:** After the investigation was complete, repairs were made to #1348 and I was assigned to fly it back to Barbers Point. The flight had to be made at low altitude because damage to the fuselage made it impossible to pressurize the aircraft. Since it was only a five hour

flight, there was plenty of fuel for the low altitude return.

After more maintenance on the aircraft at Barber's Point, it was ready to be ferried to AirSta San Francisco where it would eventually be taken to Lockheed for the fuselage repair. I was selected to ferry the 1348 to San Francisco. This flight required more careful planning as it was a nearly eight hour flight and the aircraft could still not be pressurized for the more fuel efficient high altitude flight. So, I decided to fly at 18,000 feet, unpressurized, with all crewmembers on oxygen. On 21 January, 1972, we took off -- the entire crew had been pre breathing oxygen for about 15 minutes before liftoff with the exception of the flight engineer who had to go off oxygen to inspect a faulty APU generator. He was slightly overweight.

After completing his inspection, he came back aboard and put his oxygen mask back on. We climbed to cruising altitude and the flight was going smoothly until about halfway to San Fran the flight engineer started complaining about having a headache, and a bit later started to complain of vision problems. We checked his oxygen supply which was ok and eliminated hypoxia and hyper ventilation as possible causes of his symptoms. We took him from the flight station and made him as comfortable as possible on a mattress in the cabin. He became quite ill! We called San Fran and asked to talk to a flight surgeon. After analyzing everything about the flight engineer's symptoms he suspected the flight engineer might be suffering from decompression sickness, commonly referred to as the bends (a medical condition caused by dissolved gases emerging from solution in the blood as bubbles inside the body tissues. Its effects may vary from joint pain and rashes to paralysis and death)--probably because his OXYGEN PRE BREATHING had been interrupted, because he was overweight, and because we were flying at 18,000 feet unpressurized.

Since the bends can be aggravated by low pressure, I decided to descend to a lower altitude--my best recollection is that we descended to 6,000'. To help conserve fuel at the low altitude, we shut down the outboard engines and continued to our destination, restarting the engines as we approached the mainland. After landing, the flight engineer was taken to a recompression chamber for hyperbaric oxygen therapy. A couple of days later he was fine and eventually returned to full duty.

It was a long saga starting with the mayday call from the Herring Kirse on 9 December and culminating in San Francisco on 21 January--all that were involved in these events would never forget the emotional ups and downs. The moment of terror, the feelings of relief, the errors made, the professionalism, inter service cooperation--but what I remember best is the pre-Christmas celebration on Midway with all

the air crews. What could easily have been a horrendous aviation tragedy turned out to be a "WONDER"---Something that could have been so bad turned out to be very surprising, beautiful, and amazing!

**"MIRACLE"--a highly improbable or extraordinary event, or development that brings very welcome consequences!!**

A/S San Fran C-130B CGNR 1348 Crew List  
PPC: LCDR Matt Ahearn (Right Seat)  
CP: LT. John (Kirk) Colvin (Left Seat)  
Flight Engineer: (AD1 Louis Sliter)  
Navigator: ATC Roger Schmidt  
Radio: AT2 David Keene  
Scanner: AE3 Dennis K. Nichols  
Scanner: AE3 Kenneth T. Roe  
Scanner: ASM2 Lawrence Auletta  
Schanner (2<sup>nd</sup> Radio) AT2 Thayer J Seiler  
PAX: SFC Elliott (USN)

[The main reason Roger and I wrote this little article was so such an extraordinary aviation event would not totally disappear from our collective memory. It is difficult to describe the emotions on Midway that night--it was relief, it was joyful, it was brotherly love. CG, Navy, and AF pilots had a memorable party celebrating the results of a mid-air collision!! Roger recently said "I still recall the celebration on Midway. Especially when I approached the P-3 pilot after consuming several adult beverages, looked him straight in the eye and slurred, 'You look familiar, haven't I run into you somewhere before?' I think the club ran out of champagne that night." This was as close to a miracle as I know of personally.]

**Comments/asides of Ptero Kirk Colvin, Aviator 1432, HC-130 1348 CP:**

On 11 December 1971, I was a thinks-he-knows-it-all 26-year old pilot with 1100+ hours of flight time (possibly the most dangerous point in a young pilot's career). Twenty-four hours later, I was a realizes-he-doesn't-know-anything pilot who'd just been given a not-so-subtle reminder that he still had a lot to learn about flying—and life.

Because we were double-crewed from SanFran, we lined the center of the cargo compartment with mattresses so the deadheading crew could sleep. After the collision and return to Midway, the mattresses were removed. Their bottoms looked like they had been machine-gunned. Shrapnel from the collision had in fact penetrated the cargo floor, but was absorbed by the mattresses. If there had been no mattresses, the shrapnel likely would have injured some of the crew back there, and pos-

sibly damaged hydraulic lines and control cables.

One theory is that the prop arc of the P-3's feathered #1 engine went through the prop arc of the 1348's feathered #1 engine. Had either one been running, or if the props had contacted each other, things would have turned out differently.

Had the 1348 not begun its turn when it did (in other words, if it had been wings level), the wings of the two aircraft would have collided—and things would have turned out differently.

Had either aircraft been at a slightly different altitude: say, the P-3 a foot higher and the 1348 a foot lower, things would have turned out differently.

Sadly, the Midway Air War (as it came to be called) quickly faded into obscurity. The lessons learned have mostly been forgotten, and will likely have to be relearned the hard way. The loss of HC-130 1705 in 2009 makes it clear that even with the best navigation and the most highly trained crews, bad things can happen.

Ptero Matt Ahearn, Aviator 839, was an exceptional pilot, both FW and RW. As you can probably tell from Roger's account, he was admired and loved by his friends (I was one of them). But his career was likely terminated by this event. He was repeatedly passed over for CDR, retired as an LCDR at Elizabeth City, and passed away in 2011. RIP. Everyone who knew and served with him knew he would have made a great CO—but the Midway Air War made that impossible.

Our flight engineer, Lou Sliter, never did fully recover from the trauma of the mid-air and his initial failure to execute an immediate emergency air start of the outboard engines. He committed suicide a few months after the mid-air. RIP.

Since I was a lowly LT and not the AC, my career was unaffected by the mid-air. That's not to say that I wasn't personally affected. I became a somewhat paranoid pilot—and I'm glad. I think all professional pilots should be "somewhat paranoid." Question everything, ask questions (Why does ATC want me to turn to 270? Why does Approach want me to descend to 2500ft? Why does RCC want me to fly through extreme icing? (This one actually happened. I said "No.")) The bottom line is, in Ernest K Gann's words, "Fate is the Hunter"—so Always Be Prepared.



**Ye Olde Roost Report: By Ptero Steve Goldhammer, Aviator 1207**  
[Thanks to Ptero Zach Wiest, Aviator 4290, for designing the beautiful Roost logo. Thanks, also, to LT Jo Green, Sector External Affairs Officer, for being our terrific Roost photographer.]

The early birds pflocked to the beautiful Bahia Resort Hotel on Monday, 30 October to scope out the neighborhood and partake of the amenities. Who wouldn't want to spend an extra day in San Diego, an idyllic paradise of the Pacific Coast? The hotel's refreshing heated outdoor pool temp was 83°. The weather was southern California spectacular all week. The huge Pterodactyl safely migrated from its Corpus Christi Roost. Thanks to Andy Felth and some hotel staff, it was surgically, gingerly re-assembled and assumed its lofty position in the ballroom.

The hospitality suite sprung to life on Tuesday afternoon and buzzed with activity. The Ptero Store was doing a brisk business and the check-in process went great due to the organization and preparation by Tony Hahn and his committee. Only one person got a white goody bag instead of a brown (sponsor) bag.



**The welcoming committee: Ben Stoppe (L), Mark Benjamin, Andy Felth, Steve Goldhammer, & Tony Hahn. Not pictured: RADM Jack Vogt. (Jay Crouthers photo.)**

We all attended a delicious welcome dinner at the hotel's beach. Many of us wore our vintage flight jackets with their priceless, collector's item patches. Prez Peter welcomed us and wished us a wonderful three days. He said this is a great opportunity for camaraderie and what the association was created for. He thanked our many generous sponsors and Tony Hahn and his committee for a great job.



Prez Peter kicked off Wednesday's well-attended Professional Day. He said he's honored to be our Prez for a 'short, indeterminate period.' He retired 10 years ago but maintains an interest in CG aviation and the welfare of our country. He's looking forward to hearing about what's planned for the future of CG aviation.

Ptero CDR Pete Maloney, Aviator 4219, (CG-711 Deputy) reported on the State of CG Aviation. The Reserve Aviation Program, started in 2021, continues to grow. 57 of 95 enlisted billets and 18 of 24 pilot billets are filled. 24 more pilot billets are planned. Reserves backfill at units, as needed, when active folks deploy. AirSta Clearwater will be transitioning to C-27J's. The CG has three unmanned aircraft systems: short, medium, & long range, and 1,200 Aviation Mobility Devices (like and I-pad) for access to aircraft maintenance documents, etc. We are currently short 55 RW and 12 FW pilots. There are no plans to bring back dual-qualified pilots or aircrewmembers or to re-establish POPDIV.

Ptero CAPT Joe McGilley, Aviator 3319, reported on the State of Aeronautical Engineering. He thanked our sponsors, who are our partners...we don't have any favorite partners. He said we're the CG's best recruiters. All MH-60s will have folding blades for deploying on CG ships. Modern electrical equipment has a fast-paced obsolescence. We're keeping up with that. In order to overcome obsolescence, we need a product that is flexible enough and nimble enough to sustain. We're focusing on products that will still be useful to the CG in 20 years. The CG got a new G-5 (Long Range C<sup>2</sup> aircraft) this summer for AirSta Washington. It's humbling to talk to the workers at ALC. They're awesome! We need to keep telling new and potential Coasties that they're valued. That's one of the jobs of the CGAA.

Ptero CAPT Jared King, Aviator 3506, updated us on the Aviation Acquisition Directorate. He said he's the Supply Officer for CG aviation. He buys expensive toys. The acquisition process for C-130s is five years. It's difficult to get aviation acquisition funds. White things that float are the sucking wound in the CG. Obsolescence is always going to be a problem. The C-27 is the most expensive free aircraft the CG has ever gotten. We have 48 MH-60s and 42 new ones on order. The H-65 has been the workhorse of CG aviation since 1985. It will be around until at least 2035. He mentioned the 6558: his dad (Tom) flew it, Jared flew it, and his son has flown in it. It's the 'three kings aircraft.'

CDR Kevan Hanson (CG-1K31), Aviator 4177, spoke about the Aviation Safety Program. There were eight mishaps in FY2023 (0 Class A, 2 Class B (2 C-130J engine failures in Kodiak due to icing)) CG Flight Safety Training is now all in-house. There's now a Mishap Analysis Center (air & surface) at ATC Mobile. In 2022, the CG won the Interagency Committee for Aviation Policy Award for large programs.

