



PTEROGRAM



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Coast Guard Aviation Association
The Ancient Order of the Pterodactyl

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CDR (Ret.) Stewart R. Graham, Aviator 114 and CG Helo Pilot #2, Passes Away



Beloved Ptero Graham salutes at the new AirSta Cape Cod hangar named for him on 18 July 2012. (Cape Cod Times photo by Steve Heaslip) [Our oldest living CG aviator is now Paul S. Smith, 345, who was born on 5/19/18. See story on P. 3, and related story in Pterogram 3-12, Ed.]



Pfortieth CGAA Roost Celebrated in Mobile, AL, the Cradle of CG Aviation



Over 600 people (the most ever) enjoyed our fabulous annual gathering in Mobile from 27-31 October commemorating our aviation Centennial, our 40th anniversary and the 50th anniversary of ATC Mobile. The weather was perfect and every event was meticulously planned, perfectly executed, and thoroughly enjoyed. The Roost Committee was co-chaired by Ptero Past Prez George

Krietemeyer, Aviator 913, and Ptero Gary Gamble, Aviator 1826, and included Pteros Gary Grow, Aviator 1205, Pat Brennan, Aviator 2651, Jeff Davis, Aviator 1003, Bill Geers, Aviator 1456, and Glenn Serot-sky, Aviator 1287. BZ to all! We all couldn't wait to get back home to catch up on our sleep and shed some calories. Please see Pages 9-16 for a full report.



DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK. IF THE DATE READS June 2016, 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.

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A Message from 1777 (CGAA/AOP President):

Greetings, Fellow Pterodactyls: Another year is winding down and another holiday season is approaching. The "modern" United States Coast Guard is finishing its first year of a new century since its formation in 1915 and Coast Guard aviation has celebrated its first century since Elmer F. Stone reported to flight training in Pensacola, FL in 1916. Our organization has accomplished much in this centennial year.

I owe a debt of thanks to so many of our members. Bob Johanson toiled for 11 years get the CG 1426, a great example of the HH-52 Short Range Recovery helicopter, displayed at the Smithsonian National Air and Space Museum at the Udvar-Hazy center. In those 11 years, he dealt with a litany of CG points of contact, the Smithsonian leadership team, a number of organizations with candidate aircraft, and a few candidate overhaul contractors. The result is that for the first time in our history the American public can view a CG aviation asset in the world's most visited aviation museum. I need to thank Bob also for his efforts to recognize the aircrew on the Burma-Agate case that the CG 1426 responded to while assigned to CGAS Houston, and for his efforts to correct the headstone at Arlington National Cemetery for CG aviator number 1, Elmer F. Stone who served as the pilot on the NC-4 that first crossed the Atlantic.

I want to thank John Currier for engaging with the active duty CG to develop a number of activities that celebrated the first 100 years of Coast Guard aviation. You can read more about those activities in John's column.

CAPT Tom Mac Donald, the gracious CO of the CG's Aviation Training Center in Mobile, AL, as well as George Krietemeyer and his team of volunteers deserve a special thanks for hosting, planning and executing the best attended "Roost" in the history of the CG Aviation Association. Will Geers did a magnificent job as Master of Ceremonies of the Awards Dinner.

Jay Crouthers has worked tirelessly to transition the Ptero store [See **Prez Msg.** on P. 16]

Taps

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

Phyllis Leisy (Spouse of Ptero Dick Leisy, 376, Deceased) Fall 2015

Daniel D. Benefield, 1677, 2/29/16

Leon N. Velenchenko, 932, 3/6/16

Merle Sutherlin (Spouse of Ptero Jack Sutherlin, P-3166), 3/31/16

Robert Melvin, 1304, 6/15/16

Stewart R. Graham, 114 (CG Helo Pilot #2), 8/13/16

Ronald Potter, 1087, 7/26/16

John M. 'Whitey' Wypick, 815, 8/16/16

Donald C. Hibbard, 1163, 8/28/16

Arnold Palmer, P-3085, 9/25/16 [See related story in Pterogram 3-09]

Olivette A. Tanguay (spouse of Ptero Joe Tanguay, 822, Deceased) 11/15/16

Honorary Ptero Arnold Palmer Passes Away

Golfing legend and Honorary Lifetime Ptero (since 2009) Arnold Palmer passed away at age 87 on 25 September 2016. While serving in the Coast Guard prior to turning to professional golf, "Arnie" inquired about and considered applying for flight training but decided to complete his enlistment and turn pro instead. It's fitting to say "the rest is history." Palmer, as a golf pro, did learn to fly and became an experienced pilot, flying his own aircraft to golf tourneys. He piloted both fixed and rotary wing, prop and jet, and has been praised for his support of the naval services.

On 10 August 2009, then-Ptero President Mont Smith (L), Av. 1520, presented Arnie with a certificate of membership, a proclamation and other memorabilia to mark the occasion. Observing were several Pteros including the then Vice-Commandant, life member and Ancient Albatross VADM Vivien Crea, Av 1820.



CDR (Ret.) Stewart R. Graham, Aviator 114 and CG Helo Pilot #2, Passes Away

By Pteros John 'Bear' Moseley, Av. 743, Tom Beard, Av. 1104, and VADM John Currier, Av. 1877



Stewart Graham at the controls of a Sikorsky HNS-1, 1943. CG Photo.

Commander Stewart Ross Graham, United States Coast Guard (retired), passed on August 13, quietly in the presence of his family at his Naples, Maine, residence. Graham was 98 years of age. A devoted family man, Stewart was preceded by his wife, Mae. He is survived by his sons Stewart Ross Graham of Naples, and William Graham of Jacksonville, Oregon.

Graham served as a CG aviator during WWII. He is nationally recognized as a pioneer in rotary wing (helicopter) flight. He is enshrined in the Naval Aviation Museum Hall of Honor and the Coast Guard Aviation Hall of Honor.

On September 15, 1946, the world's first major airline crash occurred in wilderness tundra near Gander, Newfoundland. "Stew" spent that birthday flying an early model Sikorsky helicopter, rescuing survivors from the inaccessible crash site. In September, the Gander Airport Historical Society hosted a special celebration, 70 years later, remembering and honoring those involved. For his actions in this unique helicopter rescue, he was commissioned "A Knight of the Order of Leopold" by the Belgium government.

CDR Stewart Ross Graham, US Coast Guard (Ret), CG Aviator #114 and CG and Navy Helicopter Pilot #2, compiled many "firsts" following his three and a half hours of instruction on how to fly helicopters at the Sikorsky factory in Stratford, CT, on 20 October 1943.

To begin proving the helicopter's usefulness to many doubters in the U.S. military, he made the first helicopter antisubmarine warfare (ASW) patrol flying against the German U-Boat threat

from a British freighter in convoy, in January 1944. He and a Royal Air Force pilot flew from a makeshift flight deck on the M/V Dagestan on a stormy North Atlantic crossing. He further proved the helicopter's usefulness to the Navy in 1951 as a weapon for ASW, and then instructed the Navy crews in tactics.

Graham was the first Navy test pilot for helicopters at NAS Patuxent River test center as Head of Rotary Wing Development. Today, U.S. Navy ASW helicopter squadrons represent a major arm of naval aviation. The basic tactics that Graham helped develop are currently in use by many of the world's navies.

Working with Commander Frank Erickson, his mentor, Graham established the "Rotary Wing Development Unit," at Coast Guard Air Station Elizabeth City in July 1946. Their goal was to advance helicopters for search and rescue (SAR). The team imagined and created much of the rescue equipment, helicopter design, and tactics still used today by modern helicopter crews. These included such innovations as the hydraulic hoist and a rescue basket for pick up of survivors.

CG Air Station Elizabeth City, North Carolina, not from the site of the Wright Brothers first flight, is where Graham started conducting rescues that conventional fixed winged aircraft and small boats were unable to accomplish. Regional newspapers remarking on phenomenal successes of these first-reported humanitarian services, dubbed the still largely unknown helicopter "hovering angels." With Graham as a key player, the Coast Guard was in the helicopter rescue business by 1946.

"Firsts" for Graham piled up. On 31 October 1946, he carried out the first helicopter airmail service to isolated North Carolina Outer Banks villages. Graham did the first night medical evacuation by helicopter on 5 December 1947. He accomplished this by flying along the beach using phosphorescence glow from crashing waves for visual reference. Helicopters, at the time, were not instrumented or equipped for night flying.

For a week in August 1948, he performed helicopter demonstration flights for the opening ceremonies of the New York's new Idlewild Airport (now JFK). In another first, Graham departed Elizabeth City 24 March 1949 on a helicopter transcontinental flight. The, 3,900-mile

solo trip ended in Port Angeles, WA, after 56 hours' flight time, in ten and one-half days. A decade later, Graham provided the helicopter escort for Queen of England during the dedication of the St. Lawrence Seaway in summer of 1959. He attended Her Majesty's Yacht *Britannia* through the newly opened seaway from Buffalo to Chicago. Back to rescue, Graham, flew the helicopter's first recorded night hoist in the Gulf of Mexico, retrieving three survivors from a vessel breaking up on a reef in January 1955.

Graham retired from active Coast Guard service in September 1960 after 24 years. His career began as an enlisted Surfman walking the cold and lonely beaches of Long Island, New York, looking into storm tossed surf for ships in distress. Following his commissioning and designation as a Naval Aviator in the early days of WWII, he progressed quickly, retiring as a Commander. His proven effectiveness as a leader contributed significantly to worldwide helicopter development.

Stew's pioneering efforts in helicopters resulted in the rescue of thousands of people in distress around the globe over the past seventy years. He helped prove the value of the helicopter as a revolutionary aircraft through his own imagination, tenacity, and exceptional skill.

Commander Graham was recognized for his contribution to aviation in the Coast Guard Aviation Hall of Honor on 4 August 1995 and in the United States Naval Aviation Hall of Honor in 2004. During his career Graham received the Distinguished Flying Cross, two Air Medals, Knighthood by the Belgium government and numerous other awards for helicopter development.

We often refer to the incalculable loss we all suffer with the passing of members of the "Greatest Generation." There is no more profound example than the end of life for our friend and mentor Stewart Ross Graham, Commander, US Coast Guard, retired. Godspeed.



Former CG Rescue Swimmer David Riley Elected Disabled American Veterans National Commander



On 3 August, medically retired

Coast Guard rescue swimmer and quadriple amputee David W. Riley of Mobile, Alabama, was elected National Commander of the 1.3 million-member DAV (Disabled American Veterans) at their 95th National Convention. He is the first quadriple amputee and the first Coast Guard veteran to assume the organization's highest post.

A six-year Army veteran, he joined the Coast Guard in 1983 and pioneered many of the rescue swimmer techniques still in use today. While on active duty at Aviation Training Center, Mobile, he developed a rare illness that led to a form of septic shock. He was hospitalized for three

months and lost all four limbs and some of his internal organs due to the infection. He was medically retired in 1997.

After his retirement, Riley earned a bachelor's and a master's degree in computer science. He's a retired analyst.

Riley has actively mentored recently returned veterans who have experienced amputations due to illness or injuries. He is an active volunteer at the VA outpatient clinic in Mobile.

"Like many of us, DAV was there for me when I didn't know who to turn to," Riley said. "Now, we have an obligation to ensure we do not leave behind others who need us."



AirSta Clearwater Aviation Survival Technician Receives Association for Rescue at Sea Annual Award

On 2 August, the Commandant announced that the AFRAS Gold Medal has been awarded to AST1 Benjamin A. Cournia of Air Station Clearwater, FL. The AFRAS Gold Medal is awarded annually to a CG enlisted member who exhibited exceptional courage and heroism during a rescue at sea.

Petty Officer Cournia was recognized for his heroic achievement while serving as rescue swimmer on CG Helicopters CG-6027 and CG-6009 on 1 October 2015. While deployed to the CG Forward Operating Base in Great Inagua, Bahamas, CG-6027 responded to a distress call from M/V MINOUCHE, a 212-foot freighter that was rapidly taking on water 60 miles west of Haiti. CG-6027 launched into extremely poor visibility and winds exceeding 50 knots from Hurricane Joaquin, a category four storm shoes eye was less than 90 miles from

the stricken vessel. As M/V MINOUCHE foundered, the 12 crew members were forced to abandon ship into a small life raft. Once on scene, PO Cournia was lowered into tumultuous 15-foot seas and battled his way to the raft. After instructing the frightened crew on the impending rescue process, he took the first survivor and signaled for the rescue basket. By the time the first survivor was being hoisted, the raft had been blown nearly 100 yards away, visible only when it crested waves. Again and again, PO Cournia bravely fought his way through the dark churning seas to the raft. One survivor panicked as he entered the water, grabbing PO Cournia around the head and neck, dangerously forcing him underwater. Remaining calm, PO Cournia conducted a front head-hold release and expertly placed the survivor in a cross-chest carry, safely bringing him to the rescue basket.

After rescuing eight survivors over two hours, PO Cournia was hoisted into the cabin as the aircraft returned to base for fuel. An hour later, PO Cournia again deployed into the turbulent seas, rescuing the ninth survivor before the flight mechanic found damage to the hoist cable, forcing the crew to return to Great Inagua and transfer to CG-6009. On the third and final trip, PO Cournia rescued the final three survivors. The heroic actions and skill of PO Cournia were instrumental in the saving of 12 lives. His courage, judgment, and devotion to duty are most heartily commended and are in keeping with the highest traditions of the USCG.

AST1 Cournia was recognized at a ceremony hosted by AFRAS in the Rayburn Congressional Office Building in Washington, D.C. on 21 September.



What Coastie Kids Think Aviators Do By Shelley Kimball, Spouse of Ptero Joe Kimball, Aviator 3211

I think it's safe to assume that when CDR Elmer Stone took his first Coast Guard flight 100 years ago, he did not foresee this much paperwork.

In honor of this year's celebration of the centennial of Coast Guard aviation, we asked Coastie kids what they think aviators do all day. Some themes emerged: sitting around all day, being away from home a lot, keeping people safe, and doing a lot of paperwork.

My family is no exception. Our kids are pretty active in Coast Guard life, and their dad is the chief of the Office of Aviation Forces. I was a bit surprised to

hear what they think pilots do at work.

Grace, who is 11, thinks aviators are busy on very long flights:

"I feel like Coast Guard pilots, some of them early in the morning, they get in the plane or helicopter. When they fly out, they don't come back until late at night. Half of them are surveying the ocean to make sure there are no broken ships, lost ships, or any people that have been taken away from the ships," she said. "The other half looks for illegal drug ships (Dad told me this), and they all do this from early morning until late at night to make sure everybody is safe, our county is safe,

and our country is safe."

Joe, 13, has clearly absorbed what his dad means when he tells people he "flies a desk" now that he is at Coast Guard headquarters:

"I think Coast Guard pilots fly around in Casas and helicopters, sometimes sit in offices, but most of all, they help save lives. Without them, I don't know where we would be," Joe said. "When you're at work, I think they just help fix up the aircrafts and boats, but they also still, even though they are sitting in their offices, they are still saving lives."