Ptero CAPT Scott Lugo, Av. 3605, ATC Mobile CO, said this is his first Roost. ATC is acquiring a second MH-60 simulator. Flight training now takes up to three years due to various delays. ATC is the HQ of the Ad-

vanced Helo Rescue School; DOD is interested in it. The C-27 simulator is now running at ATC. They're implementing an Upset Prevention & Recovery Training Program to avoid FW fatalities. The CG and Navy are moving to an all-helo flight training program that will take 12-15 months. There's a new, classier dunker at Pensacola.

CG Auxiliant & Ptero Wilson Riggan, P-3271, (D7 Staff Officer for Aux aviation) reviewed the CG Air Aux Program. He has 53 years of flying experience. There are about 104 CG Aux aircraft, 157 pilots, and 235 observers and aircrew. There's a leadership partnership between Aux air and the active duty at Air Stations, especially related to flight safety.

Prez Peter thanked the speakers and said the people in this room are your biggest fans and supporters. The Enlisted AA presented Ptero coins to the speakers.



**Prez Peter (L), Joe McGilley, Wilson Riggan, Pete Maloney, EAA Mark Leichenauer, Scott Lugo, Kevin Hanson, & Jared King.**

There were simultaneous afternoon sessions: Sustainment & Capability and Career Transition. At the Sustainment & Capability session, Bill Moeller of Triumph Geared Solutions talked about their company's applications and the 'hidden value' they provide to many companies' 'weapon systems.'

Ptero Stan Walz, Av. 1702, talked about his company, Vector CSP. They work on National Security issues and provide CG maintenance support procedures and supply chain issues resolution.

Ptero Mike Brandhuber, Av. 3358, and Clayton Ray spoke about Textron/Bell and what they do. Their new helo is the 525.

Richard Bryson spoke about Collins Aerospace, a combination of four companies, that makes rescue hoists. They have a dual, side-by-side, hoist installation that CG helos could be retro-fitted with.

Several companies presented at the Career Transition session and five former/retired Coasties (Chuck Bell, Av. 3356, Mike Shirk, Av. 3209, & Pteros Tom Gaffney, Av. 3157, Carl Riedlin, Av. 3052, & Tim Eason, Av. 3424) coached the audience on how to enhance their chances for employment success.

Ye Ancient Scribe reminded the audience about the list of job-seeking helpers in the Pterogram.

Prez Peter thanked the speakers and they were all presented Ptero coins by the

Enlisted AA. A Sponsor-sponsored Happy Hour ensued.



We all went to a delicious outdoor dinner at the Pt. Loma lighthouse (built in 1913) served by AirSta CO Jim Spitler, his wife, Megan, and several other volunteers. An AirSta MH-60 just happened to be passing by Pt. Loma on its 'night trainer' and made an awesome up-close-and-personal appearance on the shoreline.



Ptero Tom Paligraf, P-3164, Photo.

Several energetic explorers climbed the 440 lighthouse steps to partake of the spectacular view. Prez Peter welcomed us and said this is a grand opportunity for camaraderie and what our Association was created for. He thanked our generous sponsors, Tony Hahn & his committee for a great job, and the Spitlers for hosting us.

The intrepid golfers awoke at o-dark thirty on Thursday to prepare for their 0645 muster for transportation to the course. The winning team, from AirSta San Diego, was: AST2 Rob Ochoa, AN Collin Creamer, AST1 Andrew Johnston, & AST1 Daniel Todd. Ben Stoppe, Av. 1646, had the longest putt, 54', on 18.



The winning golf team. Ben Stoppe photo.

Everyone else did their own thing during the day on Thursday or went on scheduled excursions.

The banquet reception, sponsored by Sikorsky, was held on a beautiful terrace. We were serenaded by a wonderful Mariachi band.

The Awards Banquet was nicely MC'd by LTJG Derek Hudson. The 'Missing Man' table was recognized and the tribute read (See description in Pterogram 3-22 on P. 6). Ye Ancient Scribe then read the 'Airman's Prayer' and the list of recently deceased Pteros and friends of CG aviation (accompanied by Ptero Jay Crouthers', Av. 1360, slide show).

Prez Peter said it's an honor and a privilege to serve as our President. He got his wings in April 1987 ('the most defining moment in my life'); to some of us that's just a pup. We're now up to Aviator #5102, Cristina Silva; that's double his number. He has some many lifelong CG friends and too many lost friends. Our fellow Board members feel the same. Rod Leland and RADM Fred Schubert introduced him to the Pteros; we were making history at that time. We're here to support CG history preservation. He invited Cristina Silva by letter to join the CGAA. He encouraged each of us to recruit a member. The heroics continue; we continue to make history. He mentioned the awards to AST2 Caleb Halle of AirSta Atlantic City and AST1 Daniel Wilson of AirSta Borinquen (See P. 3). They were heroic actions. We recognize and applaud their accomplishments and others like them. He recognized our AA, RADM Chris Bartz, our EAA, Mark Leichenauer, and many other attending dignitaries and former AA's and EAA's. He said the Roost happens because of volunteers (See P. 1) He recognized our sponsors and honorees. He presented the CGAA President's Award to Sikorsky Aircraft in recognition of their 100th anniversary, extraordinary sponsorship and enduring partnership with CG RW aviation over the past 80 years. Ptero Mark Creasey, P-4748, the Lockheed Martin Gov't rep., accepted the Award.



RADM Bartz recognized the support of Sector San Diego for the Roost and said he's honored to be the presiding official. He's the only active duty flag officer here due to the Senior Leadership Council meeting in D.C. this week. He plans to have ADM Fagan at next year's Roost. He said the awardees are truly a team effort; all CG aviation branches are represented. He lauded the CG aviation maintenance teams. He said we're 10% short of our workforce needs and 10 cutters are being decommissioned. He commended the CGAA for its support of the CG and its awards program. EAA Leichenauer said he's 'super humbled' to be EAA #15. He loves the CG. He never

misses an opportunity to thank those who got him to where he is, like ADM Ray who believed in him more than his own dad did. ADM Ray personifies leadership and selflessness. Mark loves to recognize achievements of CG men and women, including his primary care manager, Dr. Rispens. He thanked Tony Hahn for a great Roost and RADM Bartz for covering the bar tab for the active duty attendees.

The ADC Oliver Berry Aviation Maintenance Award was presented to AETC Jonathan D. Harper of AirSta Cape Cod.

The CAPT William B. Kossler Aviation Maintenance Officer Award was presented to CDR Jesse E. Hyles, Aviator 3874, of AirSta Elizabeth City.

The CAPT Marion 'Gus' Shrode Flight Safety Award was presented to LT Cody W. Eager, Aviator 4682, of AirSta Sitka.

LCDR Jared Rispens, lead Medical Officer at AirSta Clearwater, received the CG Flight Surgeon of the year award for superior performance as Senior Health Services Officer and Flight Surgeon. Lcdr Rispens, USPHS, safeguarded the medical readiness for 31 Central Florida CG commands. His leadership of three Physician Assistants and 14 enlisted clinic staff preserved access to critical medical care for members, and ensured continued mission capability for SAR during Hurricane IAN, Florida's deadliest hurricane since 1935. Lcdr Rispens followed-up on hundreds of health issues and intervened on several members in crisis.

The CG Aviation Physician Assistant of the year is LTJG Mikel Vartanian, ATC Mobile's sole designated Aviation Physician Assistant. LTJG Vartanian maintained medically ready crews in support of the unit's training and operational missions. He deployed for 30 days in support of Operation Vigilant Sentry amidst an unprecedented surge in illegal maritime migration in the Florida Straits, Windward Passage and Mona Passage. He served aboard multiple cutters to treat acute illnesses, manage chronic conditions and screen 100 migrants including elderly and children. He also coordinated a medical evacuation with CGC Resolute and an AirSta Clearwater MH-60 of a patient experiencing seizures off the coast of Florida. He served as the ATC Clinic's Training Officer. He mentored five members pursuing a career in CG medicine by sponsoring applications to the Interservice Physician Assistant Program and facilitating over 200 hours of clinical shadowing.

Ms. Judith Redlawsk of Aux Flotilla 054-24-04 at AirSta Atlantic City received the CDR David H. Bartlett & COMO Lloyd T. Nicholls Aux. Aviation Award of Excellence. She has over 34K flight hours as an AC and FE, teaches four Aux courses, and enhanced the Aux Flight Safety Program.

The CDR Elmer Stone Fixed Wing Rescue Award was presented to the AirSta Kodiak crew of HC-130J 2010 for saving five lives on 20 March 2022: Lcdr Thomas E. Humphrey, Av. 4223, AMT3 Joshua A. Car-

well, AET3 Ian N. Ang, AET1 David A. Segal, (not present: LCDR Derek M. Kelley, Av. 4724, AMT3 Anthony J. Naleo, & AET2 George L. Beltran-Negron).

The CAPT Frank Erickson Rotary Wing Rescue Award was presented to the AirSta Kodiak crew of MH-60T 6027 for saving one life in severe conditions on 19 September 2022: Ptero CAPT Nathan E. Coulter, Av. 3406, LT Christopher J. Guernsey, Av. 4683, AET2 Daniel M. Belt, and Ptero Kimble R. Petersen, RS-1014 (not present).

The Victor Roulund Meritorious On-scene Performance Award was presented to then-LT Alda L. Siebrands, Av. 2386, for saving two people as AC of AirSta Port Angeles HH-65A 6503 on 5 March 1994, and Ptero (then-LTJG) Terry W. Sinclair, Av. 1453, for saving the pilot of a crashed aircraft as CP of AirSta San Francisco HH-52A CGNR 1386 on 11 April 1970. They both abandoned the left seat of their cockpit to become inadvertent rescue swimmers. They both received an engraved Tag Heuer wrist watch courtesy of Ptero Roy VanderPutten, award sponsor. Then-AST3 James A. Chandler of AirSta Houston, who received the award in 2021, was also presented an engraved watch. Ptero Gary VanNevel, Av. 1221, accepted in Terry's stead.

Prez Peter said this was a wonderful, fantastic evening celebrating achievement. He thanked the MC and our sponsors, especially Sikorsky for sponsoring the banquet reception.

The Hospitality suite overflowed until at least 2400 with countless almost-true stories being told deep into the night.