Addison Allen, 9, seems to agree with Joe. Or perhaps it is because her dad, LCDR Ryan Allen, the C4ISR platform manager in the Office of Aviation Forces, flies a desk at headquarters, too. Ad-

dison said pilots, “sit at a desk all day, go on night flights, and go to cool places without us.”

I thought perhaps it was an issue in aviation forces because Rhett Walker, 6, also noticed the paper in the life of an aviator. His dad, LCDR Will Walker, is the ship helo platform manager in the Office of Aviation Forces.

“Coast Guard pilots do work, work at the computer, print stuff and fly,” Rhett said. “When they fly, they rescue people and look for crimes.”

But then, other Coastie kids also said paperwork was a big part of the life of a pilot. For example, Henry Langston, 6, and his sister Maggie, 3, said “They all fly helicopters all day and work at their desks.” Their dad is Grant Langston, an H-60 pilot stationed in Kodiak, Alaska. Their mom, Holly, said that Maggie has always called helicopters “O-cha-chas” because she had trouble pronouncing it when she was younger.

And then Kaeden Smith, 9, whose dad is CPO Jeffrey Smith, stationed in Kodiak, said “Coast Guard pilots do paperwork all day.”

Beyond the paperwork, our Coastie kids also notice that aviators are away from home a lot.

Deanne Bland, whose husband CDR Chad Bland is the XO at AirSta Miami, said that when their son Tyler was about 7, he used to tell everyone he wanted to become a pilot because they get to stay in hotels. Tyler is now 15, and he still plans to follow in his dad’s footsteps.

The Lavinder kids, whose dad LT Daniel Lavinder is a helicopter pilot in Kodiak, have all the details. Nolan Lavinder, 7, said his dad “flies on a helicopter and C-130s.” Nolan’s little sister, Felicity, 5, said her dad’s flying time is a family effort.

“Daddy gets his work suitcase and gets on an airplane ride but not the helicopter,” Felicity said. “He flies the helicopter and mommy picks him up then he comes home. He sleeps at work.”

Some of our kids think pilots get a whole lot done in the course of a day. Owen Smith, 9, whose dad is LCDR Paul Smith, who is the assistant operations officer, rotary wing, at Air Station Miami, said aviators’ schedules include both flying and completing their training. In one day.

“They fly around all day and save people, and they go to flight school,” he said.

Gabriel Capistrano, 13, and his brother Chandler, 11, summed up what their dad Cmdr. Flip Capistrano, XO of AirSta Borinquen, Puerto Rico, does all day: “He flies. And he helps people. And he flies.”

James Stroup, 4, said, “They go on boats all day,” while his sister Jesse, 7, clarified, “Boat or plane pilots?” When her mom, Jennifer clarified aircraft, Jesse said, “They work and fly on planes all day.” Their dad is PO John Stroup, a gunner’s mate at AirSta Kodiak.

And, most importantly, our kids think Coast Guard aviators keep us safe. Jonathan Weiser, 5, whose dad LT Chris Weiser is stationed at the Force Readiness Command, focused on search and rescue and communication.

“They rescue people,” he said. “If people on boats or soldiers need help, they can come back and tell people.”

Eligh Kalani Ortiz, 4, whose dad is a coxswain at Station Fort Macon, North Carolina, said, “They fly out and hook to a crane and fly around and see if the waves are bad, and if they are, they go get people.”

The Rife boys have it covered. Their dad is PO Dustin Rife, stationed at Air Station Kodiak. Three-year-old Conrad said that pilots help people and fly all day. His brother, Bradley, 6, had a whole story to tell.

“C-130 pilots take three parachutes with them when they fly and jump out while flying. They have a lot of other pilots to keep flying the aircraft,” he told his mom, Alicia Kay Rife. “When not flying they are teaching other pilots to watch out for other airplanes. Helicopter pilots help people to get off sinking boats. They say ‘No, a boat!’ when they fly away from the sinking boat after saving everyone from the boat.”

The Pickrell kids weren’t sure at first, but that’s understandable because their dad, CDR Kristian Pickrell, a staff judge advocate at CG headquarters was on buoy tenders before they were born, and he has had a desk job since they’ve been born. But once they figured it out, they were right on target.

“Mine were very sheepish, which makes sense as daddy isn’t an aviator,” said Rhonda Pickrell, mom to Eleanor, 11, and Oscar, 9. “Their uncle is a private sector sea pilot so initially they both said ‘drive ships!’ When I tried again specifying Coast Guard air pilots, they said ‘drive planes!’ and ‘practice rescuing people out of the water and then actually doing it!’”

Logan Russell, 4, whose dad is LT Richard Russell, the XO of the North Pacific Regional Fisheries Training Center, made an alarming observation.

“Coast Guard pilots rescue people who have fire on them!” Logan said.

Shawna McQuate’s little ones were also slightly confused about aviators, but then who knows? They may be right. Her husband, LT Daniel McQuate, is in

marine safety facility compliance. Their 4-year-old, Annie, said of pilots that “they drive boats.” When Shawna asked their daughter, Addison, there was more to the answer.

“When I asked my 3-year-old what Coast Guard pilots do all day, her response was, ‘They talk to captains,’” Shawna said. “While this may be true, she made a pirate growl, so I don’t believe she means the rank captain. She means a pirate captain.”

The Breuer kids each have their own way of explaining what aviators do at work. Their dad is LT Chris Breuer, an ALPAT pilot. Nathaniel, 4, said, “They do something flying.” Big sister Hannah, who is almost 8, was succinct: “Fly. Tell people stuff. Sail. Protect. Learn how to fly. Save people.”

But 5-year-old Ben Brewer? He knows it all:

“I think they do nothing. They fly all day,” Ben said. “They load up the helicopter. They get ready to take off. And they get ready to turn on the spinners. They take off by then. Then they land and take off. They take off again after landing. And then they get ready to off-load the helicopter. Then they go inside. And then they change their clothes back to normal. And then they go home and come back later to do paperwork. And then they come back later for more flying and stuff. And then they load up to go to a boat and then the boat takes them halfway and then they fly the rest of the way and find a hotel and then sleep. The next morning they wake up and go to an appointment. And then they start back home.”



The Kimball Family. Photo courtesy of Julie Forgeng Photography.

LT John Pritchard and His Epic Story of Search and Rescue in World War II

By William H. Thiesen, Coast Guard Atlantic Area Historian

feet up the coastal mountains to the ice cap and



Pritchard on deck of the *Northland* awaiting deployment of his Grumman J2F "Duck" amphibian aircraft from the cutter. (Photo courtesy of USCG)

There are so many Coast Guard men and women whose devotion to duty has put them in harm's way that it would take a lifetime to write-up each and every story. Like many of these selfless Coast Guardsmen, Lt. John A. Pritchard went in harm's way to save the lives of others only to sacrifice his own.

"Johnny" Pritchard graduated from the USCG Academy in 1938 and earned his wings at Pensacola Naval Air Station in 1941. His initial tour of duty began in Miami before the Service re-assigned him to the Greenland Patrol. In this WWII theatre of operations overseen by the CG, men fought the elements as well as the enemy. The Greenland Patrol's conditions included heavy seas, severe cold, gale force winds and near whiteout conditions. In this deadly environment, Pritchard piloted the amphibian aircraft on board the Arctic cutter *Northland*, which patrolled the eastern coast of Greenland.

Not long after joining the *Northland*, the cutter received word that a Royal Canadian Air Force bomber had crash-landed on the Greenland ice cap. Pritchard volunteered to lead a search party to find the Canadian bomber's three survivors. On Monday, November 23rd, 1942, Pritchard led his party 2,000

traversed the heavily crevassed ice at night using only a flashlight to guide him. Later that night, he found the exhausted Canadian flyers and brought them back alive to the *Northland*. For leading this search and rescue effort, Pritchard received the Navy & Marine Corps Medal, the highest recognition for a wartime rescue mission. In the medal citation, Navy Secretary James Forrestal wrote "*Lieutenant Pritchard's intelligent planning, fearless leadership and great personal valor aided materially in the gallant rescue of the stranded men.*"

Earlier that same month, a U.S. Army Air Corps C-53 transport aircraft had been lost on the ice cap, likely due to poor flying conditions. On November 9th, a B-17 Flying Fortress took to the skies in an effort to find the missing aircraft and crew. Weather conditions and poor visibility forced the bomber to also crash on the ice cap. Searches for the C-53 transport proved fruitless, so search efforts began to focus instead on the B-17 and its nine crewmembers.

On November 28th, within days of his successful rescue of the Canadians, Pritchard and Radioman 1/c Benjamin Bottoms departed *Northland* in the cutter's J2F Grumman "Duck" to search for the downed B-17. Within a few hours, Pritchard and Bottoms had located the crash site and landed on the ice cap near the Flying Fortress. While Bottoms stayed with the J2F to man the radio, Pritchard hiked two miles back to the B-17 testing the heavily crevassed ice with a broomstick. Pritchard retrieved two survivors and escorted them over the ice to the Grumman Duck. Pritchard planned to evacuate the rest of the crew two at a time in a series of roundtrips back to the cutter. By the time he returned to *Northland* that evening, the cutter had to use her searchlights to light the way home.

On the morning of Sunday, the 29th, Pritchard and Bottoms completed another successful ice landing near the downed bomber using the aircraft's floats as makeshift skis. By coincidence, an Army rescue party using motor sleds had approached the crash site at the same time Pritchard had landed. But, before the Army party arrived at the B-17, one of the motor sleds broke through a snow

bridge over a crevasse dragging an Army officer to certain death in the bottomless fissure below.

After Pritchard made his way from his aircraft to the downed bomber, fog began to surround the area and visibility grew worse. Pritchard decided to return to *Northland* for men and equipment to help find the missing Army officer. One of the B-17 survivors returned to the Grumman J2F with Pritchard and, with Bottoms, the three men flew up into the cloud cover. That was the last anyone saw of LT Pritchard and his crew. As the dense fog and blowing snow closed in, Radioman Bottoms' transmissions grew weaker and then were lost altogether.

For a second time, the rescuers became the focus of a rescue effort. Over the next month, *Northland* sent out several unsuccessful search parties on foot to locate Pritchard's crash site. Treacherous ice and weather conditions postponed evacuation of the B-17 crew. However, in the spring of 1943, a Navy PBY "Catalina" flying boat repeated Pritchard's daring feat of landing on the ice cap using its floats to rescue the bomber crew. Meanwhile, four months after Pritchard's disappearance, an Army Air Corps plane spotted the crash site of the J2F Duck, but no crew remains were recovered.

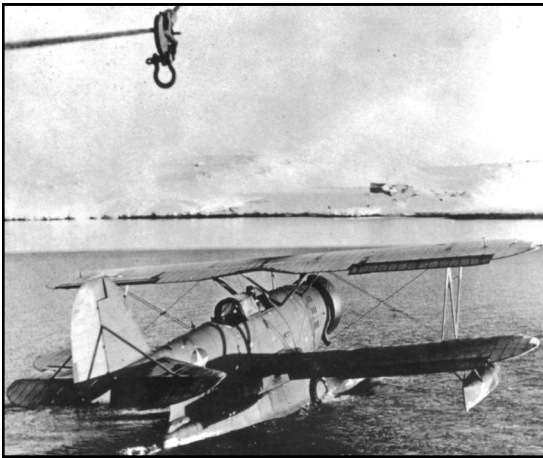
For his air rescue of the B-17 crewmembers, Pritchard posthumously received the Distinguished Flying Cross, although some believe he deserved the Congressional Medal of Honor. In the DFC medal citation, Navy Secretary Frank Knox wrote "*By his courage, skill and fearless devotion to duty, Lieutenant Pritchard upheld the highest traditions of the United States Naval Service.*" In early 1943, head of the U.S. Army Air Corps, MGEN George Stratemeyer, contacted the commander of the Greenland Patrol commending the efforts of the CG to rescue his downed airmen and wrote that "*The tragic loss of Lieutenant John A. Pritchard, USN, and Radioman Benjamin A. Bottoms, USN, will be remembered as part of a great act of heroism. Their sacrifice in the performance of duty comports with the highest traditions*



The 2009 Pritchard search team on the ground in Kulusuk, on the east coast of Greenland, not far from the crash site of Pritchard's aircraft. (Photo courtesy of USCG)

of the Armed Services.”

In 2009, an expedition traveled to the east coast of Greenland to locate the crash site of Pritchard’s Grumman Duck. The expedition proved unsuccessful; however, in later years, a number of follow-up expeditions were launched to locate the crash site. The burial of the aircraft under seventy years of snowfall and the movement of the ice in which it is embedded have hampered these search efforts. Pritchard’s story and these attempts to find him served as the focus of the 2013 bestseller *Frozen in Time*, by Mitchell Zuckoff. In addition, in 2014, the CG Academy inducted Pritchard into its prestigious Hall of Heroes.



Pritchard’s Grumman Duck in the icy waters of Greenland before taking flight on his final rescue mission. (Photo courtesy of USCG)

The horrendous air, sea and ice conditions experienced by CG personnel in the Greenland Patrol were arguably the deadliest environment experienced in a World War II theater of operations. Lt. John Pritchard battled those epic conditions while fighting for the lives of stranded and suffering aircrews. Despite valiant efforts to locate Pritchard, this CG hero may remain among the Service’s last MIA’s. He was a member of the long blue line and his story is one of the U.S. Coast Guard’s finest examples of sacrifice and devotion to duty.



Curtiss SB2C “Helldiver” WWII Dive Bomber

Coast Guard Dive Bombers during World War II By Ptero C. Douglas Kroll, Ph.D.P-3160

Arthur Percy, in his *A HISTORY OF U. S. COAST GUARD AVIATION*, briefly discusses the Coast Guard’s use of Navy Curtiss SB2C “Helldiver” aircraft that were transferred to CG in 1945. Percy states that two of these dive bombers were transferred for evaluation, and to improve and provide efficient air sea rescue service by the CG, which during WWII, had full responsibility for air sea rescue off the Pacific Coast.

Designed primarily as a carrier-based dive bomber, the SB2C replaced the Douglas SBD Dauntless in the summer of 1943. Although it was much bigger and heavier than the SBD in size, the SB2C was much faster, with a top speed of over 250 knots. However, Navy carrier pilots did not like the plane and gave it the nickname “The Beast”. It had leading edge slats that were operated by a cable mechanism that was hooked up to the landing gear. The port and starboard landing gear did not always go up together so there was more lift on one side than the other until both gears were fully retracted. In addition, Navy pilots felt it was underpowered and had a shorter range than the SBD. There were also a number of engine failures. CG pilots did not like it either, for the same reasons.

These two Navy “Helldivers” were much faster than any other CG aircraft during the war and were the first fast response plane in CG. They flew at a maximum speed of 294 miles per hour and had a service ceiling of 25,000 feet. The CG placed four man life rafts, with ration packs, in the bomb bay of the “Helldiver” to give them a SAR capability if needed while on intercept missions. They also were used for emergency IFF interdiction. If a shore station picked up an emergency IFF signal, the CG was notified and scrambled to that position. Among those pilots at San Diego who flew these fast response SAR missions in these “Helldivers” was legendary pilot, “Big John” Vukic. Vukic didn’t like the SB2C’s that well either.