Friday kicked off with a picture of Sikorsky rep Lacey Coleman's new daughter wearing a CGAA-gifted leather flight helmet and the note: 'Future aviator Grace! Thanks, again, for the sweet gifts. Mark told me about the awards banquet last night—thanks to you and all our Ptero friends for recognizing LM and our strong partnership.' An 'In Igor We Trust' discussion panel, moderated by Ptero Sean Cross, Av. 3321, followed. It's members (all DFC recipients) were: Ptero Bill Geers, Av. 1456, Pat Gorman, Av. 2903, Ptero Ron Tremain, RS-191, Carl Riedlin, and AirSta San Diego's AST1 Dan Todd. They related amazing stories of their DFC cases. Luckily, they were recorded for posterity. One person said 'Stupid people keep us in business,' and 'God watches out for us, folks.' Carl said the RS program was game changing. Dan, who was on the HMS Bounty case, said 'I rescued six people in 30 minutes, just like they taught me in RS school. Then I rescued three more in about 45 minutes, because I was kind of gassed by then. We're not rescue swimmers, we're rescue floaters, just waiting for the helo to pick us up.' Pat said, 'amazingly, there wasn't a single helo incident during the six days of Katrina response. The rescue swimmers were

the best thing since beer in a can. Sikorsky aircraft were a highlight of the Katrina response.' Sean made a pitch for submissions of Air Medals and above to the Hall of Honor.

Prez Peter introduced two special guests at the business meeting: Heather (Eagan) Slavey and her husband, Robert. Heather is the daughter of deceased Ptero Lance Eagan, a Vietnam AF exchange pilot. Peter also introduced Chuck Sweeney, a Vietnam A-4 pilot, who spoke about the DFC Society. He said the Coasties taught the AF to fly Jolly Green's in Vietnam. Peter lauded Sean Cross's font of knowledge and Tony Hann's amazing performance as Roost coordinator.

Ron Tremain called the business meeting to order and thanked our sponsors. Mike Brandhuber reported that our net worth is ~\$215K. Ptero Mont Smith, Av. 1520, said we need to get an attorney to handle endowments to the CGAA. Ptero Carl Lowry, Av. 1467, said we need a Financial Advisor. Mike said we're considering that. Ptero Tom Palifgraf, P-3164, encouraged members to put the CGAA in their will. Mike said we're going to benchmark off what the CG Foundation and the CGA Alumni Assn. do. Ptero John Whitehouse, Av. 1651, verified the presence of the lockwasher and the pewter fedora (that was donated by Lacey Coleman) in the petty cash fund.

Regarding business development, Tony reported that we got 12 new corporate sponsors and established two key partnerships, NextOp and San Diego CG City. He covered our advocacy activities over the past year. He announced that next year's Roost will be in Jacksonville, date TBD. He covered what makes a good Roost location and what doesn't.

Ron said we have a long list of museums looking for aircraft. Joe McGilley is working on it. We need to help maintain the museums' outdoor exhibits. Ron thanked RADM Vogt for updating the By-laws and said we have a quorum. Ptero Sperry Storm, Av. 1111, moved that the revised By-laws be accepted as written. Ptero Art Snyder, Av. 3128, seconded. The motion was approved by voice vote. Prez Peter said the By-laws are a living document, & there will be more changes.

Ron thanked Ptero Zach Wiest for filling one of two open Active Duty position on the Board. The other Active Duty Board members are Pteros CDR Kelly Higgins, Av. 4175, AirSta San Fran XO, and ATC Mobile's LCDR Ken Ingram, Av. 4217, who does the Flight Suit Friday Podcasts. Sean said we need a link to the Flight Suit Friday Podcasts on our website.

Ron said we still need an Awards Officer and a Memorials Officer, and we need to work on recruiting Pteros.

Prez Peter recognized the Ptero Board members and several others. He talked about the CG museum paver project (See P. 5.) and said we still need about \$6K to fund 10 large pavers. He talked about our Strategic Plan; it only works if you have enough resources. We need to raise awareness of the CGAA. He welcomed questions and emails and thanked us

for supporting our association.

Ron said Tony is now the keeper of the giant Pterodactyl. RADM Bartz said 'let's go eat.'



The San Diego CPOA sponsored a delicious BBQ lunch at the Sector. Some of us visited the statue of Elmer Stone. He passed away at AirSta San Diego on 20 May 1936, at age 49.

EAA MC Leichenauer told us that he

loves the CG and being a Ptero and the EAA (for one more year). He said he'll do his best to do the EAA right and be a voice for our three aviation rates. He recognized Flight Mech Examiner AMT2 Eric Lamy as the most outstanding person on the AirSta San Diego hangar deck as recommended by the CEA. He said that a person's character is shown by how he or she treats people who do absolutely nothing for you.



AA RADM Bartz said how much he enjoyed the Roost and thanked all for attending.

CO CAPT Jim Spitler presented AirSta Challenge Coins to four people, including Tony Hahn, Andy Felth, and the CPOA Prez. He then led a tour of the base.



Sorry, space limitations prevented me from adding more pictures. However, they're all on our Ptero website: [aoptero.org/Roost/2023](http://aoptero.org/Roost/2023) Roost. Enjoy! See you in Jacksonville next year!



## Ancient Al #27 Letter to Pteros



Greetings from CGHQ! Happy Holidays to you and your family! It was great to see many of you in San Diego at the Ptero Roost. Bravo Zulu to CAPT Spitler and his crew at Sector San

Diego, as well as those of you who volunteered your time and effort to plan and coordinate such a phenomenal week. Master Chief Leichenauer and I enjoyed the opportunity to visit with many of you. It was an honor to help recognize our distinguished Awardees for their signifi-

cant contributions and truly outstanding efforts. If you attended, please be sure to check out the Ptero's website to review some great photos from the week. If you weren't there, check out the website to see what you missed!



## Enlisted Ancient Al #15 Report to Pteros



Fellow Pteros: I hope this finds you doing well. What a memorable time since my last input. I've said there are several perks to being the Enlisted Ancient Albatross, including the garb. But nothing is better than recognizing the great men and women on our hangar decks. Bottom-line up-front, if this entry even begins to sound the slightest about me, be assured it isn't. It's never been about me, nor ever will be. I reached out to the unit Chief's and asked them for names of people who were doing good things so I could personally thank them. The Coast Guard has Microsoft Teams now and it makes it

nice/easy to do video calls with anyone. Like AMT1 Paris, stationed at Aviation Training Center, Mobile on their HC-144s. There isn't enough room on this page to list her accomplishments. It's incredible to hear what people like AMT1 are doing and be able to thank them and send a card/coin. It is the least I can do.

Got to attend the 2023 Fall First Flight Chief's Call to Initiation in Elizabeth City as their guest speaker. Their Chief of the Mess, Master Chief Taccocelli, and that Chief's Mess are doing it right. It was an honor and pleasure to see what they have going on.

I also got to attend this year's Roost. Thanks to Tony Hahn and the sponsors for this year's event. It was a good time had by all, at an amazing location, filled with great people. Again, the highlight of the event for me was the Awards Banquet. Makes me realize how lucky I am to wear the same uniform the awardees wear.

nice/easy to do video calls with



AA RADM Bartz (L), EAA MC Leichenauer, and Prez Troedsson Presented the Oliver Berry Aviation Maintenance Award to Cape Cod's AETC Jonathan Harper.

In closing, I'd like to wish everyone a Merry Christmas and a Happy New Year. If I can be of any assistance, please feel free to reach out. My work email is [Mark.S.Leichenauer@uscg.mil](mailto:Mark.S.Leichenauer@uscg.mil)

Ptero AMTCM Mark Leichenauer, P-6107

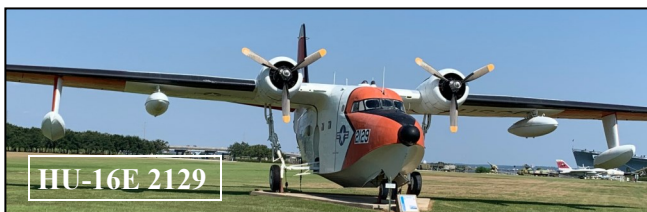


## Where Have All the Aircraft Gone? By Ptero Past Prez George Krietemeyer, Aviator 913

As children, many of us looked up at the sky and dreamed "I want to be up there someday." Others visited local museums and saw the marvelous machines "up close and personal." As we grew older, some of us were lucky enough to find opportunities to reach our dreams by joining the Coast Guard and receiving the best aviation training in the world.

The aircraft we flew in to reach our dreams eventually got old, as we did, and some of them were lucky enough to be "rescued" from the scrap heap and put on display for our enjoyment. The following list will tell you where to go to see your old friends.

Alabama-CG ATC Mobile: HU-25A 2120



HU-16E 1219



HO-4S 1258 & HH-52A 1378

Battleship Alabama Park: HU-16E 2129, HH-52A 1378, HO-4S 1258

Arizona-Pima Air Museum: HH-3F 1476, HH-52A 1450, HU-25A 2115, HU - 25A 2132, C-

123 4505, HO-3S 1252  
California-Aerospace Museum of California: HU-16E 7209  
Colorado-Pueblo Weisbrod Aircraft Museum: HC-131A 5794  
Connecticut-New England Air Museum: HH-52A 1428  
Coast Guard Museum: HH-60 6022  
Florida-CGAS Clearwater: HU-16E 1023  
National Naval Aviation Museum: HU-16E 7236, HH-52A 1355, HH-52A 1423 (CPT), HO-3S 235, HH-3F 1486, JRF V190, J4F V212, HNS-1 39407, RD-4, SCAN EAGLE DRONE  
Massachusetts-CGAS CAPE COD: HU-16E 7250  
Michigan-Selfridge Air Museum: HH-52A 1466  
North Carolina-CG Air Base Elizabeth City: HH-52A 1384, HU-16E 7247, HU - 25A 2126  
New Jersey-NAS Wildwood/Station

Cape May: HH – 52A - 1462  
 New York–Floyd Bennet Field Historic  
 Renovation Project: HU–16 E 7216, HH  
 –3F 1434  
 Intrepid Sea, Air & Space Museum: HH  
 –52A 1429  
 Pennsylvania–American Helicopter Mu-  
 seum: HH-52A 1383, HOS-1 75610  
 Mid Atlantic Air Museum: HH-52A  
 1394  
 Virginia–Steven F. Udvar-Hazy Muse-

um: HH-52A 1426  
 Military Aviation Museum at Virginia Beach:  
 WWII JEEP  
 Washington–Museum of Flight: HH–52A  
 1415  
 One of the primary missions of the Coast  
 Guard Aviation Association is to “preserve”  
 Coast Guard Aviation history. For over 40  
 years, our organization has worked diligently  
 to expand and improve our collection of air-  
 craft across the country.

As HH-65 helicopters are retired we  
 need to re-double our efforts to “save”  
 these airframes for the public - the people  
 who paid for them. If you know of an  
 accredited aviation museum in your area,  
 please ask them if they would like to dis-  
 play one. If they say yes, let us know and  
 we will do the rest!



## Crumley's Corner

By Ptero Beth L. Crumley, P-1916, Assistant  
 Historian, U.S.C.G., Office of External Outreach  
 and Heritage, CG-09231, CGHQ

### Flying above the Ice

Several years ago, during the Elmer  
 Stone celebrations here at Headquarters,  
 I was talking with Ptero Janis Nagy, Av.  
 2791. He asked what aviation projects I  
 had on my desk. He suggested I might  
 be interested in looking at USCG avia-  
 tion in early polar operations-Operations  
 NANOOK and HIGHJUMP. Although I  
 was aware that USCG aviators had par-  
 ticipated in both, and certainly had an  
 interest in HIGHJUMP, the idea had not  
 occurred to me. A spark was lit. Over  
 the next few years, I contacted the archi-  
 ivist at the Byrd Archives at Ohio State  
 Univ., as well as Navy and Army archi-  
 vists. I read through operational reports,  
 service records, newspaper articles, and  
 several books on polar exploration.

On 21-22 September, 2023, the U.S.  
 Naval Academy hosted the 50<sup>th</sup> McMullen  
 Naval Symposium. Held biennially,  
 it is the largest regular meeting of naval  
 historians in the world. The Coast  
 Guard was well-represented, fielding a  
 team of 14 comprised of the CG Histori-  
 an's Office staff, USCG Auxiliary and  
 Foundation for CG History members.  
 This team participated in 6 panel discus-  
 sions. Each one of these panel presenta-  
 tions was submitted in advance and re-  
 viewed by a U.S. Naval Academy History  
 Department panel for rigor in the  
 method of research, historical relevance,  
 and naval history significance. There, I  
 was finally able to present a truncated  
 summary of my research.

Our panel was entitled “Coast Guard  
 Polar Operations in WWII and the Cold

War.” Chaired by Ptero  
 CAPT (Ret.) Larry Hall,  
 Av. 1923, this panel fea-  
 tured Dr. William Thiesen  
 (USCG Historian's Office,  
 LANTAREA), CAPT Rob-  
 ert Desh (CG, Ret) and myself. Comments  
 were offered by Mr. Mark Mollan, (Deputy  
 Director, CG Historian's Office.)

Dr. Thiesen provided an excellent overview  
 of CG Operations in Greenland. CAPT Desh's  
 work on the Greenland Sledge Patrol is an  
 outstanding academic examination of the little-  
 known but fascinating subject. Because of a  
 simple suggestion by Janis Nagy, I was able to  
 present a look at CG Helicopter Operations in  
 Operations NANOOK and HIGHJUMP.

In the foreword to “Ice is Where you Find  
 It,” Admiral Richard Byrd wrote “The ice of  
 the Polar Seas has a strange attraction. Like a  
 woman, it can be beautiful, capricious, fasci-  
 nating, and dangerous—especially dangerous.  
 Ships of past generations were often caught in  
 the clutches of the ice and drifted with it for a  
 while until they succumbed to the irresistible  
 squeeze of its jaws, and often the personnel  
 either went down with the ships or were mar-  
 ooned on the ice to die. Modern ships, too,  
 will be caught in the Polar Seas, and some  
 may be sunk, but the casualties will be fewer  
 because of the rescue potentialities of power-  
 ful icebreakers and helicopters.”

Most of you are aware of the role played by  
 the Coast Guard in the development of rotary  
 wing aviation, but how did the helicopter, still  
 new technology, come to be involved in polar  
 exploration in the 1940s?

First, we must look at the first testing cycles  
 in arctic conditions. In early November 1943,  
 Army LtCol Les Cooper, long active in the  
 development of the helicopter took delivery of  
 a new YR-4B at the Sikorsky factory. He flew  
 to the Bridgeport airport, landing near a C-46  
 Army transport plane. It's final destination?  
 Ladd Field, near Fairbanks, Alaska, home to  
 the Air Force cold-weather research and  
 development program. The purpose of the  
 testing was twofold: the breakdown of the  
 helicopters for transport by cargo plane  
 AND testing of this new technology in the  
 cold Alaskan winter.

Mechanics from both the Air Force and  
 the Sikorsky factory were on hand. The  
 helicopter was taken apart. Main rotor and  
 tail rotor blades were removed. The aircraft  
 was split into two sections: the crew and  
 engine compartment, and the tail section

which contained the main rotor transmis-  
 sion, fuel and oil tanks, and the tail rotor  
 drive shaft. The undercarriage and tail  
 wheel structure were stripped from the  
 fuselage and loading began.

Naturally, when the C-46 landed at  
 Ladd there was much interest in the cargo.  
 One AF mechanic asked if it was true  
 that they had brought the helicopter up  
 here to protect the reindeer from wolves.  
 He was terribly disappointed to find this  
 was not the case. Another called the un-  
 loading the best show he had seen since  
 Dorothy Lamour.

Reassembled, the helicopter, later to be  
 named The Arctic Jitterbug, performed  
 beautifully with some minor adjustments

So how did the helicopter come to be  
 used in polar operations? Polar explorer  
 Richard Byrd had utilized a Kellett autogyro  
 in his 1933 expedition to Antarctica.  
 Named “Pep Boy's Snowman,” the auto-  
 gyro was used for short-range navigation  
 and high altitude areological flights, mak-  
 ing nine major flights before it crashed  
 shortly after takeoff in September 1934.

In the post-WWII era, US-Soviet rela-  
 tions deteriorated, a situation which great-  
 ly influenced American polar strategic  
 thinking. Polar experts like Admiral Byrd  
 were convinced that both the Arctic and  
 Antarctic regions would prove strategical-  
 ly significant. As early as 1927, Byrd  
 stated, “Man cannot claim mastery of the  
 globe until he conquers the Antarctic con-  
 tinent. It is the last great challenge...  
 down there lies the greatest adventure left  
 in exploring and aviation.” Navy CAPT  
 Richard Cruzen believed that as well,  
 stating, “Before the war little or no con-  
 sideration was given to the strategic po-  
 tentialities of the Polar Regions, either  
 north or south. As a result, our pre-war  
 strategic thinking and our military and  
 naval training was largely confined to the  
 tropic and temperate zones.” Given the  
 global political environment, it was  
 deemed necessary to expose and prepare  
 men, ships, and equipment to the harsh-  
 ness of the polar regions as quickly and  
 efficiently as possible.

In the summer of 1946, Operation NA-  
 NOOK was launched, under the com-  
 mand of CAPT Cruzen. This was an Ar-  
 ctic expedition, conducted by Navy Task  
 Force 68. The US Army, and Coast  
 Guard, as well as Weather Bureau person-



Polar Ops Panel: Mark Mollan (L), Bill  
 Thiesen, Robert Desh, Beth  
 Crumley, & Larry Hall.

nel participated. It's purpose? To obtain military and scientific information for use in planning future polar ops. It called for the establishment of weather observation and reporting stations in the Canadian Arctic and Greenland. The task force was comprised of two Navy transports modified for use in the cold polar region, the seaplane tender USS *Norton Sound*, with two PBM seaplanes aboard. The submarine *Atule* was to conduct tests and carry out operations under the ice in Baffin Bay and beyond. The wooden hulled *Whitehood* was used as a survey ship. The CG icebreaker *Northwind* joined the group north of the Arctic Circle.

And aboard *Northwind*? An HNS-1 flown by enlisted pilot John Olsen. An examination of his logbook tells us that Olsen flew an HNS-1 to Cleveland on 22 June 1946, then to *Northwind* the following day. Over the course of Operation NANOOK, Olsen made a total of 76 flights. These flights consisted of photo reconnaissance, survey operations, as well as weather and ice patrols. Of particular note? On 21 July, Olsen recorded that he had made the first helicopter landing on Devon Island.

used for reconnaissance of ice conditions. It is most satisfactory for this purpose. It is particularly adapted for close investigation because of its ability to hover. In air-sea rescue work, it is limited at present by its load capacity, but there are future possibilities in this field. **Helicopters are HIGHLY recommended for ships equipped to maintain them."**

With the conclusion of the war, Byrd persuaded Secretary of the Navy James Forrestal and Chief of Naval Operations Chester Nimitz to turn their attention to the Antarctic continent. With Congressional approval and funding, planning for the Antarctic Developments Project began. While NANOOK was being conducted in the north, what would be known as Operation HIGHJUMP was planned. The purpose of the expedition was multi-faceted:

1. Train personnel and test material in frigid weather.
2. Consolidate and extend American sovereignty over the Antarctic continent.
3. Determine feasibility of establishing and maintaining bases.
4. Develop techniques for establishing and maintaining air bases on the ice.
5. Amplify existing scientific knowledge of the area.

Cruzen, now a RADM, was to command the task force. Byrd would head up the scientific and technical aspects of the expedition. It should be noted, the only ship to be assigned to Both NANOOK and HIGHJUMP was *Northwind*, now under the command of CAPT Charles Thomas, a veteran of the Greenland Patrol, and former CO of *Northland* and *Eastwind*... a man Byrd referred to as 'one of the best ice sailors alive.'

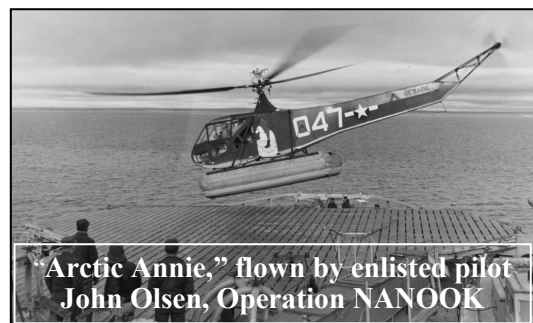
Enlisted pilot John Olsen, the veteran of NANOOK, was also chosen to participate in HIGHJUMP.



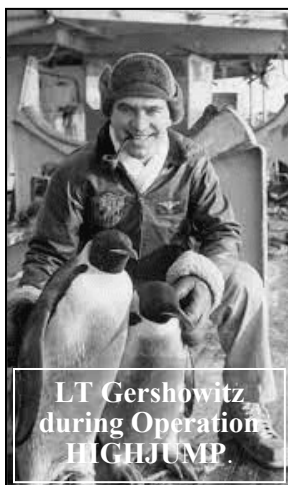
The two other pilots chosen for the expedition were LTs Jim Cornish, Av. 149 and David Gershowitz, Av. 232. Apparently, Gershowitz was given the news that he had been chosen for an expedition headed south. He later recalled that he immediately thought of tropical climes, and beautiful beaches. That was not the case.

*Northwind* departed the Boston Navy Yard on 26 November and rendezvoused with the other ships of the central group on 30 December. The icebreaker was ordered to "scout ice pack south of Scott Island." Thomas was well aware that the other ships in the central group had not been built for work in ice. He later wrote that, at midnight it was still light enough for a reconnaissance flight, and took off with Jim Cornish at the controls. Thomas wrote, "I drank in the icescape...As far south as the eye could reach the endless fields of white were streaked with wide avenues of deep blue...conditions looked good." Upon return to *Northwind*, Cornish was congratulated for becoming the first man to ever fly a helicopter south of the Antarctic Circle.

TO BE CONTINUED



Interestingly enough, while an Army report on NANOOK makes NO mention of the HNS-1, a Navy report submitted to the Chief of Naval Operations included comments on air ops. It reads, in part, "*Northwind* had a helicopter which was



**ANCIENT AL FROM 12** Although fully missionized C-27's are still several months away, it was great to see how the unit provides fixed-wing capability to the entire west coast.