Once, while taking off from Lindbergh Field in an SB2C, the engine began smoking. Vukic banked starboard and headed back to the field, made a “hard landing” that blew a tire, but made it safely back. Later investigation revealed that there was water in the fuel.

However, these dive bombers also had another mission than Air Sea Rescue, deliberately hidden from public knowledge during the war. Dur-

ing WWII, scientists in Japan figured out a way to harness a brisk jet stream that sweeps eastward across the Pacific Ocean to send bomb-carrying balloons from Japan to set fire to the vast forests of America, in particular those of the Pacific Northwest. It was hoped that the fires would dampen American morale and disrupt the U.S. war effort. They named the project “Fu-go” (“Wind-ship Weapon” or “Balloon Weapon”). From late 1944 until April 1945, the Japanese launched over 9,300 balloon fire bombs. It estimated that about 300 reached North America, crossing the coast from San Pedro in California to British Columbia. They reached as far east as Iowa. They caused little damage, but their potential for destruction and fires was immense.

To prevent the Japanese from tracking the success of their project, the U.S. government asked American news organizations to refrain from reporting on the balloon bombs, so most Americans knew little about these Japanese attacks from the sky during WWII.

The first Japanese balloon bombs reached the United States in 1944 and were considered a threat to the nation. CG aviation was assigned the task of intercepting these balloon bombs and shooting them down whenever possible. The CG used Curtiss SB2C “Helldivers” (carrier aircraft) for this purpose. Designed primarily as a dive bomber, it carried two forward firing 20 mm cannon, and two rear firing flexible 50 cal. machine guns.

“Big John” Vukic was among the pilots at San Diego that flew the SB2C’s north toward Washington and Oregon, looking for balloons at an altitude of nineteen to twenty thousand feet, on oxygen. No balloons were ever seen or shot down.

Ultimately, few balloons reached their targets, and the jet stream winds were only powerful enough in wintertime when snowy and damp conditions in North American forests precluded the ignition of large fires. The only casualties they caused were the deaths of five innocent 13-14-year-old children and a pregnant woman on a church picnic near Klamath Falls, Oregon on 5 May 1945. They were the only WWII combat casualties in the continental United States. The SB2C “Helldivers” were considered unsuitable for SAR and were returned to the Navy in 1947.



2016 Coast Guard Aviation Association Hall of Honor Selections Announced

The Coast Guard Aviation Association President, RADM (Ret.) James C. Van Sice, has the distinct pleasure of announcing the most recent additions to the Association's Hall of Honor. The Awards Board recommended that Pterocapt USCG (Ret.) Les High, Aviator 549, and the Aviation Technical Training Center (ATTC) ASM School Instructors Team, September 1987-June 1990, (CWO3 RET. TODD "TONY" ADAMS, CWO3 RET. RONALD "RON" BUTCHER, ASMCS RET.

GARY A. COX, ASTCM RET. JOSEPH "BUTCH" FLYTHE, ASTCM RET. KEITH R. JENSEN, ASMCM RET. ERROL A. KUBICKI, CWO3 RET. KIRK S. NEPRUD, ASMC RET. GARY M. PARSONS, AST1 RET. WILLIAM "BILL" RANKIN, AST1 RET. JOHN L. UNGEFUG, ASTCM RET. GEORGE A. WATERS, and the late LCDR RET. JOSE "JOE" RODRIGUEZ) be inducted into the CGAA Hall of Honor. They were inducted at the Centennial Roost in October in Mobile, AL along with the Coast Guard's second astronaut Pterocapt Daniel C. Burbank, Aviator 2672, who was selected for the Hall of Honor in 2014 but was not available for his induction due to NASA commitments [See related story on P. 9 of Pterogram 3-14...Ed].



CAPTAIN LESLIE (LES) HIGH, USCG (RET.)

GRADUATED FROM THE US COAST GUARD ACADEMY IN 1946.

AFTER TWO TOURS ABOARD COAST GUARD CUTTERS, AND A TOUR AS COMMANDING OFFICER OF LORAN STATION KWAJALEIN, HE ATTENDED NAVAL FLIGHT SCHOOL AND RECEIVED HIS

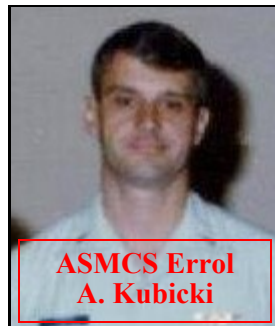
WINGS OF GOLD IN 1950. HE WAS DESIGNATED CG AVIATOR NO. 549. DURING HIS EARLY CAREER, HE FLEW BOTH FIXED AND ROTARY WING AIRCRAFT, AMASSING OVER 5,500 ACIDENT FREE FLIGHT HOURS AT FOUR DIFFERENT AIR STATIONS.

WHILE ASSIGNED AT THE U.S. COAST GUARD ACADEMY, AS THE ONLY AVIATION INSTRUCTOR, HE DEVELOPED A KEEN INTEREST IN IMPROVING THE TRAINING OF COAST GUARD AVIATION PERSONNEL.

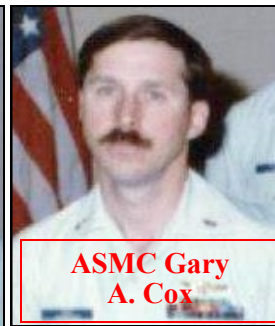
AS COMMANDING OFFICER OF CG AIR STATION SAVANNAH'S BOTU, HE OVERSAW THE DEVELOPMENT OF VASTLY IMPROVED TRAINING PROCEDURES FOR HELICOPTER AIRCREW. HIS NEXT ASSIGNMENT IN 1966 WAS AS PROJECT OFFICER/PXO OF THE NEW CG AIR STATION MOBILE, AL. THIS ASSIGNMENT PERMITTED HIM TO EXPAND HIS EFFORTS TO IMPROVE THE TRAINING OF ALL FIXED-WING AND ROTARY-WING AVIATORS, AND LED TO THE EVENTUAL ESTABLISHMENT OF THE CG AVIATION TRAINING CENTER, MOBILE, AL, IN 1972.

DURING HIS HEADQUARTERS TOUR AS CHIEF OF EDUCATION, TRAINING AND PROCUREMENT, HE ESTABLISHED POLICIES AND PROCEDURES WHICH LED TO THE ESTABLISHMENT IN 1978 OF THE AVIATION TECHNICAL TRAINING CENTER, ELIZABETH CITY, NC.

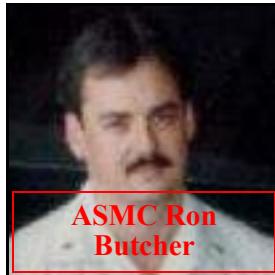
CAPTAIN HIGH'S DEDICATION TO IMPROVING THE TRAINING AND STANDARDIZATION OF CG PILOTS AND AIRCREW PERSONNEL, WAS DIRECTLY RESPONSIBLE FOR SAFER AND MORE EFFICIENT AVIATION OPERATIONS OVER THE LAST 50 YEARS.



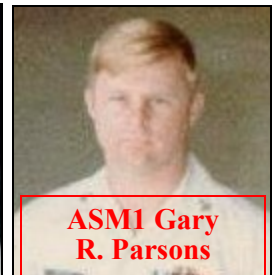
ASMCS Errol A. Kubicki



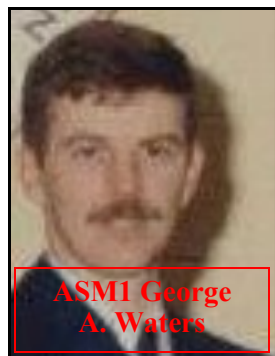
ASMC Gary A. Cox



ASMC Ron Butcher



ASMI Gary R. Parsons



ASMI George A. Waters

THESE ENERGETIC, COLLABORATIVE, AND PROBLEM-SOLVING AVIATION SURVIVALMAN INSTRUCTORS, WITHIN A VARYINGLY CHALLENGING PERIOD OF SEISMIC

CHANGE: CREATED THE NEXT GENERATION OF THEIR EXPANDING CADRE, RETAINED THE SURVIVAL EQUIPMENT EXPERTISE, FLIGHTCREW MATURITY, AND LEADERSHIP SKILLS OF SOME FINE PETTY OFFICERS, AND SET A FOUNDATION FOR FUTURE TRAINING AND OPERATIONAL SUCCESS IN COAST GUARD AVIATION.

THEY PREPARED 126 ROOKIES AND 31 OLDER ASMs, FOR A PATH OF TRIUMPH THROUGH THE RIGOROUS TRAINING REQUIRED TO BECOME HELICOPTER RESCUE SWIMMERS.

WHEN THE NAVY'S SWIMMER

SCHOOL WAS SUDDENLY SHUT DOWN FOR SIX MONTHS, THEY DEVELOPED AND CONDUCTED A SPECIAL COAST GUARD RESCUE SWIMMER COURSE. [See Hall of Honor on P. 19]



ASMI Kirk S. Neprud (L), ASMC Keith R. Jensen, ASM2 John L. Ungefug, ASMI William 'Bill' Rankin, ASMI Todd 'Tony' Adams, ASMI Jose 'Joe' Rodriguez, and ASMI Joseph 'Butch' Flythe circa 1988.



**Report of the
CGAA CENTENNIAL
GATHERING AT
MOBILE, AL
(27-31 OCTOBER 2016)**
By Pteros Steve Goldhammer,
Av. 1207, & George
Krietemeyer, Av. 913



This painting by renowned CG artist Bryan D. Snuffer celebrates Coast Guard Aviation Training Center's 50th Anniversary and is a gift to the Coast Guard and ATC Mobile.

The hospitality suite at the exquisite Renaissance Mobile Riverview Plaza hotel was crammed with people putting nametags with faces and renewing acquaintances on 27 October.



Earlier in the day, some 88 alleged golfers of varying expertise spent the day at the Magnolia Grove Golf Course flailing at a little white object and chasing after it. After all of the chaos on the links, the winners of the Ptero Division were : Curt Ott, Av. 2070, Gary Blokland, Av. 2251, J. D. McManus, Av. 2143, and John Roney.



At 1800, about 100 revelers boarded two charter buses to venture to the hinterlands of Alabama, Dauphin Island, to once again test Ptero Dave, Aviator 1137, and Vicki Connolly's hospitality at their beautiful home (they hosted a similar gathering at the 2011 Roost).



phone GPS's, we corrected our course and arrived at our destination to be greeted by the jovial patrons who had driven themselves and arrived much earlier. Dave and Vicki were most gracious and regaled us with many culinary delights and a free-flowing bar. The return bus ride was uneventful.



Early Friday morning, about 160 Roosters boarded four buses for the National Naval Aviation Museum at NAS Pensacola. After arriving, we broke into groups and were given a fascinating guided tour by the museum's docents. At the Navy's NC-4, we were introduced to Mr. Dick Pace, age 97, a nephew of Elmer Stone! As we walked over to the CG exhibit in Hangar Bay One, we were treated to a Blue Angels practice session. It was awesome to see and hear the 'sound of freedom' shrieking over our heads. It

As we were riding on the bus, we were thinking what a great decision we had made instead of driving ourselves, possibly getting lost, and then having to find our way back to civilization later on. Alas, the two buses strayed far off course and our 45-minute excursion turned into an 85-minute odyssey that included backing down a dark and narrow street for almost 30 minutes. After a few calls to our hosts and with help from a few cell

was a real treat to see the many CG airplanes and helos on display, especially HH-52A CGNR 1355 and HU-16E CGNR 7236, that several of us had flown in days past.

Dick Pace (L) & Pteros Jay Crouthers & VADM Howie Thorsen



CG Auxiliarist John Buie Displays His Love for Helos.



We then had a wonderful lunch in the historic, re-created Cubi Point Officers' Club bar. After some more time to marvel at the exhibits, we took a leisurely bus ride back to Mobile.



Our Friday evening reception for over 400 conventioners was at the beautiful Mobile Convention Center which we accessed via pedestrian bridge over Water St. from the hotel. After a period of

socializing, Ptero George Krietemeyer welcomed everyone and read a Proclamation from William S. Stinson, the Mayor of Mobile, declaring 4 August 2016 as Coast Guard Day in Mobile. Ptero Joe Kelly, Aviator 2937, then read a Proclamation from Gov. Pat McCrory of North Carolina commemorating the observance of the CG Aviation Centennial. Some crewmembers of the CGC Cobia were then recognized.

Carol Peterson of the Azalea City Quilters presented Ptero Les High with a beautiful quilt in recognition of his selection to the CG Aviation Hall of Honor.



Bob Powers Photo

John Burdette of Lockheed Martin spoke about his company's support of CG aviation since 1936. He noted that the first HC-130 was delivered to the CG in December 1959 and that initiated one of the most iconic relationships in aviation history. He presented a glass model of an HC-130 to Ptero Prez RADM Jim Van Sice. Jim commented that he flew five different aircraft in the CG, and the C-130 wasn't one of them.

Ptero VADM John Currier, Aviator 1877, reported on the many CG Aviation Centennial events that have occurred. He commended the tremendous amount of volunteer efforts by Active Duty Coast Guardsmen and Pteros. He said that all CG Aviation units have conducted their own Centennial celebrations and that we should all be proud of our efforts. Ptero Van Sice said this is the largest gathering of Pteros since we began in 1977, and it was mostly due to the efforts of George Krietemeyer. Jim and Ptero Ancient Al VADM Charlie Ray, Aviator 2311, then belatedly presented Ptero Dan Burbank, Aviator 2672, with his personal CG Aviation Hall of Honor plaque.



Bob Powers Photo

Pteros Van Sice and Ray then presented Ptero Les High, Aviator 549, with his Hall of Honor plaque.