It is outstanding to see and learn what each of these crews are accomplishing and gives me great confidence to know that the same effort and expertise is similarly displayed across the CG by our aeronautical operations, engineering, medical, and mission support teams each day across the service to ensure our aviation community is able to meet the Coast Guard's many missions.

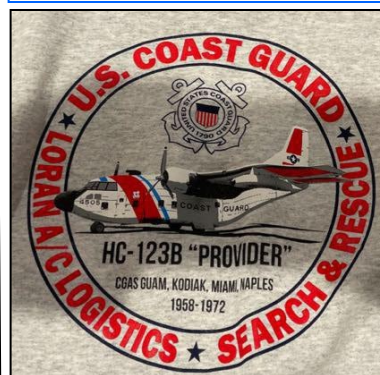
Lastly, I want to thank each of you – whether you previously served or are continuing to serve – for your investment and commitment to Coast Guard aviation. The recent crash involving an MH-60 Air Station Sitka crew during a Search and Res-

cue case highlights the dangers, and also the professionalism, dedication, of our community that sets Coast Guard aviation apart from all others. My thoughts and prayers are with the crew of 6016 and their families, and also to those who similarly assume warranted risk in service to our Nation when they head to the ready aircraft before each flight. Continue to look out for each other, manage and mitigate risk where possible, and aim to always make a difference.

Semper Paratus!  
RADM Chris Bartz,  
Aviator 3167,  
AA #27



## C-123 T-shirts For Sale



Ptero Pete Heins, Av. 1504, plans to order some T-shirts & Sweatshirts. Cost with shipping TBD, but about \$25 for T-Shirts & \$35 for Sweatshirts.

Logo can be on back (with option for small logo over heart on front) or logo on the front. Special orders of long sleeve shirts or zipper sweatshirts may also be available. For more info, Contact Ptero Pete at [k1fjm@aol.com](mailto:k1fjm@aol.com) by 15 January.





**Mail Call!** This issue's mail is brought to you by the Coast Guard Air Patrol Station CHARLESTON, SC. An aviation training school for pilots and mechanics was established on the banks of the Cooper River on the south end of the Charleston Navy Yard during World War I. It became inactive after the war but remained classified as a Navy Auxiliary Field. In 1934, it was described as having a northwest/southeast sod strip 1680 feet in length and a 1600 foot northeast/southwest sod strip. These were later paved during World War II. Seaplane facilities were also present. The Coast Guard established an air patrol detachment at this location in 1937 with an initial assignment of a Viking OO-1 seaplane. Pictured L to R are a J2K, JF-2, RD-4, JF-2, and a JF-2. Note the duck pond in the foreground.

### Pterogram 2-23

#### TWO COMMENTS ABOUT TWO OF THE PIECES:

1 – VIETNAM. My flying time included knowing several of the CG aviator volunteers who went to SE ASIA, most to return. I flew in/out of 'Nam several times before the offensive while doing C-130 time at San Fran in the sixties. Landings and, fortunately, takeoffs at Fu Quac Island off the west coast, Vung Tau, Saigon and Danang. We delivered supplies and people to the CG boats. Preps for war were evident with lots of warning smokes to get in and out as soon as possible. Memories.

2 – ARCTIC. What a great article by Jim Durfee! I knew him well. Also Bear Moseley, CG Academy Classmate. I'll copy my nephew, retired Captain Lawson Brigham, USCG (Ret), PhD, who commanded POLAR SEA to the North Pole in 1994 and knows as much about the Arctic as anyone in the world.

Yes, the world in some ways is small, but we do enjoy our togetherness as service members and, especially, CG aviators.

Ptero Ray Copin, Aviator 744

### Ptero-authored Book for Sale

Ptero Cathie Zimmerman, P-2449, has spent the last few years researching and putting together her book (**SILO POINT: New B&O Grain Elevator at Locust Point**) on the grain elevator she calls home. It's about the history of the 100-year-old B&O Grain Elevator in Locust Point (Baltimore, MD) and how it became the Silo Point Condominium. 'After moving here ten years ago, I became fascinated with the building and its history. It's been quite the journey, but I finally collected the pictures, wrote the captions and put together a 220 page book with over 500 images telling the story of how the one hundred year old B&O Grain Elevator became Silo Point, a 228 unit condominium. It was impossible to tell just the story of the grain elevator and its transformation without including some history about the Baltimore and Ohio Railroad and its impact on Baltimore, immigration, and the neighborhood of Locust Point. And because it is part of the story, I have included little sidebars of history trivia associated with the building. My book also illustrates some of the challenges developer Pat Turner faced in repurposing the old grain elevator.'

Books may be purchased at <https://store.bookbaby.com/book/silo-point> for \$65 (plus shipping and MD tax), use discount code **NEW10** for 10% off. If you purchase books through a book distributor, such

as Baler & Taylor or Ingram, just provide the ISBN 979-8-35090-739-1 and they can order it for you.

**"It's unusual, it's bold, and a little daring, it just might work...."**

**BALTIMORE SUN**, November 2007

Located just outside the gates of Fort McHenry, what was once one of the largest and fastest grain elevators in the world, today is a twenty-four-story, 228-unit condominium. The old B&O Grain Elevator has been an icon on the Baltimore Harbor skyline for decades. But few people know the building's history or the role the Locust Point Marine Terminal played in the development of the Port of Baltimore or in establishing Locust Point as one of the nation's busiest immigration ports of entry in the late 1800s.



Using over 575 images of the Locust Point complex, the book tells the story of how the B&O built Locust Point from a coal export pier to one of the world's largest grain export terminals. Images by the developer's wife, Jeanine Turner, a Baltimore photographer/artist, are used to illustrate what it took for Developer Pat Turner to transform the old B&O Grain Elevator into Silo Point—a luxury high-rise condominium.

The book also answers the question

**"... how do you put condos where grain was once stored and processed?"**



The author moved into Silo Point in Oct 2014 and became intrigued by the building's past. Miss Zimmerman is retired civil service and worked at US Coast Guard Headquarters in Washington DC for 27 years. Most of those years were spent as Deputy Chief of the US Coast Guard Aviation Safety Program. Currently, editor of Silo Pointers—Silo Point Condominium monthly newsletter. She spends her free time exploring Baltimore and volunteering in the Collections Department at the Baltimore Museum of Industry (BMI) and with the Baltimore and Ohio Railroad Historical Society (Eldersburg, MD). She also helps out in the office at the

### VADM John Currier Leadership Award Presented

In July, I participated in the Senior Leadership Transition Course held at Portsmouth, VA. At the end of class, LCDR Kevin Whalen of the Leadership and Development Center staff presented the SLTC 12-23 VADM Currier inspirational leadership award to LCDR Bryan Weber, Aviator 4265, (prior C-130 driver, now in C51). LCDR IAN MCPHILLIPS (prior AST2 who was in NOLA during Katrina and now working in prevention) was the runner up for the award.

**Congratulations!**



Ptero Mark Currier, Aviator 4690

### Ptero Ray Miller Receives CGAA President's Award

On 2 August, Ptero Ray Miller, Aviator 2141, was presented his CGAA President's Award (announced at the 2022 Roost Business Meeting) by Ptero Ben Stoppe, Aviator 1646, at a luncheon at the Virginian Restaurant on The Corner at the University of Virginia in Charlottesville. The Award was for Ray's

steadfast work on doing Memorial Messages for those Pteros who have Crossed the Bar.



*Congratulations!*

### Influencers

Recently, our extended family lost a singular man, who was an icon in the city where he was raised, assumed the family business leadership, bringing national attention to his accomplishments. That enabled him to be not only a business leader, but a philanthropic giant. Truly an influencer of the most Christian type.

Coincidentally, my wife and I attended church shortly after his passing, and the message was wrapped around being an influencer – reach one: save one. I immediately thought of my Coast Guard aviation career and the influencers who entered my life.

This is not a soliloquy about how it used to be, but a reminiscence of those that passed on to me their career mistakes and what they learned from them. I wondered

what type of influencer I was. What kind are you?

The names of the tested WWII survivors and other old timers echoed in my mind just as if I was with them now: Fred Merritt, Ace Childers, Joe Weber, Charlie Mueller, Jim Schrader, Bruce Ing, Jack Natwig, Ted Rapalus, Pete Petterson, Al Harned, Dick Fuller, Dave Bates, Chris Weitzel, just to name a few. And how about the crews that kept me from falling on my face? God bless them all. Each one had a profound influence on this nugget and young aviator, and I believe I was the better for it.

An example: I was not doing well with my instrument scan in an R5D check ride. On debrief, this wizened instructor told me of his same problem. He was a CP in a PBY in the Pacific, became sick and was left behind on an island base. Recovering, he was offered a

way to catch up – fly this TBF to the island where his crew was. After a quick cockpit check, he took off from the coral runway, sucking up the gear, but could not seem to get the bird above 56 knots. Keeping full power on did not seem to help. Lowering the nose, he looked at the sea below and it seemed to be plenty fast. Shaking his head, he rescanned the panel. He had 56 inches MAP and 210 Knots. Lesson learned.

Today, all of you in that band of brothers and sisters that make up our cadre face troubled times and family challenges that few do. Take a step back to reflect on how you might be influencing the current generation – and the next, and make it a positive one.

Semper Paratus!

Ptero Art Wagner, Aviator 769



## CGAA Gifts CGA Cadet Aviation Club and Flight Team Flight Bags and Software Subscriptions

Recently, the CGA Superintendent accepted the CGAA gift of two Flight Bags and equipment and software subscriptions for Foreflight and RealNavData for the Redbird MCX simulator used by cadets, OCs and other authorized users at CGA. CGAA is now supporting the operating and maintenance costs for the simulator via a “Power-by-the-hour” service contract with Redbird Flight Simulations, Inc.

CGAA previously funded and installed Redbird’s CYGNUS software during the Academy’s recent simulator recertification. This software will now allow cadets flying the simulator to use Foreflight during their training. RealNav is a database containing current real-world global information about airports, runways, enroute and terminal waypoints, VHF nav aids,

airways, instrument approaches (including WAAS), departure procedures (SIDs), arrival procedures (STARs), and airspace frequencies. With the RealNav data subscription, Redbird users will be able to take full advantage of the simulator’s FAA AATD certification.

With their continuing emphasis on operational risk management in all Flight Team ground and flight operations and with an extremely limited CGA Cadet Activities non-appropriated funds budget, Pteros/Coaches Chris Lutat, Av. 2686 and Phil Volk, Av. 1644, proposed the CGAA gift much-needed Flight Bags and equipment to the Aviation Club for cadet use. Cadets will now have use of Sentry ADS-B receivers, iPad minis and kneeboards for use with Foreflight along with handheld emergency NAV/COM aviation radios as well as various preflight, flight planning and emergency equipment in one flight bag.