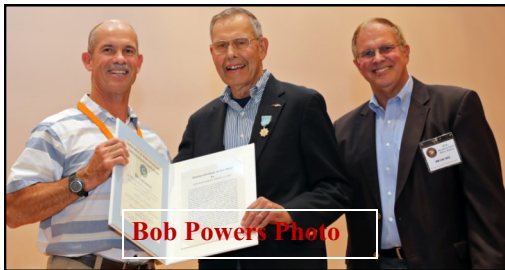


Bob Powers Photo

During the standing ovation for him, Les was observed to say 'These are all my people.' He went on to say that 'he wouldn't want any of you to miss his words. This is a wonderful thing for a 92-year old guy.' He thanked many people for assisting him during his career and mentioned how important the people in this room are to him. 'Everyone who worked for him wanted to make the CG better, and he got the credit.' He arrived in Mobile on 12 August 1966 with a set of orders and a briefcase. Ptero Don Bellis, Aviator 802, his XO, was his savior. He's a blessing to the CG. He got help from George Krietemeyer for a year and then George became CO of ATTC prior to his tour at ATC Mobile CO. He said 'there's a certain aura in this room—CG people. You've been a big part of my life. You've made Les High a very famous guy just by being here.' He thanked everyone for his good fortune. [Les's Station Log documenting the establishment and commissioning of AirSta Mobile can be found on line at

http://uscgaviationhistory.aoptero.org/coldfusion/images/Mobile_Composite_Log_Jul13-Dec-17.pdf

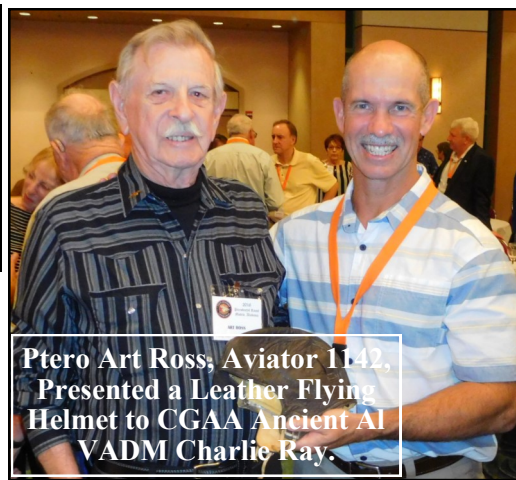
Pteros Van Sice and Ray then presented Ptero RADM Bob Johanson, Aviator 869, with a CG Distinguished Public Service award for his eleven years as the Phoenix Project Director and Project Officer for the correction of Elmer Stone's headstone in Arlington National Cemetery. Jim thanked Ptero Executive Director Ben Stoppe, Aviator, 1646, and Ptero Joe Kimball, Aviator 3211, Chief of CG Aviation Forces, for crafting the award.



Bob Powers Photo

Ptero Johanson said he is very honored and it is a humbling experience. Many people contributed to this award and they have is everlasting gratitude. He noted that Ptero George Krietemeyer originally had the idea to present an HH-52A to the Smithsonian Air & Space Museum, and it helped that the Smithsonian wanted a CG aircraft. He described how the best airframe candidate was selected. Pteros Mont Smith, Aviator 1520, Ray Miller, Aviator 2141, Tom King, Aviator 1775, and Ben Stoppe were the hardest workers. Ptero VADM John Currier, as Vice-Commandant, was the champion for us. If it wasn't for him, this wouldn't have happened. He mentioned Ptero Steve Goldhammer talking to Ptero Larry Evans, Aviator 1269, at the 2012 Sacramento Roost about the possibility of the Pteros acquiring the 1426 from the North Valley Occupational Center and that a subsequent inspection of the 1426 showed that the airframe was acceptable. VectorCSP, led by Ptero Stan Walz, Aviator 1702, gave us an offer we couldn't refuse to do the restoration. ALC's H-52 restoration team helped with painting the aircraft and several other things. He praised everyone's steadfastness. Joe Kimball and his staff coordinated the induction ceremony and conceived the idea of the nametag project that Ptero Jay Crouthers, Aviator 1360, coordinated. He said the project worked out as well as we could ever have hoped it would.

He described the Stone headstone restoration project (see story on P. 13 in Pterogram 2-16) and thanked Ptero Bob Workman, Aviator 914, for doing the research on Elmer's family and Mont Smith for locating Ray Stone, Elmer's 2nd cousin. He lauded the service of every CG man and woman who risk their lives every day. He mentioned Ptero Tom Wynn, P-4029, the crewman of the 1426 on the Burmah Agate case in 1979, who was in the audience. Bob thanked everyone involved and regretted that his wife, Joan, was unable to attend the Roost.



Ptero Art Ross, Aviator 1142, Presented a Leather Flying Helmet to CGAA Ancient Al VADM Charlie Ray.

Ptero VP Mark D'Andrea, Aviator 2359 kicked off Saturday's annual Ptero Business Meeting. Prez Van Sice thanked George Krietemeyer again for putting on a great Roost attended by 650 people. Ye Ancient Scribe read the Airman's Prayer and the list of deceased Pteros within the past year for Ptero Ray Copin, Aviator 744, who was unable to attend the Roost. It was also announced that this was the 7th anniversary of the loss of HC-130 CGNR 1705 and the 35th anniversary of the loss of HH-52 CGNR 1427. VP D'Andrea read the minutes of the 2015 business meeting and they were approved. George Krietemeyer announced that 560 wine glasses honoring the Centennial were donated as Roost keepsakes by Ptero Butch Flythe, P-2939, of Capwell Area Systems.

Pteros Joe Kimball and Frank Flood, Aviator 3489E, reported on the State of CG Aviation. Joe said it's hard to convey how unbelievably humbled and honored he is to be standing here today (as the head of CG Aviation Forces) in the 100th Anniversary of CG aviation. Frank said we continue to thrive in the face of limited resources. The state of CG aviation is strong. There were 550 mishaps in CG aviation in 2016. We are transparent and we learned from them. Our CO's set the example. Ptero VADM John Currier's masterpiece on warranted risk (as Vice-Commandant) still applies. There have been three major mishaps in the past year. FSO's are selected with more scrutiny and they're more seasoned. The state of CG aviation safety is very strong. We're going in a good direction. Joe said that every decision we make, we make as a team. That's what makes us strong. Ptero Jeff Pettit, Aviator 2188, said that we're all Safety Officers. Joe said he was proud to work on the 1426 restoration. The attention to detail was unbelievable. There have been 272 lives lost since the CG started flying and their names are painted on the retro-painted CG aircraft. He said the CG was in Greenland this summer looking for the 'Duck,' but nothing was found. However, lots of data was collected and is being evaluated. We won't give up the fight. Nancy Pritchard, 93, John Pritchard's brother, is still waiting for him to 'come home' and Joe talks to her at least once a month. Joe said

there's now a CG Heritage Walk phone app for Arlington Cemetery. He and John Currier visited and saw unbelievable stuff in Stew Graham's garage, including remnants from the first CG helo crash. Everything will be preserved. Oshkosh honored our Centennial and there were many CG aircraft there. They showed 'The Guardian' and several Rescue Swimmers attended. CG aviation was represented at the Farnborough Air Show and at Grand Haven, among many other places. Frank Erickson and Stew Graham (CG helo pilots #1 & 2) will be honored by the First Flight Society on 17 December at Kill Devil Hills, NC. The ninth CG National Security cutter will be named CGC Elmer Stone. There were a record 81 drug busts by HITRON this year. Traverse City is transitioning to HH-60's and their HH-65's are going to HITRON. We now have 18 CASA's and 14 C-27J's. C-130J's are going to Kodiak in 2018 and Barbers Point in 2020. POPDIV will be coming back to support US Arctic policy. HH-60's with blade and tail folding may be used. Our future helos could fly at 240 kts.

Regarding Unmanned Aeronautical Systems, we are working with Customs & Border Patrol. The first 'Scan Eagle' patrol will be in January on CGC Stratton. It has 8-12 hours endurance. Their sensors are a complete game-changer; there are tremendous opportunities. The problem is the logistics support requirements. The CG is looking at a simple solution. Since AirSta Los Angeles closed, AirSta San Francisco is manning a forward operating base at Pt. Mugu. Construction will start there in a few months. We're working hard to maintain the experience base to keep CG aviation safe. In closing, Joe said it's an honor to be in this position, and in your company for sure.

Ptero Ray Miller, Aviator 2141, recapped the 11-year Phoenix Project, the capstone event of the Centennial. Mission accomplished! No restoration detail was left un-addressed so that the Smithsonian standards were not even met, but exceeded. Restoration cost was \$249K. \$346K was raised and there was a \$115K surplus. There are parts from all four of the other HH-52 candidate airframes on the 1426. Ray's 'closing thoughts' were: from Mont Smith: 'This project would have been impossible had not Stan Walz and VectorCSP stepped up to the plate. Craig Simmons, John Siemens, and many other VectorCSP staff gave it their all. The result is a strikingly handsome exhibit that fittingly flies over the Navy's F-14, reminiscent of the HH-3F in

Top Gun. It fulfilled my dream that one day I would be able to take my grandchildren to a national museum where CG Aviation would be on prominent display. 1426 speaks to the courage and determination of many generations of CG Aviation's men and women. Bravo Zulu to all Pteros who donated!

From Tom King: 'The photo of the gleaming 1426 hanging over the huge crowd at the Induction Ceremony says it all.'

From Stan Walz: 'It was a great honor for our small but capable little company to have participated in a major capacity in this significant Centennial milestone. All of these types of projects require a ton of hard work and a little luck and serendipity... we were part of all of that, and we are proud to know that generations to come will view the iconic USCG SAR aircraft in the Smithsonian.'

Ben Stoppe said he was really apprehensive when he signed the \$350K 'worst case' contract with VectorCSP. He was very happy with the completion of the project. It's amazing what you can buy on E-Bay to fill holes in an aircraft; e.g., an ARN-123 computer for \$500.

Ptero Bob Workman, Aviator 914, reminded everyone that 100% of all the royalties from his 'Float Planes & Flying Boats' book went to the CGAA for the 1426 restoration, and they will continue.

Ben gave the Treasurer's report. We're still solvent despite the Phoenix Project. Our new worth is just under \$200K. Ptero 'Pop' Shelley, Aviator 633, certified the presence of the 'lock washer' in the Petty Cash box. He suggested that it be chrome plated.

Ptero Les High claimed being the longest tenured CGAA member present. He displayed his membership card with a date of 20 December 1977 and asked for anyone to beat it. No one did.

Ptero VADM John Currier reported on the CG Aviation Centennial celebrations. He said he was the last man standing when the music stopped. The Centennial celebration was active-duty led and he commended Ptero Joe Kimball and his staff for that. Stew Graham asked John to protect his legacy and over 200 artifacts were collected from his garage. We had a wonderful day in 85-degree heat going through the mouse droppings and other things in his garage. He said it's been wonderful to accurately portray CG aviation in the Centennial Year. 'Signing off—Over and out!'

VP D'Andrea discussed an action item from last year's business meeting concerning good corporate governance of the expenditure of funds. The Executive Board proposed a business rule in the

spirit of what was intended to limit CGAA expenditures without proper authority. The proposed rule would require approval by the majority of CGAA members for expenditures greater than \$15K, approval by the Executive Board for expenditures between \$5K and \$15K, and approval by the Executive Director for expenditures up to \$5K. A question was asked as to what would constitute a majority vote. Mark said it would be based on the number of people on the CGAA rolls. We'll use Survey Monkey for an electronic vote. Ptero Gary Gamble asked if the majority would be based on the number of members who responded. Ptero Stoppe said the CGAA By-laws have voting rules. Ptero Gamble withdrew his question. Ptero RADM Dave Kunkel, Aviator 1726, said the proposed rule was a great idea and commended the Board for coming up with it. Ptero D'Andrea acknowledged Ptero Kunkel's contribution to drafting the proposal. The motion to accept the proposed rule passed unanimously.

Ptero Jay Crouthers, Aviator 1360, spoke about the Ptero Store and the prospects for the next Roost. He described the establishment of the Ptero Store and what it offers. Ben is ecstatic that the store is no longer in his basement. Jay said we need experienced people to do the Roosts properly. We can't be re-inventing the wheel every year. There's not enough local support to do one at Atlantic City next year. We're a volunteer organization, and we need volunteers. He asked for a volunteer to host the Roost next year. There were no volunteers.

Ptero Prez Van Sice said we have chosen to award the Victor Roulund Award and the Hall of Honor recognition in alternate years. The 'Silver Fins' is a group of CG Rescue Swimmers who were planning to start their own organization. The CGAA has invited them to become a sub-set of our organization, and they have accepted. They will have their first organizational meeting later today (Ptero Larry Farmer, P-2898 was elected President). Ptero Butch Flythe said he's very humbled and could never imagine what the idea of a 'Silver Fins' organization has blossomed into. He thanked the CGAA Board. He suggested that a designated 'Fin Herder' be an advisor to the CGAA Board. Prez Van Sice said we'll pursue that. A motion to incorporate the 'Silver Fins' into the CGAA was approved.

Prez Van Sice lauded the enhancement of the capability of CG aviation by the Rescue Swimmers. He said we're a membership organization and if we want to do anything we have to find the funds for it. Corporate sponsorships are decreasing. The Phoenix Project got done mostly because of member contributions. We have to find the resources from

within to do stuff like the 1426 in the future. He talked about finding his successor; it's time for an election. We need to establish a nominating committee so that a new elected Board is in place for next year's Roost. He asked for a volunteer to chair the committee. A motion to establish a nominating committee was approved.

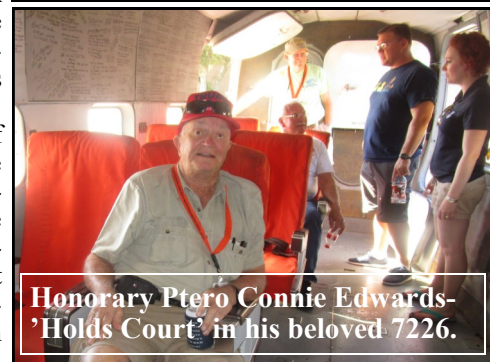
Ptero Jerry Mohlenbrok, Aviator 951, suggested adding Ptero Tom Rich, P-2596, our CGAA electronic communications specialist, to the organization's letterhead.

Ptero VADM Howie Thorsen, Aviator 776, asked if anyone knew when the decision was made to stop painting CG aircraft yellow. Ptero Workman said President Kennedy in 1961 wanted the CG to get proper recognition of what it does and he established a design committee to come up with a new color scheme.

The meeting adjourned at 1021.

Over 400 Roosters then made their way to ATC Mobile for a picnic celebrating their 50th anniversary. There were numerous CG aircraft on display including a TH-57 from NAS Whiting that had been modified to celebrate the Centennial and Connie Edwards's HU-16E CGNR 7226 that he had flown from Big Spring, TX.

ATC CO, Ptero CAPT Tom Mac-



Honorary Ptero Connie Edwards 'Holds Court' in his beloved 7226.

Donald, Aviator 2970, welcomed us back to his unit. He said he wouldn't be introducing any VIPs because we're all VIPs. This is a reunion of the CG family.



Bob Powers Photo

CGAA Ancient Al's VADM Charlie Ray and ASTCM Clay Hill, RS-112, assisted CGAA Prez Van Sice in the induction of the 12 Rescue Swimmer School honorees into the CG Aviation Hall of Honor and the unveiling of the plaques honoring them and the other HOH inductees, CAPT Les High and CAPT Dan Burbank that will be permanently displayed in Erickson Hall at ATC.

Burbank, and the Rescue Swimmer School honorees that will be displayed in the Hall of Honor room in ATC's Erickson Hall were then unveiled.