Aviation Club President Cadet First Class Alex Regan said, “This gear is pretty exciting because it will help all of us fly safer while flying both with and outside of the Flight Team. That means we’ll be able to keep our



Ptero & Flight Team Coach Greg Case, P-5872, presents Flight Team Captain Cadet 1st Class Ryan Younes with Flight Bags and Equipment before Flight Team Practice on 11/5.

cockpit procedures and workflow similar in and out of competition”. Flight Team Captain Ryan Younes said upon receipt “this will enable our team members to fly confidently both at practice and independently, knowing that everything you could want as a resource in-flight is available in that bag. This is a huge step forward for the team!”



## CGAS Houston Legacy Air Crew Reunion Held

By Ptero AECS Tom Wynn, Jr., P-4029

Back in April of 2016, we put CG Rescue 1426 in the ceiling of the Smithsonian Institution. Shortly thereafter, we met with our fellow Coasties to reunite at our old hangar in Houston, Texas. The reunion was a major success and a pure joy for those of us that attended. Those of us that flew in the 1426 as well as the other H-52's we had during our years there told stories of flying in the HH-52A, as well as deployments on CG ships called 210's.

At the Air Station, there were several of us that flew during the Burma Agate case (0500 on 1 November 1979) for 67 days until the fires were finally out! It was a joyous time to finally come together and enjoy each other's company. Many of us hadn't seen each other in decades.

Over the years, several of us got together on Facebook and befriended each other. It wasn't long before we had to plan yet another reunion. We knew we had to have another reunion, and it had to be in Houston, as our meeting point.

Everyone stationed there was surely invited to come. "USCG Air Station Houston Air Crew Legacy Reunion" was born. Thanks to the locals in the Houston area, they made it happen. Retirees and veterans alike worked together having made all the arrangements including a tour of the New Station down the road from the old hangar. The minute I walked into the hangar, I felt like a time warp had happened to me.



HH-52A Photo by Chris Kilgore.

Pteros Chris Kilgore and J.C. Cobb, Aviator 1330, at once informed me that the Admin. building was gone (CO and XO office spaces, Admin Officers, Pilot sleeping quarters and Sickbay all gone!) Strangely, I didn't notice until we parked in front of the now empty space where the

building once stood, and Chris said Admin was gone.

We were able to see each other once again, on 20 May 2023. We would meet in our in our old hangar the next day. Today it is an air museum filled with old planes of yesteryear. It was a real treat from the minute we got to the hotel and then the hangar the next afternoon. What a blessing it was to meet in the very building we all served in, once again. Back then, we were full of vinegar, climbing up the sides of helicopters like a gazelle. We worked hard and were glad to serve our fellow man.



Agate Case. He also was instrumental in the design of the new Airsta Houston hangar that stands today.

In Houston, you had to work two jobs most of the time because the cost of living was so high. I qualified for food stamps as a PO2 with three children, but I did not take part in the program. I had to drive from League City, 9 miles each way at 70 miles an hour, to get to work daily. Gas was not cheap after President Jimmy Carter got in office.

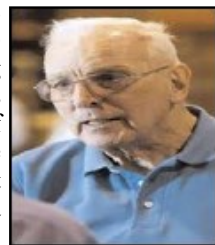
It was a joyous time; we worked hard, stood duty one out of four, and were called into the base often to fix helos at all hours of the night and on weekends, and help the duty sections sometimes. I never seemed to mind it, as I knew it was important to keep them birds flying. All of us were called to do our duty and we did it well!

Each one of us had a mission; to save lives. That mission was for us Mechs and Electricians to keep those floppy wings flying! The mission for the pilots was to fly them in a safe manner and those crewmen to have worked that basket and place it on a dime, when necessary.

Our flying tools and our flying boats were used to save many lives, for many years, and I am so proud of those that did this noble job. At that time, we were the busiest AirSta in the CG. CDR David Ciancaglini, Aviator 971, was our CO, having arrived about the same time as me in April 1978. He was a go-getter. He was a no nonsense, no fooling around CO. He loved his crew. He would go out of his way to do anything we needed so that he could get his job done. He was a



1978-81 Station Patch.



mentor to me. He later was an Admiral before retiring, and lived a long life. He was unable to come to the ceremony due to his poor health. He passed away in January 2017.

Before we ate dinner together, we took a tour of the new hangar and met several young folks who took our place in history. I interviewed several to get an understanding of who CG Aviation was today. Love those guys! After talking with them for a few minutes, I realized they were just like us. They loved the CG as well. They love their job, and they love their aircraft. They are hard workers. They were standing on duty like we did, and their hangar was very clean. Everything was in its place. In a moment's notice, they can do what we did. With higher tech gear, otherwise they had the same mindset. Get there faster, and be back quicker, for the next case. I thank the Lord for our USCG. And for those that served with me. They did such a great job! The world is better for it.

During our day, our own neighborhoods suffered flooding and damage to our own properties and homes. Yeah, we still went to work. I remember one case. It was ongoing. I had just come home from Mobile on leave. Soon, there was a knock at my door. It was my fellow petty officers who lived just down the street from me. They were in a canoe. AE1 Richard (Buck) Buckmaster and his roommate, AE2 Gene Self. They had been working all night, without sleep, trying to keep the helicopters up so they could rescue more people from the flood that occurred while I was in Mobile. They told me that they needed me to work even though I was still on leave. So, I was officially recalled.

They had a helicopter coming to meet me up the street from my home, which was four inches from flooding at the time, before it entered the front door. Their house was already 18 inches deep, having flooded several hours before they canoed up to my door, with radio comms in hand. They were worn out! Yet they were still working at the base, fixing helos so others could be saved from the flood. I was so amazed at all that I heard and saw. I was broken hearted for them. My dear friends were suffering, themselves, and yet their devotion to their job went on as if nothing had happened to their home. They just kept working and fixing helos. Nothing hindered them, not once!

Getting on board helos. Flying away from their flooded home to help others. This is what the CG does. This is what the cost is, no matter what, we were Lifesavers! We go out of our way to do that. So, I thank God for the USCG, for those men and women today that took our place on the flightline. I highly respect and love them. There is no greater gift than a man to give his life for someone else, and these men and women, today and every day, put

**SEE AIRSTA HOUSTON on P.23**

## CG Aviation Association Chapters

CGAA Chapters have been established in the general region of Coast Guard Aviation Units as well as other selected locations. The purpose is to raise the profile of the Association, interact with former and active duty aviation personnel, as well as the local Air Auxiliary, and to recruit new members. So, instead of Local Coordinators we now have Chapter Coordinators.

The Chapter 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 Chapter members in community activities and civic as well as other veterans organizations.

We still need Chapter Coordinators in Astoria, Humboldt Bay, and San Francisco. If you are located in any of these areas, please give this a try. **The CGAA Chapter Liaison position (coordinator of the coordinators) is also now OPEN.**

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

### CGAA CHAPTER 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
Barbers Point	Ronny German	<a href="mailto:Ronny.w.german@gmail.com">Ronny.w.german@gmail.com</a>	808 349 2990
Borinquen	Doug Armstrong	<a href="mailto:doug@ratio.com">doug@ratio.com</a>	340 643 2151
Cape Cod	Brian Wallace	<a href="mailto:ccjblwbs@comcast.net">ccjblwbs@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
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Miami	Paul Sumner	<a href="mailto:sumnerpb@msn.com">sumnerpb@msn.com</a>	954 536 3065
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:davcall6@aol.com">davcall6@aol.com</a>	251 458 6619
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Pensacola	Kevin Marshall	<a href="mailto:kevinandmaryliz@yahoo.com">kevinandmaryliz@yahoo.com</a>	251 776 3914
Port Angeles	Eric Moan	<a href="mailto:eric.moan@gmail.com">eric.moan@gmail.com</a>	360 797 4506
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
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San Francisco	OPEN		
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Washington	Joe Kimball	<a href="mailto:joekimball@gmail.com">joekimball@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. The following Pteros have volunteered to assist, in any way they can, people in the aviation rates with future employment advice and counsel. Feel free to contact these willing volunteers.

**JIM McMAHON, SHELL OIL COMPANY (Ret):** Jim served in the Coast Guard for 12 years and left as an AD1 to pursue other interests. He has been with Shell Oil Company for the last twenty years and is now an IT Solution Architect helping design Shell's new Asset Management business process using SAP (business software). Jim is also heavily involved in Shell Oil's MILNET or Military Network program. Shell wants to hire military veterans. He can be reached at: [jim.mcmahon44@yahoo.com](mailto:jim.mcmahon44@yahoo.com) or 281-753-5221.

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

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

**STEVE RAUSCH, CDR USCG, (Ret):** Steve currently flies the Airbus 300 for FEDEX, and is our Memphis, TN Chapter Coordinator. He is available to discuss with both pilots and aircraft maintenance personnel potential airline hiring opportunities. FEDEX is now actively recruiting both pilots and maintenance personnel. Steve can be reached at: [rauschfamily@comcast.net](mailto:rauschfamily@comcast.net) or 901-871-4702.

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

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

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

**HANK SCHAEFFER, CDR USCG, (Ret):** After retirement from the CG, Hank worked for FlightSafety International as an S76 Instructor. He then transferred to FlightSafety Boeing. With Boeing, he became the 737NG/Classic Maintenance Chief Instructor, and Manager, Regulatory Approvals and Standards. Hank is at [globalflyer7x7@gmail.com](mailto:globalflyer7x7@gmail.com) or 541 749 0774.

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

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

**MARK CREASEY, CAPT USN (Ret):** Mark is a retired Navy P-3 pilot and proud CGAA member. He works at Lockheed Martin in Arlington, VA, as Director of Govt. Affairs for Naval and CG Aviation. He can offer insights on making the transition to the defense industry, going to the airlines, and/or building your professional network. Mark can be reached at [mcreasev90@gmail.com](mailto:mcreasev90@gmail.com) or 703 597 3661.

**DAN CRAMER, CDR USCG (Ret):** Dan is a former Air Medical Pilot and can discuss that area of the industry for both pilots and mechanics. He can be reached at: [daniel\\_s\\_cramer@yahoo.com](mailto:daniel_s_cramer@yahoo.com) or 510 229 0924.

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

**SEAN CROSS, CAPT, USCG (Ret):** Sean is working for Tecolote Research as a Principle Analyst supporting the Space Enterprise Corps - Commander's Action Group, Space Systems Command, U. S. Space Force. His group supports acquisition and sustainment of command and control and data management systems supporting larger satellite portfolios and ensuring compatibility and interoperability at Space Systems Command. He can be reached at: [seanmcrossBI@gmail.com](mailto:seanmcrossBI@gmail.com) or 540 735 4921.

**TOM PALIGRAF, VICE PRESIDENT, SUN TRUST BANK, (Ret):** Tom served at AirSta Miami 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 Sun Trust Bank, retiring as Senior Vice President. He has extensive experience in commercial, consumer and residential lending. Tom lives in Fletcher, NC and can be reached at [paligraf@comcast.net](mailto:paligraf@comcast.net) or 305-962-5218.