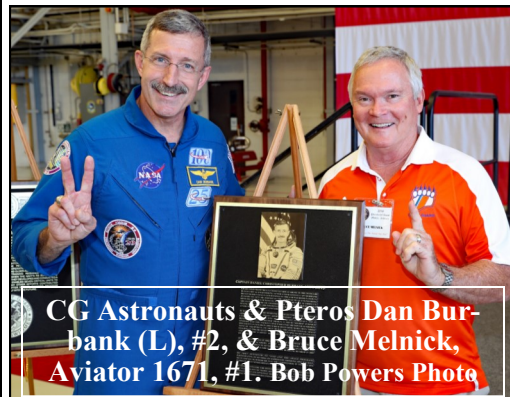


Bob Powers Photo

Renowned CG artist Bryan Snuffer was introduced and commented that he was humbled to be standing here today. He said your stories are everything; everything I do is a



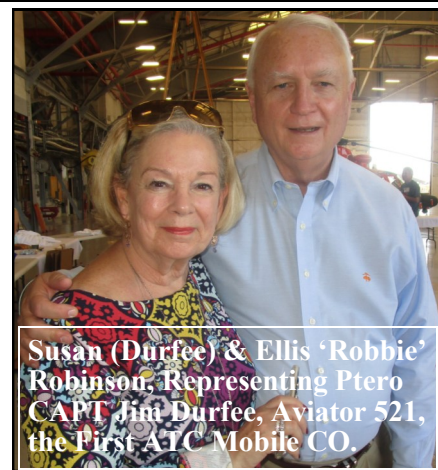
Bob Powers Photo



CG Astronauts & Pteros Dan Burbank (L), #2, & Bruce Melnick, Aviator 1671, #1. Bob Powers Photo



Bob Powers Photo



Susan (Durfée) & Ellis 'Robbie' Robinson, Representing Ptero CAPT Jim Durfée, Aviator 521, the First ATC Mobile CO.

ASMC Gary A. Cox, speaking for his fellow Rescue Swimmer honorees, said they never viewed their initial tasking as more than just doing their job. They were just being resourceful training other ASMs 'so that others may live.' He thanked the CGAA and their advocates and thanked Ptero Hugh O'Doherty, Aviator 1732, for inspiring them when the going was tough. The plaques for CAPT High, CAPT

reflection of you guys. It's truly a privilege to be part of CG aviation.' He then unveiled his ATC 50th anniversary commemorative painting.



VADM Ray, CAPT MacDonald, Bryan Snuffer, & MCPO Hill. Bob Powers Photo



Bob Powers Photo



ATC Mobile CO's Over the Years. Bob Powers Photo.

The anniversary celebration continued with aircraft tours and simulator rides (the number

of crashes wasn't logged). A few lucky souls were scheduled to ride in

the HU-16E. Unfortunately, it experienced radio problems while taxiing out for its first sortie. It was still awesome and nostalgic to watch and listen to the R-1820's belching smoke while firing up, smelling the AVGAS, and hearing their rhythmic cadence of blissful reciprocation.

Saturday night's banquet was attended by over 600. MC Ptero Bill Geers, Aviator 1456, welcomed everyone and said this was the greatest collection of CG aviators there probably ever was or will be. ATC Mobile Chaplain David Pahn, USN, gave the invocation. He thanked God for giving us the creativity and ingenuity to harness the power of flight to save lives. A moment of silence was observed for Stew Graham, Arnold Palmer, and Ptero Paul Langlois, Aviator 1954, who recently suffered an extremely debilitating illness.

ATC CO CAPT Tom MacDonald made some welcoming comments and introduced Mobile's mayor Sandy Stimpson, a champion of the CG in Mobile and who selected the USCG as Mobile's 'Patriot of the Year.' Mayor Stimpson said that ATC Mobile is a national asset. He congratulated us on our aviation Centennial. Ptero Prez Van Sice welcomed everyone and introduced some special guests: Ancient Al's Ray and Hill and Ptero Warren Mitchell, Aviator 243, 96, the second oldest living CG aviator and oldest Ptero present.



He then had all aviators #1000 and below, all sponsors, all previous Ancient Al's, and all awardees stand to be recognized. He congratulated the Roost committee and introduced former CG Rescue Swimmer Dave Riley who was recently elected National Commander of the Disabled American Veterans Assn. [See story on P. 4...Ed]

The CAPT Marion G. Shrode Safety Award was presented to the Safety Department of Sector Columbia River, LCDR James Cooley.



nance award was presented to AMT1 Jeremiah D. Branscomb of the Aviation Logistics Center (SRR Product Line).



During the period 01 June 2015 to 31 May 2016, LCDR Cooley volunteered to co-write the new FSO Professional Qualification Standard (PQS), a 300-page document that integrates numerous safety policies with FSO best practices. He dedicated countless off-duty hours working on this year-long project. The result of his efforts is a first-ever FSO PQS that provides the necessary tasks, learning objectives and techniques to ensure FSO incumbents are effective in their role as a unit safety officer.

LCDR Cooley assisted in the development and delivery of the latest revision of the COMDT (CG-1131) Crew Resource Management (CRM) instructor training module during the 2016 FSO Standardization Course. He consistently displayed superior communication skills through quality mishap reporting and safety analyses that triggered positive fleet-wide procedural changes, prevented the cancellation of a critical rotary-wing training venue, and generated risk management dialogues across the Service. Capitalizing on his influential roles as an FSO and unit Flight Examiner, he helped craft and test new air station training initiatives aimed at improving aircrew inland Search and Rescue skills. He created a unique Aviation Safety Newsletter podcast that entertains listeners while equipping them with actionable tips to operate in a more safe and effective manner. He also published an insightful article with an industry-leading law enforcement organization offering aviation professionals practical means to shape their aviation safety culture.

The Chief Oliver Berry Aviation Maintenance

HE DEMONSTRATED EXEMPLARY PERFORMANCE, TECHNICAL EXPERTISE AND LEADERSHIP IN ALL OF HIS MANY DUTIES, HE MET OR EXCEEDED ALL EXPECTATIONS, DEMONSTRATING EXTRAORDINARY STEWARDSHIP, SUPERIOR DEDICATION AND OUTSTANDING LEADERSHIP AS WELL AS SUPREME TECHNICAL KNOWLEDGE.

THE CDR ELMER STONE FIXED WING RESCUE AWARD WAS PRESENTED TO THE BARBERS POINT AIR STATION CREW OF HC-130 1790: LCDR ANTONE ALONGI, LT MATTHEW CHASE, CHIEF AVIATION MAINTENANCE TECHNICIAN JAMES STARR, AVIONICS ELECTRICAL TECHNICIAN FIRST CLASS WILLIAM OSTERHOUT, AVIONICS ELECTRICAL TECHNICIAN SECOND CLASS ROBERT WANDELL, AVIATION MAINTENANCE TECHNICIAN SECOND CLASS JEREMY ANDREWS, AND AVIATION MAINTENANCE TECHNICIAN THIRD CLASS DAELYN CHANEY. On 9 July 2015, Air Station Barbers Point received a request to assist the island nation of Kiribati in finding five fishermen who departed Teraina Island in a 14 foot skiff with no motor, radio or survival equipment, and had been missing for two days. The crew of CGNR 1790 oversaw the extensive planning effort to stage out of Christmas Island, and overcame significant logistical obstacles involved with operating out of an isolated foreign island nation. During the



search effort, the aircrew enlisted local sailing vessels in the search, and obtained drift calculations from a nearby schooner. After completing multiple patterns on the second day, the crew modified the search action plan provided, taking into account the previously deployed Self Locating Datum Marker Buoy drift information, on scene environmental data and local knowledge. On the second leg of the new search, CGNR 1790 located the vessel and five survivors over 200 miles from their departure location, well outside of any assigned search area. With no vessels within 200 miles and nearing BINGO fuel state, the crew delivered a Personal Locator Beacon from a crew survival vest along with a raft and supplies to ensure the stranded fishermen would survive overnight until a surface vessel arrived. Knowing that returning to scene in time to vector the rescue vessel to the location was paramount, the crew requested a waiver of crew rest requirements from the CO in order to relocate the skiff and provide position updates. Shortly after arriving back on scene with the skiff, they vectored the rescue vessel alongside the survivors.

THE CREW OF MH-60T 6032 OF AIRSTA SITKA RECEIVED OF THE 2016 CAPTAIN FRANK ERICKSON ROTARY WING RESCUE AWARD: LCDR CHRISTOPHER S. STOECKLER, LT MATTHEW R. HERRING, AET3 JEREMY A. REED, AST2 BRENDAN D. DENT, AND HST2 RYAN F. RANSOM.



They were cited for superior performance of duty responding to a downed aircraft in the vicinity of Point Howard, Alaska on 17 July 2015. Upon notification a plane carrying five passengers had impacted the side of a mountain, the crew of CG6032 immediately configured the helo cabin for multiple casualties, charted the most expeditious route and launched into deteriorating weather conditions. Enroute, the crew of CG6032 battled low clouds, 20-knots winds in light rain and mist, and 1/4 mile visibility during the 170 mile

transit. Due to the rugged terrain expected, CG6032 diverted to Juneau and embarked two Juneau Mountain Rescue (JMR) volunteers before continuing along a circuitous route via the inland pass with steeply rising terrain on both sides of the aircraft. Arriving at the last known position, the aircrew was unable to visually locate the crash site due to 600' ceilings, so the crew placed CG6032 in a high hover with the cabin door facing the mountain and had the flight mechanic con the aircraft vertically slowly ascending to the crash site while tracking the aircraft's emergency beacon and keeping the main and tail rotors clear of obstacles. At 1,300', the aircrew located the plane wreckage scattered amongst 200' tall trees. Unable to be lowered directly to the crash site, the Rescue Swimmer, Aviation Mission Specialist (AMS) corpsman and the two JMR personnel were hoisted to a small clearing 100' above the wreckage where they carefully descended via a precipitous 60 degree slope to assess the victims. The four ground personnel painstakingly transported one littered victim and assisted two other victims up the treacherously steep slope littered with aircraft debris, downed limbs and high winds to reach the only available hoisting area. With weather worsening, the crew of CG6032 conducted four demanding hoists of the injured survivors and AMS while overcoming a faulty internal communications system due to water intrusion from heavy rain. In order to avoid terrain and begin the transit to Juneau, CG6032 climbed into instrument conditions and then executed an approach to the water from 1500' down to 300'. They then navigated through 1/4 mile visibility, driving

winds and rain, while managing the faulty communication system to deliver the first three victims to emergency care. After delivering those survivors, CG6032 retraced the treacherous route to recover the last survivor and rescue team personnel. CAPT Joe Timmons presented the Coast Guard Medal to ASTC Michael S. Spencer for his performance of duty on 1 February 2016 as Rescue Swimmer of MH-60T CGNR 6003 during the search for a teenager that had fallen from a sea cliff at Cape Kiwanda, OR. While searching, CG 6003 observed the jettison of two fire and water res-

cue personnel from their rescue watercraft toward rocks and an adjacent sea cave. ASTC Spencer was lowered 80 feet from the MH-60 and, after entering the sea cave amidst crashing waves on the shoreline while still attached to the hoist cable, successfully prepared the most critically injured survivor for his hoist to safety and assisted in transferring them to emergency medical care.



Ancient Al VADM Ray remarked that this was an incredible night to be a part of this organization. He thanked George Krietemeyer and his committee for their labor of love and thanked his old XO, Bill Geers, for being the MC. He welcomed all of us to our family reunion. He told how the Wright Brothers overcame diversity and, just a few years later, Elmer Stone flew the NC-4 across the Atlantic and our two CG astronauts accomplished great things in the space program. He described the celebration of the miraculous CG rescue of 17 survivors over three days from the Sabena Airlines crash in Newfoundland 70 years ago. This was before I-phones! The CG showed incredible ingenuity and perseverance to accomplish their mission. Our current aviation people demonstrate the same ingenuity and perseverance every day. We're still getting the finest sons and daughters in America and they're excited to do what they're doing. He's amazed at their enthusiasm and professionalism. CG aviation is incredibly valuable to our nation, especially in the Arctic, in drug interdiction, and in response to the recent hurricanes. Our aviators and crewmembers understand where they fit in this long blue line and are ready to take their place in that line.

In his closing remarks, Prez Van Sice introduced Ptero RADM Dave Callahan, Aviator 2408, and Kathi and talked about Dave's heroic response to Hurricane Katrina as ATC Mobile CO in 2005. He said we all wish we were young again so we could sign up to do it again. He said he is awestruck at our awardees and their accomplishments.

Before the Sunday morning showing of the fascinating Naval Aviation Museum March Symposium video celebrating the CG Aviation Centennial, Ptero Joe Kimball answered many questions about the status and future of CG aviation. Ptero George Krietemeyer said that Ptero Gib Brown, Aviator 795, was sent by RADM Chet Richmond in 1966 to find a new air station on the Gulf Coast. He found Mobile and then Les High was assigned to make it happen.

The Roost closed out on a beautiful, sunny, record high temperature day as over 250 Pteros found their way to Battleship Alabama Memorial Park for a good old fashioned Gulf Coast Shrimp Boil. The food was fantastic – the company great and there was plenty to see and do.



HU-16E 2129 was flown into the Park almost 40 years ago by Pteros CDR Paul Lamb, Aviator 759, and LCDR Tom Frischmann, Aviator 1010. Since then it has withstood numerous hurricanes. During KATRINA, she broke loose and floated out to the Highway outside the front gate. Over the years, Park employees and ATC Chiefs have kept the 60+ year old aircraft in good shape.

HH-52 1378 was submerged under 6 feet of water during KATRINA. Numerous repairs and restorations have kept her in good shape during her 30 year residence at BBAL Park. Last year she was relocated to form the Fallen Guardians Monument which honors 12 CG personnel who lost their lives while pursuing CG missions in Alabama.

HO-4S 1258 is a recent arrival on loan from the National Naval Aviation Museum in Pensacola. Other displays include the USS DRUM – a WWII submarine and 25 military aircraft in the hangar. Several memorials to the Korean War, Vietnam War and the War on Terrorism (Fallen Heroes) were also available to visit.

A great time was had by all Pteros and the Centennial Roost ended on a very high note. [See MANY more fabulous Roost photos on our website, AOPtero.org ...Ed.]



Thanks, George!!!

PREZ MSG. FROM 2 from Ben Stoppe's basement to a small business in Annapolis called Stout Gear, and that effort has been hugely successful for our merchandising. Speaking of Jay, he also serves as our VP for Roosts, and we left Mobile without settling on a venue for 2017. If you are in a position to serve as a local Roost Coordinator, please contact Jay and let him know. That issue needs to be resolved now.

Ben Stoppe has served another year as our Treasurer and Executive Director. In those roles, he has managed to successfully pay all of the bills associated with the CG -1426 restoration, and serve as contracting officer for the organization. We have emerged from the restoration solvent and able to support the causes for which our organization was formed. He has also been the "corporate memory" as his service to our organization is about 13 years long.

Our by laws require that we hold an election for officers every two years. We may want to extend those terms, but the four elected positions, President, Vice President, Secretary, and Treasurer, have all been in those positions for more than two years. Please expect to see a ballot for officers in the next edition of the PTEROGRAM.