**JAMIE WRIGHT, B-737 FIRST OFFICER, UNITED AIRLINES:** Jamie flew C-130s in the Coast Guard and then transitioned to commercial flying. She worked extensively as a Part-135 pilot for Cape Air and Express Jet and is available to provide career advice for CG Aviation personnel transitioning to civilian flying. She can also discuss hiring opportunities at United Airlines which is actively recruiting pilots. Jamie can be reached at [c130pilotgirl@gmail.com](mailto:c130pilotgirl@gmail.com) or 727-235-8360

**TONY HAHN, CAPT, USCG, (Ret):** Tony is Aviation Advisor for ConocoPhillips doing Quality and Safety Assurance for both internal and external operations. He is type rated in the Q400, DeHavilland DHC-8. VP, Development for CGAA, Houston Chapter coordinator, and Secretary of Houston Chapter of NOAA. Tony can be reached at [tony.hahn@aoptero.org](mailto:tony.hahn@aoptero.org) or 703 220 6582.

The only job requirement is to relate your experiences as you made the transition from Coast Guard Aviation to any kind of civilian employment. If you have any questions, call or email: **Mark Benjamin at: 231-642-1201, or email: [mebmd11@gmail.com](mailto:mebmd11@gmail.com)**

## LOCAL CHAPTER ACTIVITIES



**Second annual CGAA Memphis Chapter Coast Guard Day gathering.** Left to right: Paul Tingley, Aviator 2404, Val Tingley, George Gill, Aviator 2093, Ryan Hebert, Aviator 4226A, Jill Hebert, Bev Tucker, Mark Benjamin, Aviator 1665, Elaine Fetzer-Gill, Ann Lipe, Dave Tucker, Aviator 1783, Jane DeArmas.



**Traverse City Chapter dinner** on 24 August.

L to R clockwise: Gert Finnegan, Mark Benjamin 1665, Shirley Benjamin, Beth Erickson, Curt Erickson P-5458, Jackie Wright 1312, Connie Biggar, Carl Pearce 1296, Beth Pearce, Pat Saunby (hidden), Chuck Billadeau P-5069, Tom Haase 1948, Debbie Haase, Diz Dalzell P-5047, Diane Dalzell, Larry Kidd 958, Randy Blunck P-5087, Kathey Blunck, Pam Caskie, Greg Caskie RS-220, & Tom Finnegan 834.

**2023 AIR STATION TRAVERSE CITY OPEN RAMP on 30 June.** CGAA customer service tent. The Traverse City Chapter sold T-shirts, hats, coins etc. Over 6,500 people toured the Air Station and viewed the various exhibits on display at the Air Station ramp including the USAF Thunderbird F-16s. Booth was manned by: Traverse City Chapter Coordinator Curt Erickson, P-5458, USAF Liaison Fritz Barrett (O-6 Ret), Chuck Billadeau, Pat Maubus, and Doug Lathrop. Piper Cub on amphib floats and F/A-18 on ramp.

Thunderbird photo by John Russell



The **Cape Cod Chapter** had 10 Coasties for lunch on 31 August at Holly Ridge with one new Coastie, Kevin Sullivan, and one foursome for golf. L to R: Charlie Burch, 1526, Jim Perry, 1551, Frank Williams, Tim McCarthy, 1245, Chapter Coordinator Brian Wallace, 1259, Joe Amaral, 1030, Bud Breault, 1124, Mike Wrighter, 1436, Kevin Sullivan, and Buck Baley, 1664. A good time was had by all.

**Ptero Past Prez George Krietemeyer, Aviator 913,** was honored at half-time at Auburn University on 28 October as one of five men for their service during the Vietnam Era. 88,000 people in the stadium and ESPN national coverage.



### **AIRSTA VENTURA, CA CONSTRUCTION PROGRESS SITREP By Chapter Coordinator Ptero Pete Heins, Aviator 1504**

On 30 October, I accompanied Ptero CAPT Christopher Huberty, Av. 3497, A/ S SanFran CO; A/S Ventura Construction Inspector, Clark Menkes; CDR Min Kim,

Av. 4413, FOB Pt. Mugu OIC; CWO4 David George, FOB Pt. Mugu Facility Engineer; and LCDR Larry Corrado, FOB Pt. Mugu Supply Officer on a tour of the new Airsta Ventura Hangar and Facilities. See **AIRSTA VENTURA ON P. 21**



Pete Heins photo.

### **SCHEDULED CHAPTER 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 [cjbwlbs@comcast.net](mailto:cjbwlbs@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 Chapter Coordinator John Pasch at [paschfam@gmail.com](mailto:paschfam@gmail.com) or 504 236 6562.

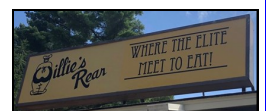
**KODIAK:** Annual Kodiak Chamber of Commerce Coast Guard Appreciation dinner. Held in February. For info contact Kodiak Chapter Coordinator John Whiddon at [jbwhiddon52@gmail.com](mailto:jbwhiddon52@gmail.com) or 907 942 4650.



### **TRAVERSE**

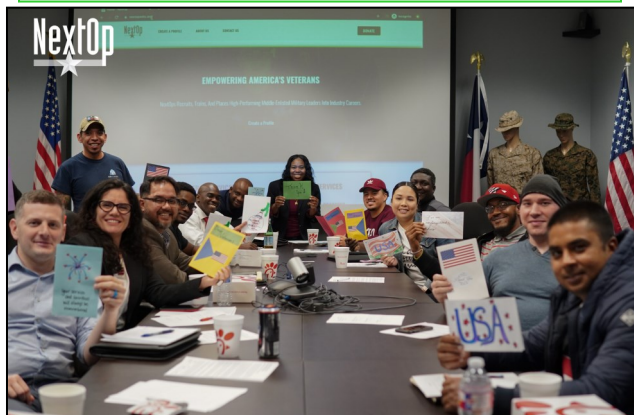
**CITY:** Breakfast at 0900 on the 1st and 3rd Monday of each month. Willie's Rear, Where the Elite Meet to Eat!, 1315 W. South Airport Road, Traverse City.

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 Curt Erickson at [curtis\\_erickson@hotmail.com](mailto:curtis_erickson@hotmail.com) or 228 235 9237.



## NextOp: Serving Middle Enlisted In Career Transition

By  
CAPT (Ret.) Shelby Mounts, USN



NextOp was founded in 2014 by veteran and industry leaders who sought to build a strong military talent pipeline to industries. Our founders identified a gap between E-3 and E-7 military members and companies looking to hire military talent. Transitioning service members and veterans are a talented group that bring years of experience and leadership to the table. NextOp's goal is to bridge the gap by connecting these talented individuals to existing career opportunities. Through one-on-one mentorship, we help them understand how their training and experiences translate into valued qualifications in the workforce after their military commitment.

Our services are free for military and Veteran candidates. Our team of Employment Coordinators work one-on-one with veterans and transitioning service members to identify civilian professions that are right for them, translate their military experience, refine resumes, build professional networks, prepare for interviews, and ultimately start new careers. As Veterans themselves, our Employment Coordinators understand the hurdles and struggles of transitioning from the military and are best equipped to provide the necessary skills translation.

Headquartered in Houston, TX, NextOp started placing candidates in the oil & gas industry, but quickly broadened into construction and logistics. In 2018, NextOp started its first geographic expansion into Louisiana and continued that expansion across the Gulf of Mexico. Today, NextOp matches candidates from across the entire United States to careers from a variety of industries. Regardless of where a candidate is, they can connect with a NextOp Employment Coordinator who can provide transition services.

NextOp partners with employers across many industries, many of whom have a strong desire to recruit and retain veterans. We actively work with recruiters and corporate leadership to ensure the translation of military skills to civilian experience is not a barrier for veterans when being con-

sidered for the workforce. We match work-ready individuals to employers that are passionate about hiring military members.

We also partner with supporting organizations for recruiting, marketing, and large scale employer engagement, as well as those that provide specific expertise like career coaching and financial education, or provide services outside NextOps mission. These partnerships ensure efficient and effective services for our candidates and employers.

In October 2022, retired CAPT Shelby Mounts, a former Navy helo pilot, became the Executive Director of NextOp. His primary responsibility is to ensure the NextOp team has the strategy,

resources, and leadership required to deliver the mission as efficiently as possible with maximum impact. His strategy includes a focus on driving employer engagement to enable employment opportunities across the entire US. Part of that focus is on aerospace and defense, an industry that is keenly aware of the value this military talent provides. This has already created new opportunities with a wide range of employers, as well as pathways for training and certification to enable easier access for transitioning service members.

An example of this is a partnership with Advanced Training in Defense Manufacturing (ATDM <https://atdm.org/>). ATDM is a training center of excellence in Danville, VA, Partly funded by the US Navy. They have created five certification pathways for high demand skills in the Defense Industrial Base (DIB), particularly the Submarine Industrial Base (SIB), with a goal to address critical skill shortfalls. Each intensive training pathway is free, includes housing, and is four months long. To maximize the attraction for transitioning service members, NextOp helped create a pilot program where candidates are hired by DIB employers and paid during training. This "earn while you learn" model removes the significant barrier associated with lack of pay during training and guarantees a job at the end of the training period—making it a win-win for the employers and the candidates. The expectation is that this pilot will prove a successful model to then be scaled to meet the demand for trained and certified workers in the DIB/SIB.

Transitioning service members can enroll with NextOp up to a year prior to separation (or two years prior to retirement) at [www.nextopvets.org](http://www.nextopvets.org). Once connected with an Employment Coordinator, they will soon have a clear understanding of the multiple opportunities available to them and how to attain them. For those interested in a training pathway, they can take advantage of numerous training opportunities available while still on active duty in order to achieve qualifications required for certain jobs.

Regardless of individual readiness or areas of interest, the NextOp program is a proven, valuable service that has already enabled the successful transition of over 3,500 candidates. If you are a post-9/11 E3-E7 service member or Veteran, please reach out for more information and take advantage of our years of experience helping military Veterans like you.



### AIRSTA VENTURA FROM P. 20

On 31 October, while enroute to the San Diego Roost as a passenger on Amtrak, I began to write this article. Finishing touches are being made on the new Airsta as the last bits of construction are being completed, furnishings installed, and the hangar safety systems are tested.

I was lucky enough to be invited to join the Airsta SanFran CO, CAPT Christopher Huberty; and the other folks mentioned on P. 20, on a detailed tour of the new hangar and administration building. The facility is truly impressive. Located near the left of the approach end of Naval Base Ventura County Pt. Mugu's Runway 21, a dedicated taxiway will be built to lead to the large AirSta ramp and hangar.

The hangar deck (48,000 sq. ft.) will easily accommodate three MH-60Ts. The current MH-65Es in FOB Point Mugu will be replaced very soon by MH-60T airframes. Maintenance shops for all aircraft systems, equipped with state of the art equipment, are located in the hangar. Rescue Swimmers will have a large shop and drying area for their specialized equipment. The hangar also houses lockers and changing areas for all aircrew.