Enjoy the holidays, and travel safely! Jim Van Sice, Ptero 1777

ATTC Seeking Aviation Memorabilia

Aviation Technical Training Center, Elizabeth City is seeking historical aviation memorabilia to be put on display in ATTC's new Centennial Lounge and in the student barracks. Items such as flight gloves, flight helmets, log books, art work, or any other item considered historical in nature can be sent to ATTC directly care of Media Specialist Mike McCleary. Please contact Mike McCleary directly via email, Michael.J.McCleary@uscg.mil, before sending items and describe the item(s) being donated. Mike will provide shipping information. Help pass on the history of those before to those who come after.

A Miracle at Attu—The Rescue of CG-1600

CAPT's Ptero Bill Peterson, Aviator 1953, and Mike Wallace have written a historical non-fiction book: *The Miracle at Attu—The Rescue of CG-1600*. The book has been two years in the making using CG investigations (Mishap & Admin.), ship's logs, SITREPs, press releases, firsthand accounts, and interviews with most of the survivors. The book documents CGC Mellon, LORAN Station Attu, CGAS Kodiak, NORPACARCOORD Juneau, and the MELLON's ALPAT AVDET's actions to rescue the downed aircrew on the side of Weston Mountain in the remote and environmentally challenging conditions of the Western Aleutians and North Pacific.

Ptero and former CG Ancient Al RADM Jim Olson, Aviator 1563, penned the following foreword: "A Miracle at Attu: The Rescue of CG-1600 is an inspiring and emotional story of human error, courage, bravery, and survival. CAPT Bill Peterson's extraordinary account of the phenomenal rescue efforts following the crash of CG-1600 in the mountains of Attu Island is gripping and emotional. CAPT Peterson's words guide the reader to feel the tension, the danger, the risk, and the determination to locate the downed C-130, as well as find and rescue all of the crewmembers and passengers. This is a miraculous story of personal sacrifice and exceptional courage brought to us through the eyes of a young rescue pilot. He documents the heroic actions of all involved in the rescue including the surviving crewmembers. He captures the rescue effort by putting the reader right in the cockpit with him. The reader will feel how physically and psychologically draining the rescue effort was...for everyone involved.

It is available at Amazon & other distribution venues. 10% of the royalties will go to the CGAA and 10% to the CG Academy.

Coast Guard Foundation Salutes the Coast Guard

The 36th Annual Salute to the Coast Guard was held on October 6, 2016 in New York City, to honor Coast Guard heroics from around the country. The CG Cutter Bertholf received the Foundation's National Award for Heroism with 12 members of the Bertholf representing the crew who were honored for their work interdicting 19 drug-smuggling vessels in some of the most prolific and inherently dangerous counter-drug pursuits in CG history. From May 2015 to April 2016, the Bertholf and her detachments of cryptologists and HITRON Jacksonville completed two deployments to the Eastern Pacific totaling 213 days away from homeport. During these deployments, the team detained 58 suspected narco-traffickers and prevented over 50,700 lbs of narcotics - with a street value of over \$806 million - from reaching the U. S.



BM2 Walker Stippel accepts the CG Foundation's National Award for Heroism on behalf of the crew of CG Cutter Bertholf. U.S. C.G. photo.

Most notable were the interdictions of two self-propelled semi-submersible smuggling vessels, one of which being the first-ever

night time semi-sub interdiction. Additionally, during one eight-day period, Bertholf embarked a second HITRON helo and conducted nine high-tempo law enforcement missions resulting in seven successful interdictions. "This was a collaborative effort of all the teams embarked working together as one powerful force - we were astonishing," said BM2 Walker Stippel, who has been part of 25 drug interdictions during his time with the Bertholf. "We were an extraordinary team, from Captain to Seaman Apprentice, we could not have achieved the level of success without the immense amount of hard work required by each and every individual onboard."

"We are humbled to be able to honor the excellence of the Bertholf and [its] detachments for their outstanding achievements and tireless dedication in service to our nation," said CG Foundation President Anne B. Brengle. "They are truly deserving of our National Award for Heroism."

USCGA Flight Team NIFA 2016 Report By Ptero CDR Andrew Guedry, Av. 3503



CDR Andy Guedry (L), 4/c Ashley Sandquist, 1/c Abby Culp, 1/c Caleb Teachout, 2/c Tom Dalton, 2/c Zach Serna, 2/c Cory Creswell, 1/c Keith Holmes (captain), 1/c Brendan Flynn.

I am happy to report that the CGA Flight Team competed in the 2016 National Collegiate Flying Association Region VII competition 15-16 October in Schenectady, New York. In only their second year of competition, the team was able to rack up 125 total points and finish in 7th place improving upon last year's performance of 90 points and 8th place. We even managed to take a trophy and medal home for the first time. We are certainly trending in the right direction.

Notable performances:

1/c Keith Holmes placed 2nd out of 21 in the flight simulator (one of the many benefits from having our new RedBird simulator!).

2/c Cory Creswell placed 4th out of 14 in the aircraft preflight event.

1/c Caleb Teachout (pilot) and 1/c

Brendan Flynn (dropmaster) placed 7th out of 35 in the message drop flight event. 2/c Tom Dalton placed 8th out of 35 in the power off landing flight event. 1/c Keith Holmes placed 9th out of 35 on the E6B flight computer written exam. 4/c Ashley Sandquist (pilot) and 1/c Caleb Teachout (navigator) placed 13th out of 21 in the navigation flight event.

I'm proud of our team that fought hard against the fierce competition of the many aviation school powerhouses in attendance. Schools such as Delaware State, Farmingdale State and Bridgewater State have deep fields of competitors majoring in aviation degrees and in flight training programs giving them the opportunity to fly 3-4 times a week and take classes directly connected with many of the events. The fact that we were

able to place high in several of these events is a true testament to the dedication and hard work of our cadets.

The team now shifts its sights and will be going to prepare for the Armed Forces Invitational competition held in the spring and hosted by West Point. Although this is a non-NIFA event, it's always fun to compete against Army and Navy and enjoy the interservice comradery.

On a closing note, I want to pass along a sincere thank you to everyone that has made the establishment and growth of our flight team possible. In only two short years of existence, we are at a point well beyond what I expected. The command at CGA has supported us 100% of the way and the majority of our operations are funded through the aviation alumni. The team is very appreciative of all of this and I can confidently speak for all of them in saying thank you to all!



1/c Abby Culp (L), 1/c Keith Holmes, 2/c Tom Dalton, 1/c Caleb Teachout

Sector Humboldt Bay Celebrates 100 Years of Coast Guard Aviation

By Ptero ENS Neil Romans, Aviator 4626A

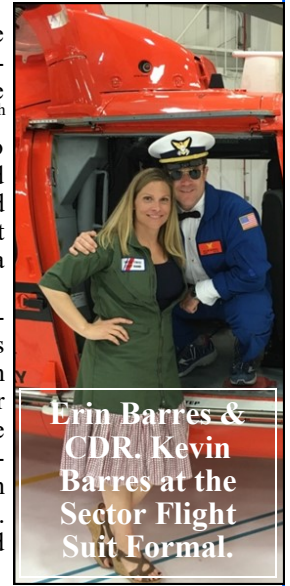
CG Sector Humboldt Bay serves the people of northern California from the Oregon border to the Mendocino/Sonoma county line. Majestic redwoods and fog cover coastal mountains that start almost immediately next to the sea create a dramatic and rugged landscape. As powerful winter storms churn the seas and pound the treacherous shore, the CG men and women of Sector Humboldt Bay are standing the watch, and enthusiastically celebrate 100 years of flying into the storm.

To kick off a yearlong celebration of flight, Sector Humboldt Bay paraded three helicopters through the communities of northern California in a fantastic display of formation flight. The magnitude of the occasion emphasized by the fact that these were Sector Humboldt Bay's only three helicopters assigned at the time and patiently waited weeks for a break in the winter weather. As the clouds parted on February 9th 2016, the ready crew took flight and positioned themselves at the lead of the formation, flanked by two MH-65D Dolphins and trailed by two photographers in a chase plane. The formation displayed skill and airmanship along the northern California coast and graced Trinidad lighthouse, Battery Point lighthouse in Crescent City, as well as the historic Victorian waterfront of Eureka and the Humboldt Bay entrance.



Three MH-65D helicopters approaching Battery Point, Crescent City, CA.

Every Centennial needs a formal celebration, and to continue the celebration, the hangar at Sector Humboldt Bay was converted into a full gala and witnessed a flight suit formal on May 20th. CG men and women of all rates and ranks and their significant others put their creativity on display with vintage and decorated flight suits to fit the occasion. Ptero CDR Kevin Barres, Aviator 3500 & Response Officer at Sector, won best dressed for his representation of a cavalier CG pilot. CAPT Arthur Snyder, Sector Humboldt Bay CO, journeyed

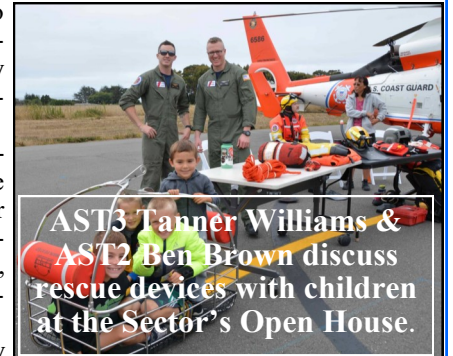


Erin Barres & CDR. Kevin Barres at the Sector Flight Suit Formal.

through the roots of CG Aviation with an attentive audience. CDR Olav Saboe, XO, paid homage and respect to the crews of CG Rescue 1363, 6541, and 6549, who responded to calls of distress in dire conditions and paid the ultimate sacrifice. As the occasion concluded, the SAR alarm sounded followed by a pipe of a mariner in distress. Friends and family witnessed firsthand the CG's call to service. As families stood watching through open hangar doors into the dark drizzly night, the ready crew departed into the abyss to save a life.

On August 27th, in conjunction with CG City Eureka's month long tribute to the CG, Sector Humboldt Bay opened its doors and invited the public and invited the CG City to come and revel in 100 years of lifesaving aviation service and history. As a closing ceremony for August CG City Days, the open house featured a search and rescue demonstration, a centennial painted MH-65D from AirSta San Francisco, "Young Eagles" T-6 vintage airplane, food, drink and music. It was a rare Humboldt summer day of clear skies and warm temperatures with over 600 attendees and requests to make it an annual event.

Looking to the future, Sector Humboldt Bay has received a 4th MH-65D that will deploy shipboard and land based across the Pacific in support of global threat areas and maritime domain awareness. As always, the Sector stands ready to answer the call.



AST3 Tanner Williams & AST2 Ben Brown discuss rescue devices with children at the Sector's Open House.



Four CG Aviators Inducted into CG Academy's Hall of Heroes

Ptero CAPT (Ret.) Bill Peterson, Aviator 1953 and CGA class of 1976, was inducted into the Academy Hall of Heroes on 10 November for his outstanding performance of duty as a helicopter Aircraft Commander and part of the ground party in the rescue of 11 victims of a CG HC-130 that crashed into a hillside on Attu Island, Alaska in 1982 while on a logistics flight. There were nine survivors. CAPT Peterson was awarded a Distinguished Flying Cross for his performance and recently wrote a book "A Miracle at Attu: The Rescue of CG-1600" about the case.



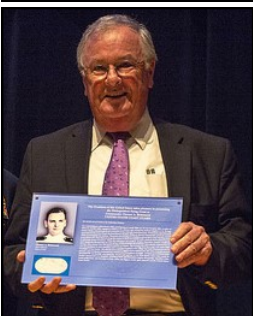
CG Photos by PO3 Nicole Barger



Remaining wreckage shortly after HC-130H #1600 crashed on July 30, 1982. USCG photo

CAPT Donald Macdiarmid, class of 1929 & Aviator 59 (pioneer offshore landing technique developer),

CAPT Frank Erickson, class of 1931, CG Helo Pilot #1 & Aviator 32 (father of the Coast Guard helicopter), and RADM Chester A. Richmond, class of 1941 & Aviator 146, were also inducted posthumously. The plaques of recognition were presented by RADM James Rendon, CGA Superintendent, and Regimental Commander Cadet 1/C Sydney Mills. Ptero CAPT Joe Kimball, Aviator 3211, accepted CAPT Erickson's plaque. RADM Richmond's plaque was accepted by his son, Robert, and CAPT MacDiarmid's plaque was accepted by his son and daughter.





Ptero Jim Loomis (L), Aviator 1179, retired CG LCDR, & Allan Kaupinen '57, representing the 1954 football team, presented the Rittichier Award to Matt Dellinger '16 at a special ceremony in Dix Stadium. (Kent State University Magazine Photo & Story.)

A Hero's Legacy

When Jack Rittichier '56 attended Kent State, he was a big man on campus—captain of the football and track teams, chair of the Pork Barrel (a campus entertainment) and an officer in the ROTC. “He was James Dean and Marlon Brando all in one package,” recalls former football teammate Allan Kaupinen '57. “When he walked across campus, you noticed him.”

Kaupinen has spent a good part of the last seven years making sure Kent State remembers Jack Rittichier—and not just for his 90-yard touchdown run against Bowling Green that propelled Kent State into its first bowl game, the 1954 Refrigerator Bowl in Evansville, Indiana.

That run made him a campus hero, but Rittichier became a national war hero, the only U.S. Coast Guard aviator killed in Vietnam when he was shot down during an heroic rescue mission in 1968.

The remains of Rittichier and his crew were recovered in 2002, and he was buried with full military honors at Arlington National Cemetery in 2003. The former Coast Guard pilot who relieved Rittichier in Vietnam, Jim Loomis, interviewed Kaupinen seven years ago for a book he's writing. They joined forces with the Coast Guard Aviation Association (CGAA) and Kent State University Athletics to honor Rittichier at a reunion of the 1954 Refrigerator Bowl team and to rename the football team's Most Valuable Player award after him in 2009. The CGAA funded a Rittichier memorial in Dix Stadium and later a bronze Heisman-like trophy (based on a sculpture titled “Jack's Run”) given to the team's MVP each year since 2014. Pteros

Kyle Jones, Av. 1438, and Dave Young, Av. —, contributed to the making of the trophy.

Linebacker Matt Dellinger '16 (Clarkston, Mich.)—Mid-American Conference (MAC) Distinguished Scholar Athlete, three-time Academic All-MAC Team and All-MAC Third Team this past season—received the LT Jack Columbus Rittichier Award this spring. “I hope to continue this legacy and make Jack proud,” says Dellinger, who enlisted in the U.S. Navy in June, completed Navy basic training in August, and entered the Navy SEAL program on October 1st. He comes from a military family. (his father was a Marine).

Hall of Honor FROM 8

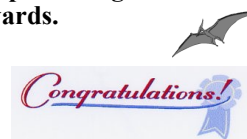
THOSE GRADUATES THEN ENABLED SEVEN CRITICAL AIR STATIONS TO START DEPLOYING RESCUE SWIMMERS.

THESE, AND THE MANY OTHER EFFORTS OF THESE 12 ASMs, CONTRIBUTED MIGHTILY IN MAKING THE USCG HELICOPTER RESCUE SWIMMER PROGRAM COME TO FRUITION, AND TO SUSTAIN ITSELF INTO THE FUTURE.