The large (12,200 sq. ft.) Admin building is located behind the hangar. It houses Command Offices, Administrative Offices, Ops Bullpen, Medical Clinic, the Ops Center, and Duty Section Berthing, as well



as a large multi-purpose training room and both wardroom and the crew lounge.

The commissioning ceremony will be around April 2024. The best way to get current info on attending the commissioning is to contact me at [k1fjm@aol.com](mailto:k1fjm@aol.com) and/or 805.796.6693 cell/txt. Retirees with ID cards do have typical base access to NAWS Pt. Mugu. Others without military ID cards will need to make arrangements to get on base. Airsta Ventura is located on Third Street, Pt. Mugu, CA. The actual position is: Latitude North 34° 07.73 minutes/ Longitude West 119° 06.22 minutes.





## 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>
AMT3 Ryan M. Alex	Clearwater	AMT3 Casen P. Baker	Houston
AMT3 Christian J. Beatty	Barbers Point	AMT3 Charles J. Breslin	Atlantic City
AMT3 Brett P. Burris	Elizabeth City	AMT3 Christian J. Casellas Cruz	Borinquen
AMT3 Christian K. Delatori	Sacramento	AMT3 Robert J. Pepe	Miami
AMT3 Sergio J. Pezzulich	HITRON	AMT3 Jack A. Proudfoot	Clearwater
AMT3 Emma G. Spurlock	Cape Cod	AMT3 Eddie N. Vazquez Carrero	Kodiak
AMT3 Julio M. Vazquez Quiles	Kodiak	AMT3 Thomas J. Warren	San Diego
AMT3 Mackenzy J. Wicker	Clearwater	*AMT3 Phoenix A. Feenan	HITRON
AET3 Theodore J. Batte, III	Elizabeth City	AET3 Logan K. Fourmy	Sitka
AET3 Tyler F. Goodrow	Clearwater	AET3 Colin C. Haggerty	Clearwater
AET3 Travis K. Mostoller	Clearwater	AET3 Jacob T. Pierce	Elizabeth City
AET3 Michael A. Segura	Miami	AET3 Nicholas M. Skourtis	Kodiak
AET3 Henry B. Smith	Sacramento	AET3 Shamus R. Warden	Elizabeth City
AET3 Daniel L. Westmoreland	Humboldt Bay	AET3 Silas R. Wortmann	Borinquen
*AET3 Hector M. Mijares, Jr.	Mobile	AMT3 Owen M. Bemiss	Mobile
AMT3 Weston D. Blalock	Humboldt Bay	AMT3 Tony R. Cascadden	Clearwater
AMT3 Bryan Clavero	Clearwater	AMT3 Elizabeth M. Goodman	Atlantic City
AMT3 Eric W. Greiner	New Orleans	AMT3 Sebastian J. Hernandez	Corpus Christi
AMT3 Ryan M. Meads	Elizabeth City	AMT3 Hayden G. Pittman	Clearwater
AMT3 Nathan J. Pritchard	Traverse City	AMT3 Justin L. Roberts	Clearwater
AMT3 Cameron T. Sharrone	HITRON	AMT3 James D. Stoup	Clearwater
AMT3 Matthew A. Wilson	Astoria	AMT3 Wesley P. Wright	Kodiak
*AMT3 Trevor L. Jones	Mobile	*AST3 Ryan Comas	Kodiak
AST3 Jeremy Mesimer	Miami	AST3 Max Gardiner	San Francisco
AST3 Jackson Tunks	Cape Cod	AST3 Hunter Ruddell	Atlantic City
AST3 Eli Witt	Kodiak	AST3 Dakota Miles	Savannah
AMT3 Jack C. Cole	Kodiak	AMT3 Bryan A. Colson	Barbers Point
AMT3 Jarred J. Froehlich	Atlantic City	AMT3 John C. Hanson	Sitka
AMT3 Logan A. Hedrick	San Francisco	AMT3 Asa T. Holliman	Kodiak
AMT3 Colten C. Martin	Elizabeth City	AMT3 Benjamin D. Matuska	Detroit
AMT3 Kayleen M. Russell	Borinquen	AMT3 Mason P. Scott	Kodiak
AMT3 Benjamin C. Tate	Clearwater	AMT3 Ayden N. Teall	Elizabeth City
AMT3 Keith J. Wiercinski	Miami	AMT3 Isaiah L. Williams	Miami
*AMT3 Juan A. Ayala	Borinquen	AET3 Jakob Arnold	Kodiak
AET3 Zyre Austin	Atlantic City	AET3 Cameron Kohr	Houston
AET3 Benjamin Miller	San Diego	AET3 Jose Ramirez Pirallo	Miami
AET3 Herimanjaka Rasoloharison	Atlantic City	AET3 Slater J. Riegel	Miami
AET3 Gregory Rodriguez	Clearwater	AET3 Tecolote Torres	Kodiak
AET3 Nicholas Weldon	Mobile	AET3 Desmond Wilkes	Miami
*AET3 Nicholas Petricka	Cape Cod		



## Newly Designated Aviators

The following pilots have been designated as Coast Guard Aviators and have been provided with a first year **dues-free** membership in the Association. Welcome aboard, Pterodactyls!! We salute you and wish you safe flight. We envy the thrills, opportunities and satisfaction which are on and beyond your individual horizons. As you settle in at your initial and subsequent assignments and carve out future CG aviation history, we hope you will maintain your membership and stay tuned to your rich heritage. As busy and focused as you are on many things, you are history-in-the-making, and you will want to preserve that history as well as that of those before and around you today. Your modest annual dues will help to keep you informed and make possible active duty awards, memorials and CG aviation history-preserving-projects. **Congratulations and Welcome Aboard!!!**

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
5155 Angela L. Ortiz	Humboldt Bay	5156 Nicholas T. Woolfolk	Miami
5157 Benjamin K. Taminger	San Diego	5158 Ryley P. Howe	Savannah
5159 Austin J. Ross	Corpus Christi	5160 Patrick Witkowski	Cape Cod
5161 Erik J. Locklear	Mobile	5162 Joshua L. Lambert	Mobile
5163 Michela M. Martinelle	Corpus Christi	5164 Travis J. Lemke	Miami

## 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.

I just returned from the San Diego Roost that was absolutely wonderful! I wish more of you could have come. I introduced the new "Twin T-Shirt" for the FW, twin-engine community. It

is available in three colors, short or long-sleeve with women's styles too. Please visit the store and order yours now.

There is still time to Christmas shop for your favorite Pterodactyl. Visit the store and get some logo gear to make him or her smile. If there's something you would like, that isn't in the store, please let me know and we'll try to make it available.

Tony Hahn has taken over annual Roost planning and doing a marvelous job. He'll be working on the next Roost in Jacksonville as soon as he recovers from this last one. Stay tuned for details in future Pterograms.

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.

November 2023 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 10737,  
Alexandria, VA 22310



**AIRSTA HOUSTON From 17** their life on the line to save another. So, I say thank you to all those who have taken our place. I thank those that empower USCG today to do their job. When we arrived at the old hangar, there were many hugs and handshakes! Happy faces. Many of us hadn't seen each other in over 40 years. We were stationed together in Houston and in other places. So, it was more than just a reunion of AirSta Houston crews. We told stories and shared updates on our lives after Houston. We ate together, we toured the new AirSta together. We laughed together and we mourned together, for those that had passed away. We traded addresses and shared food, honey and gifts. It was an important meeting for us all. We shared and talked about several we lost over the years. What happened to him? We talked about famous SAR cases, told funny stuff, strange things, and discussed amazing events in our lives and careers. What happened to so and so?

We must do this again, we all agreed. We look forward to doing it again and we hope that others will come next time.

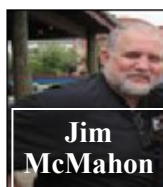
Bob Newlin, Jim McMahon and our Corpsman HS1 Brian Blanchard (aka Doc) and one of our HH-52 pilots, Rick Taylor, Av. 1757, were all instrumental in making the arrangements for those that lived far away. They made it possible for all of us to come together. They worked hard, and we all thank you wholeheartedly! They created a T-shirt, set up hotels and made contact and talked to those to help with our plans to have a great reunion. Their work and labor of love was not in vain. They're great men and have great women behind them. They're also wonderful and loving. Their compassion and great care was notable. The strange emotional attachment we have for one another was so refreshing; not too many people have that kind of relationship today. We made an emotional connection with one another once again.



Bob Newlin

AirSta Houston was a very costly place for us; I had to work two jobs. Even pilots were working two jobs. I was told that the Air Station took a blind eye to what was happening with the crew needing to

do extra jobs because nobody could really afford to live there. We didn't have cost of living raises that came years later. The AirSta was full of professional pilots and crew. We worked as if we had one mind. Barely had any trouble with one another. We parted hard and we worked harder. Our command took care of us. If we had a need, they took care of it! They made it happen; they fixed it. I was proud to serve with such fine men that were so devoted to their mission, saving lives! Thank you all for your efforts to give us such a fine reunion. We were all proud to be an Air Station Houston crewmember! TW



Jim McMahon

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The Ancient Order of The Pterodactyl  
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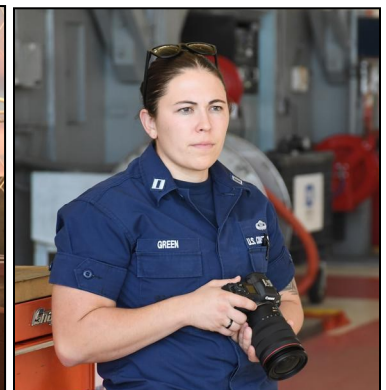
Pteros Gary Gamble (L), Aviator 1826, and Tom Rich, P-2596, were sighted reading the Pterogram, along with the Britannia sailor, in Edinburgh, Scotland at Royal Yacht Britannia before attending the Military Tattoo this summer.



Ptero Lacey Coleman's new daughter, Grace, a future Sikorsky helo pilot.



Ye Ancient Scribe doing his thing at Pt. Loma. Ben Stoppe photo.



Awesome Roost photographer, LT Jo Green! Ptero John Spatuzzi, Av. 1747, photo.

The aviators at right stand proudly in front of the dismantled and resting Pterodactyl with all the support boxes in support of the upcoming San Diego Roost. AirSta Corpus Christi Ops Boss CDR Mary Bender, Aviator 3925, with POs Kirk Monsay, Nick Uhrich, Mike Kennedy, Weston Lane and James Welzig all carefully loaded the boxes readying them for transport to San Diego after the fun-filled 2022 Roost hosted by AirSta Corpus Christi CO Ptero CAPT Hans Goversen, Aviator 3516. See Roost Report on P. 9.

MAIL Pg. 15



Roost Report Pg. 9

AE1 Tom Wynn with Wife, Lyn, on Burmah Agate case Air Medal Award inspection day in 1979. See AirSta Houston Legacy Aircrew Reunion story on P. 17.