A graduate of the USCG Academy Class of 1985, CAPT Burbank was designated Coast Guard Aviator No. 2672 in 1988, and became a CG Aeronautical Engineering Officer, serving at three CG Air Stations, where he amassed over 3,500 flight hours, while supporting CG missions. In 1996, then LCDR Burbank was selected for the NASA Astronaut program, completed his training and was designated CG Astronaut No. 2. While with NASA, Burbank flew as Mission Specialist on two U.S. Space Shuttle flights – STS-106 and STS-115, supporting the International Space Station. On the later flight, he performed a seven hour space walk for ISS maintenance.

After a number of years where CAPT Burbank was a professor at the Academy, he returned to NASA, where he flew on several ISS expeditions (ISS 29 & ISS 30), culminating with being the ISS commander on the later. His total time in space amounts to over 248 days. CAPT Burbank holds two Defense Superior Service Medals, the Legion of Merit, the Air Medal, the NASA Exceptional Service Medal, three NASA Space Flight Medals, and other awards.



Vintage C.G. Auxiliary Flight Suits



Researched by Auxiliarist Joseph Giannattasio. CG Auxiliary photoby Tom Callahan.

NEW CASTLE, DE - (LtoR) Ptero Joseph Giannattasio, P-3021, Ron Kripas, and Patricia Kuhn wearing various period Auxiliary flight suits during a District 5NR Auxiliary Aviation (AUXAIR) safety seminar. Traditionally, AUXAIR flight suits are similar in pattern, color and design specified for Active Duty CG aviators. Beginning in the 1960s and 70s, Auxiliary aviators utilized issued military green flight suits made of fire retardant material. Then, about 1987, the USCG switched over to what was called NASA flight suits. They were the same as the green flight suits, except they had shoulder epaulettes and were blue. Around 2005 the Auxiliary switched to the sage green flight suits made of Nomex material, which is currently in use. 2016 marks the 100th anniversary of CG aviation and the 71st Anniversary of the Auxiliary's aviation program.



Arcturus: Distinguished Amphibian in the History of Coast Guard aviation

By William H. Thiesen, Coast Guard Atlantic Area Historian

In the early 1930s, Coast Guard Commandant Frederick Billard decided to acquire state-of-the-art flying boats capable of performing rescues by landing on the open sea. The first aircraft designed from the start for CG use, these new amphibians became known as the Coast Guard's "FLBs" (for Flying Life Boats). The CG awarded a \$360,000 contract to build five seaplanes to the American Fokker Aircraft Corporation, then known as the General Aviation Manufacturing Corporation. They were the last Fokker aircraft built in the U.S.



Commissioning of an FLB by CDR Norman Hall at the Naval Operating Base-Norfolk amphibian flight deck. (Coast Guard Collection)

General Aviation's planners based the new FLB design on the Fokker F-11 flying boat, a smaller single-engine amphibian produced for civilian use as an "Air Yacht." The FLB specifications called for a strong and durable aircraft capable of "observing, landing and returning with rescued crew of distressed craft and/or capable of landing, taking aboard fifteen or more passengers and standing by for lengthy periods on [the] surface until rescued members can be transferred to surface craft." The FLBs incorporated a retractable beaching gear (wheels used only for exiting the water onto land), two reverse-facing pusher engines located above a nearly seventy-five foot wingspan, watertight bulkheads, long and short wave radio, and the latest in direction finding equipment.

The FLBs differed from other CG aircraft in receiving names in addition to numeric designations. The FLBs were all named for important stars whose names began with the letter "A." General Aviation delivered the first FLB, FLB-51, in April 1932, and Commandant Billard's daughter christened her *Antares*. General Aviation

delivered the four other FLBs later the same year. The CG accepted the last one, FLB-55, in November 1932 and stationed her at Air Station Miami. The Service christened her *Arcturus* and she would become the most famous of the FLBs.



Arcturus, one of five FLBs christened with names of stars in addition to numeric designations. It was on board *Arcturus* that von Paulsen earned the first Gold Lifesaving Medal awarded for an aviation SAR case. (CG Collection)

On Sunday, New Year's Day 1933, LCDR Carl Christian Von Paulsen (Class of 1913) started out on what would become one of the Service's most famous aviation search and rescue missions. At mid-day, Von Paulsen and his crew took off from Air Station Miami in *Arcturus* to rescue a teenage boy blown offshore by a severe storm near Cape Canaveral. *Arcturus* met stiff headwinds, rain and low visibility during the rescue mission, but Von Paulsen located the missing teenager adrift in a skiff thirty miles southeast of the Cape and managed to land the aircraft in seas between twelve and fifteen feet. The crew rescued the boy, but the aircraft had sustained wing damage during the landing preventing flight thereafter. Von Paulsen taxied *Arcturus* toward the coast and the seaplane lost parts of her wings to the stormy seas. However, the amphibian's boat-shaped fuselage rode the waves comfortably and the crew and survivor landed safely on the beach. Through his dogged determination and skillful handling of *Arcturus*, Von Paulsen completed the mission. This was the first aviation rescue case to receive the Gold Lifesaving Medal and it demonstrated beyond a doubt the importance of aviation for Coast Guard search and rescue operations.

On Monday, June 24th, 1935, U.S. Army Transport *Republic* radioed from near the Bahamas requesting emergency medical evacuation for an Army officer. The officer

required immediate medical attention, so that afternoon, CG Lieutenant Carl Olsen (Class of 1928) took to the sky in *Arcturus*. After flying over three hours and three hundred miles through dark clouds and dangerous thunderstorms, Olsen sighted the lights of the transport and landed close to the ship. Despite heavy seas, the transfer of the patient by lifeboat from the *Republic* to the *Arcturus* took only forty-five minutes. The

transport then shone her searchlights into the eye of the wind to illuminate Olsen's take-off path and the *Arcturus* was again airborne. On the return flight, Olsen contended with further storms, rain and lightning, as well as faulty navigation equipment broken by the rough water landing. Weather disrupted radio communications, so Olsen could not obtain information on weather or alternate landing fields.

Finally, in the early morning hours of the 25th, *Arcturus* arrived at Miami Air Station and an ambulance whisked away the officer to the hospital for an emergency operation. For this rescue case, Olsen received commendation letters from the commandant and Treasury Secretary and he received the Coast Guard's first Distinguished Flying Cross. Regarding these honors, Olsen later commented "*Back then in the Coast Guard you were just supposed to do the job—if not, you got court-martialed.*"

After Miami, the Service assigned *Arcturus* to Air Station Salem and, in December 1938, transferred her to Air Station St. Petersburg. *Arcturus* had flown under a number of notable CG pilots, some of whom earned the highest honors bestowed on aviators. By 1941, after nine years, *Arcturus* had reached the end of her service life and, in August 1941, the Service decommissioned *Arcturus*, cut her up and scrapped her. *Arcturus* served as an important search and rescue platform for members of the long blue line, and helped shape the history of Coast Guard aviation.



Ancient Albatross #25 Letter to Pteros By Ptero VADM Charles Ray, Aviator 2311



Thanks to each and everyone who had a role in planning and executing the greatest gathering of Coast Guard Aviators in the history of our Service. Everyone I spoke with who attended the Roost in Mobile agreed that it was, indeed, a very special gathering. From our WWII era Aviators

to the most recent Ptero recruits; the opportunity to spend time with that group was a once in a lifetime experience.

I expect that in another 100 years they will be saying the same thing. I say this because of my recent opportunities to engage with those standing the watch right now and who will write the history moving forward.

Recently, I visited the Aviation Technical Training Center in Elizabeth City and observed a group of the brightest and most motivated young aviation maintenance students in the world. They under the instruction and guidance of our world class cadre of instructors, second to none. Because of them, our "fixers" will ensure that our "flyers" strap on air worthy machines, every time!

Right down the road, I walked the hangar decks of the Aviation Logistics Center and saw the pride and craftsmanship of our work force there that enable the Coast Guard to safely maintain and fly aircraft well beyond what other organizations would believe possible. We are able to do this because we have a team of maintenance professionals that are the best in the world and who know what is riding on each aircraft they deliver. Because of them, we can safely go into the storm.

Finally, I am assured that we will be enjoying a similar celebration in another 100 years because of the quality of the Commanding Officers who will lead our folks in the years ahead. I met with the current Aviation CO's when I was in Mobile before the Roost and you would be hard pressed to find a finer group of leaders. Each one of them has distinguished themselves as an operator and tactical expert across our mission sets. More importantly, each one of them has demonstrated the "Servant Leadership" that inspires our young people to do the great things they do. I couldn't be prouder of that group of leaders.

So, in another 100 years when my great grandchildren are gathered to tell the tales of Coast Guard Aviation; they will be just as inspirational as those we heard in Mobile. For the power of Coast Guard Aviation lies in the people that are drawn to our missions. Thank you all for your Service. Semper Paratus!
Sincerely, VADM Charlie Ray #2311



CGAA Centennial Coordinator Notes By Ptero VADM John Currier, Aviator 1877 & Ancient Albatross #23



Greetings Fellow Pteros,

As 2016 draws to a close, this is my final update as CGAA coordinator for our Aviation Centennial Celebration. By all accounts, we achieved our goals of helping to educate the public regarding the contributions of Coast Guard Aviation to the wellbeing of our Nation over the past century.

Through literally hundreds of activities we paid appropriate homage to our fore-bearers who built Coast Guard aviation from an idea to a unique instrument for national security. We are a successful enterprise due to their dedication, vision and, on occasion, ultimate sacrifice.

As you are aware, our official year of observance commenced with the 129th birthday celebration of CDR Elmer "Archie" Stone on 22 January. The Commandant spoke of the tremendous value and contributions of the aviation component to the missions of the Coast Guard. These remarks set the tone for the entire year.

Through a solid partnership between our active duty brothers and sisters, mainly coordinated through the Office of Aviation (CG-711) and Aviation Engineering (CG-41), combined with a Coast Guard-wide working group comprised of local air station reps and the Coast Guard Aviation Association, efforts were focused to maximize the celebration. CAPT Joe Kimball led the effort to ensure that events were supported and coordinated for all of the many players - all in addition to his very busy day job - GREAT work Joe! CAPT Sal Palm-

eri and the engineers coordinated the legacy paint schemes on each aircraft type, a visual tribute to our past.

The centerpiece of the Centennial year was the restoration and display of HH52A CG1426 at the Smithsonian Air and Space Museum, Udvar-Hazy campus. Led by RADM Bob Johanson and supported by a cast of many, the aircraft was acquired, restored to museum condition and donated for display. CGAA awarded a contract to Vector CSP for the actual restoration. Through the contractor's leadership and herculean efforts, the complex job was completed on time and under budget. Working with CG-711 and CG-41, the finished aircraft was transported to the museum for dedication on 14 April. This event culminated the efforts of many people who were completely committed to the success of the "Phoenix Project." The display should make us all proud!

Many other notable achievements spanned the Centennial Year. CGAA established an Aviation Centennial website that hosted postings related to a master calendar of Centennial related events, historical pieces (thanks, Bear) and a revamped CGAA "store" for the sale of related merchandise.

Among dozens of national level events, our Centennial was highlighted at the Oshkosh Air Venture, one of the largest aviation events in the world. Our aircraft and leaders were prominently engaged educating the general aviation public regarding our 100 years of service.

Across the country, numerous major airshows and local unit celebrations highlighted the theme of our Centennial Year. The scope of these events is beyond description in a short article, but suffice to say, our community was very well represented.

One sad note this year was the September passing of CDR Stewart Graham at his home in Maine. In his 97th year, he maintained his aviation pioneering spirit through the very end. The Graham family kindly donated a large number of his possessions, virtually

all of significant historical value. Kudos to CAPT Kimball and the staff of the CG Historian's Office who collectively responded to a last minute request and mobilized to recover and preserve the artifacts. These items will add materially to our knowledge of the early years of helicopter development.

The Centennial Year officially ended with a fantastic Roost held in Mobile. Under the co-direction of CAPT (ret) George Krietemeyer and CAPT Tom McDonald, CO of ATC, several-hundred Pteros and supporters gathered in Mobile for one of the most successful Roosts ever. The three day event was chock full of fun and interesting activities culminating in a successful awards banquet and finally, our annual CGAA business meeting. We owe much to the Mobile Roost squad!

Despite the official end of the Coast Guard Aviation Centennial Year at the Mobile Roost, there remains one additional event in 2016. On December 17th, the First Flight Society will honor the legacies of CDR Frank Erickson and CDR Stewart Graham through the inscription of their names on the monument at Kill Devil Hills - truly appropriate recognition for two pioneering heroes in rotary wing flight.

A personal note; on behalf of all in our community, I'd like to thank CGAA leadership including RADM (ret) Jim VanSice, Ben Stoppe, Mark D'Andrea, Gary Grow, Jay Crouthers and others who worked diligently to make the Centennial Year a real success. Additionally, thanks to our active duty brethren for shouldering the load and including the Pterodactyls as partners in making the Centennial Year successful. VADM Charlie Ray, as Ancient Albatross, demonstrated superior leadership in highlighting our community achievements. Vector CSP, Stan Walz in particular, supported the Centennial efforts at every turn. The generosity of the Coast Guard Foundation and others facilitated a successful Centennial celebration. Thanks to all!

Bravo Zulu to all who contributed in making the Centennial of Coast Guard Aviation a fitting tribute to our past and an inspirational launch into the next 100 years!

VADM John Currier, Aviator #1877, Ancient Albatross #23

[Heartfelt thanks to VADM (Ret.) Currier for serving as our CGAA Centennial Coordinator. His leadership shone throughout. I remember back to the '14 Roost Business meeting at the Cape when he announced that he was willing to take on the assignment and he pleaded for help to pull this off because he couldn't do it all himself. The response probably wasn't as enthusiastic as he expected, but I think what we all, the entire CG aviation community: active, retired, and auxiliaries, accomplished this year was nothing short of phenomenal! Could we have done more? Probably. Should we have had a traveling exhibit of CG aviation artifacts to visit each air station for a week? Maybe. Be that as it may, I'm very proud to say I played a small part in it and was alive to enjoy all of the fabulous Centennial experiences that I attended...Ed.]

The Coast Guard Flight Crew By Ptero John 'Bear' Moseley, Av. 743

CG flight crews are an essential part of the operational capability of the USCG. Their primary duty is operational response to search and rescue, law and treaties enforcement, marine environmental protection, and military readiness. Their accomplishments in the Search and Rescue mission borders upon the legendary. They are both dedicated and extraordinarily competent. There is special relationship between crew members which is unique to CG Aviation. Academically, this could be identified as a shared mental model or mindset. In operational language it is a culture of mutual respect and team mentality resulting in a successful mission in a high risk environment.

There are many examples of aircrew competence and courage. I have chosen a few to represent the many.

AMT3 James M. McGinley was awarded the Distinguished Flying Cross for extraordinary achievement while participating in aerial flight on the Coast Guard HH-60J helicopter CG6042 on 13 November 2003, as Flight Mechanic. Responding to a distress call from the S/V LADY SAMANTHA, which was disabled 150 nautical miles south of Cape Cod, MA, the aircrew fought 85-knot wind gusts to find the vessel being helplessly battered by massive seas. It frequently

rolled until its masts were in the water, and the wildly swinging rigging made a direct hoist to the vessel impossible. The sailors

tried to abandon ship into their life raft, but the weather conditions parted the tether and it quickly disappeared downwind. The aircrew then ordered the sailors to enter the raging seas one at a time so they could be hoisted from the water. Undaunted by the massive 50-foot waves and 75 knot winds, Petty Officer McGinley provided precise aircraft conning commands while expertly timing the perfect delivery of the rescue swimmer into the back side of a wave. He then provided continuous conning commands to hold the aircraft in position, while simultaneously paying out and retracting the cable at maximum speed to compensate for the huge waves. When the swimmer was ready with the first survivor, Petty Officer McGinley skillfully guided the aircraft overhead and deftly hoisted them from the top of a wave. Through remarkable skill he overcame the incredibly difficult and dangerous conditions to complete the first rescue in only 8 minutes. The same procedures were followed for the second rescue, but on the third, the survivor slipped out of her life jacket and was in imminent danger of succumbing to the frigid waters. Petty Officer McGinley immediately delivered the rescue swimmer directly to the survivor just as she was about to go under. On the fourth rescue, complete darkness had fallen, obscuring the approaching wave crests. As Petty Officer McGinley lowered the swimmer into the water, a massive wave broke on top of him,

holding him below the surface for a tense 27 seconds. Displaying incredible composure, McGinley kept the pilot in position above the swimmer as he was dragged by the enormous wave. His skill prevented injury to the swimmer, and the aircrew then proceeded to recover the last two victims. Petty Officer McGinley's actions, skill and valor were instrumental in the rescue of 5 persons and are in keeping with the highest traditions of CG Aviation

LT Troy A. Beshears was awarded the Distinguished Flying Cross for extraordinary achievement in aerial flight while serving as pilot aboard HH-65A CGNR 6539 on the night of 5 July 2000, responding to a reported oil rig fire. He displayed exceptional fortitude during the evacuation of 51 people.

AST1 Brian E. Laubenstein was awarded the Distinguished Flying Cross for extraordinary heroism while participating in aerial flight as Rescue Swimmer aboard HH-60J Helicopter CG6042 on 13 November 2003.

AMT3 John J. Overholt was awarded the Distinguished Flying Cross for extraordinary achievement while participating in aerial flight as flight mechanic aboard Coast Guard helicopter 6023 on 22 January 1999. The crew was engaged in the perilous night rescue of six crewmen from the fishing vessel NOWITNA, which was disabled and taking on water in heavy seas 75 miles northwest of Cold Bay, Alaska.



The 'Goat' and the 'Goat Herders'

From the USCG Aviation Yearbook



The Grumman Model G-64, the largest of a series of amphibians designed and manufactured by the Grumman Aircraft Corporation, was the only one originally developed for the military. The Model G-64 was a continuation of the Model 21, JRF Goose design philosophy. It had a conventional two-step hull into which the main landing gear retracted; had a high wing; a single tail unit; and fixed stabilizing floats attached to the wings. The Model 64 structure, however, was refined to reduce drag; it had a cantilever tailplane; and tricycle landing gear. The Model 64 was larger and more powerful than the JRF; longer ranged and much more versatile. It was powered by two Wright 1820-76 engines rated at 1425 horsepower.

Initially designated JR2F-1, the Navy decided during development, that the initial order would be for an Anti-Submarine Warfare aircraft configuration to be designated PF-1s. Meanwhile the aircraft had caught the attention of the newly created US Air Force Rescue Service. They were interested in using the aircraft as a search and rescue aircraft to replace the converted B-17s and B-29s presently in use. The initial Air Force procurement order was for 52 of these aircraft, designated as SA-16As, the first of which was delivered in July of 1949. Grumman delivered a total of 297 SA-16As to the USAF.

Due in large part to correspondence initiated by Congressman Herbert Bonner, addressed to Treasury Secretary John W. Snyder, as to the state of Coast Guard aviation, funds became available for the purchase of the Grumman Albatross as a replacement for obsolescent Coast Guard SAR aircraft. Designated UF-1G, four were delivered in 1951;

nine in 1952; nine in 1953; and an additional 14 in 1954. In addition, due to a change in Air Force rescue requirements, 15 Air Force SA-16As ordered from Grumman during 1952 were delivered to the Coast Guard as UF-1Gs with serial numbers 2121 to 2135. Beginning in December of 1953, 51 more SA-16s that had previously served in the Air Force were acquired. Coast Guard aircraft numbers were derived by assigning the last four digits of the Air Force serial number.

The Albatross proved to be ideal for the Coast Guard. It could operate from both land and water. The aircraft were very mission adaptable and were located at air stations throughout the Continental United States as well as Alaska, Bermuda, Puerto Rico, Hawaii, Guam, and the Philippines. The external store racks fitted to each wing were used to carry 295 gallon drop tanks. When combined with the fuel capacity of the main tanks and fuel carried in the wing floats a range of over 2100 nautical miles and 14 plus hours in the air, with sufficient fuel reserve, was obtained, making it an excellent search vehicle. In addition to search and rescue the Albatross flew fishery patrols, pollution surveillance patrols, aids to navigation missions, logistic supply missions, law enforcement duties. A main cabin designed to carry ten passengers was equipped with a series of cargo tie down points which enabled the UF to be used to supply isolated duty stations throughout the Coast Guard. Servicing at these locations was limited and the aircraft fuel system was such that gasoline could be put into the float tanks from 55 gallon drums and then transferred to the main tanks. For take-offs in open sea or short field operations it could be fitted with JATO affixed to each side of the aft fuselage.

Grumman engineers modified the UF-1G by adding a 70 inch wing section outboard

of each engine and a 39 inch wing tip extension coupled with leading edge wing camber to replace the leading edge slots. Because of the increased wing area, the ailerons, vertical fin, and stabilizers were increased in size. This modification resulted in a vast improvement in performance. The modification also resulted in an increase in gross weight of 5000 pounds, an increase in cruise speed of 15 knots with no increase in fuel consumption and the stall speed was lowered to 64 knots. The Coast Guard UF-1G aircraft were all converted to the UF-2G configuration.

When the standardization of military aircraft identification went into effect in 1962; the UF-2G became the HU-16E. Early on it was known as the UF but during the 32 years of service with the Coast Guard it became known among all, except the absolute purists, as the "Goat". It is not clear how the name originated but it was used as a term of affection. Those that flew the aircraft were the known as "Goat Herders". By the mid 1970s the active fleet had dwindled to 20, located at five air stations. The aircraft were retired as they approached the 11,000 flight hour limit. On 10 March 1983, the last operational "Goat", CGNR 7250, made its final flight. In the intervening years, these aircraft flew well over 500,000 hours and a countless number of people owe their lives to them and the crews that flew them.

The Albatross was designed for optimal 4 ft seas, and could land in more severe conditions. With JATO, takeoffs could be made in 5- 9 ft. seas. There have been take-offs made without JATO that exceeded the 5 foot figure. With lives at stake there were numerous times when "possible" was substantially re-defined. Your author, a former Goat Herder, was one as was LT. Bobby C. Wilks:

During the Cuban Missile crisis, Bobby and crew took off from Opa Locka in HU-16 7234 on a patrol along the standard Andros Island – Key Lobo – Cay Sal Banks route. The mission was to search for Soviet Bloc ships inbound to Cuba with missiles. Meanwhile, a drama was unfolding aboard the radar picket ship USS Mills, call sign Tango. A seriously ill sailor needed an operation to save his life. The District RCC and medical experts agreed on evacuation by air and Bobby proceeded to rendezvous. Upon arrival at 1000 ft, Bobby and his co-pilot Ernie Allen did a sea evaluation. Wind was acceptable at 15-20 knots and swells seemed to be acceptable for a landing. But when he slowed the aircraft down and dragged

the area at 200 feet they saw two wave systems crossed each other at 30 degrees causing 5 to 10 foot troughs. He also noticed that the wake of the DE Mills had a calming effect on the water. Bobby contacted the Mills and informed them that the calmest part of the ocean appeared to be their wake and asked what their top speed was. The answer- 27 Knots. Bobby asked them to do 27 knots so he could observe their wake. It was a go and he asked the district for permission to land. Reply was pilot's discretion. Bobby then asked the Mills to do top speed and he would land in their wake. With flaps down 40 degrees, Bobby turned final. He then flew only a few feet above the wake at minimum airspeed. He picked his spot, chopped the power and entered the water. One skip, a few hard bounces and the props into reverse—the aircraft came to a stop in a cloud of spray just short of the Mills. No damage to the tough old "Goat."

The Mills placed herself broadside to the swells smoothing out the water and the patient was transferred. The problem now would be getting off the water. Because Bobby was told that the patient's life depended upon getting him to the hospital, Bobby had landed without JATO. The decision had not been made lightly. Bobby again used the ship's wake for takeoff. He had to abort as he was closing on the ship rapidly and was not airborne. He radioed the ship and informed them he was going to try again. He then turned to Ernie and told him that they were going to start with zero degrees flaps this time (non standard procedure) and when he called for flaps Ernie was to lower them to 30 degrees and no more. Ernie gave him a questioning look and Bobby said "Just do it." The take off was commenced, water on the windshield, spray everywhere, as the aircraft gained speed. Rising up on a swell he had his speed and asked for flaps thirty. The aircraft popped out of the water hanging on the props. Then gaining airspeed, Bobby ever so gently veered past the stern of the Mills and started his climbout. As the aircraft continued to gain speed – flaps were moved in increments to the full up position. The old Goat, an amazing machine, was turned for NAS Key West and the hospital.

Wilks had pushed the man-machine envelope to the limit. With exceptional skill, a life was saved. That is what SAR is all about. BZ Goat Herder!

88th Annual Captain Emilio Carranza Memorial Service, Tabernacle, New Jersey

and lonely wilderness during a terrible electrical storm. Piloting the struggling aircraft

was a young Mexican captain en route from New York to Mexico City, guided by nothing more than a hand held flashlight. Soon the sound of the engine was heard no more. His body was discovered the next day by some locals picking blueberries.

The site of his tragic crash is today marked by a 12ft. memorial plinth that was paid for, as a nearby sign says, by the "Pennies of Mexican Children." Standing in the middle of a sandy clearing in the Wharton State Forest, the spire is decorated with Aztec-styled designs of a falling eagle. A touching, if strangely out-of-place monument to a hero who died far from home.

Every year Mount Holly Post 11 of the American Legion along with representatives from the Mexican consulates in New York City and Philadelphia hold a Memorial Service at the Monument to honor the fallen aviator. The Memorial Service is held on the Second Saturday of July at 1:00 p.m. After the tragedy in 1928, the members of Post 11 made a promise to keep the memory of Emilio Carranza and his mission of Good Will and Peace alive. It was Post 11 who took charge of Carranza's remains until they were returned to Mexico.

This is a piece of Aviation history and the uniqueness of this monument in New Jersey and the tragic tale it tells is worth the trek into the pine barrens for anyone interested in aviation and local history.

Emilio Carranza Crash Monument Address: Carranza Rd, Tabernacle, NJ
 Directions: Take Hwy 70 to Red Lion Circle (US Hwy 206) and turn south on US Hwy 206. After one mile turn left onto Carranza Rd. Drive about nine miles, into Wharton State Forest and past the teen boot camp. The Memorial will be visible on the right, in a clearing in the trees.

GPS N 39 46.652 W 074 37.924

Unique Donation to CGAA

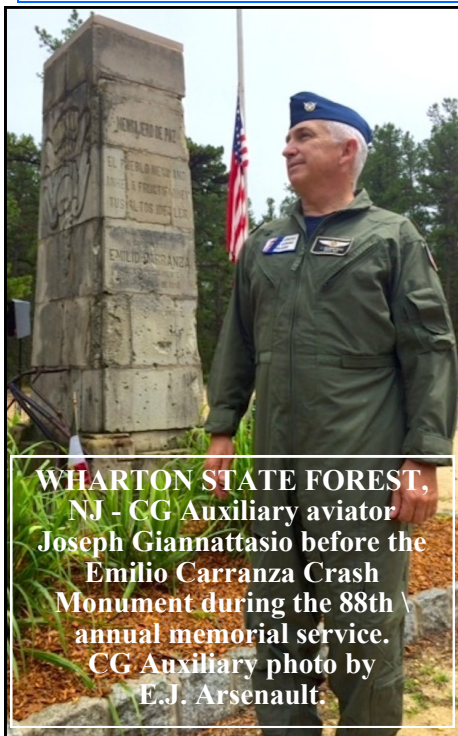
I asked four family members to pledge me \$1 per mile and ran and completed the Chicago marathon on 9 October. I previously ran and completed the marathon twice in support of CG Mutual Assistance but, in honor of the Centennial Year of CG Aviation (including AUXAIR), I decided to run in honor of the CGAA. Please use the marathon funds (\$104.80) for however will best assist the CGAA. Best wishes and Semper Paratus!

Ptero John Kane, P-3602 (Associate Member USCG Auxiliary)

Pterogram Sighting



On our driving trip from Reno to Seattle and back, we stopped in Cle Elum to see one of Virginia's HS friends and there was no way I was going to miss the gravesite of Douglas Munro while being that close. It was a drizzly, overcast, blustery day so we had to hurry for individual comfort in the elements and had to do our best with the wx conditions presented to us at the moment. Ptero Tom Rich, P-2596



WHARTON STATE FOREST, NJ - CG Auxiliary aviator Joseph Giannattasio before the Emilio Carranza Crash Monument during the 88th annual memorial service. CG Auxiliary photo by E.J. Arsenault.

In July, Joseph Giannattasio DCAPT-E arranged for CG District 5NR Auxiliary Aviators to participate in the Emilio Carranza Crash Memorial service in Tabernacle, NJ to honor this pioneering aviator on the anniversary of his fatal crash in the New Jersey Pine Barrens.

This year marks the 88th anniversary of the fatal crash of Captain Emilio Carranza, the "Mexican Lindbergh," deep in a remote area of the New Jersey Pine Barrens located in the CG Auxiliary's Fifth-Northern District. It was in the early morning hours of July 13, 1928, that local residents of the town of Tabernacle heard the engine of a small plane stuttering over the vast





MAIL

A Heartfelt Thank You

Jon Houlberg is a Rescue Swimmer stationed in Traverse City. Back in May, we learned of the tragic and complete loss of their house in a fire. Below is a thank you letter we received from Jon and his family for our support

to them in this trying time. Best of luck to the Houlberg's.



Mail Call! This issue's mail is brought to you by C-27J Spartan CGNR 2706 on the ramp at CG Air Station Sacramento. CAPT Douglas Nash, AirSta CO, salutes a C-27J pilot during a change of watch ceremony at the air station's hangar in McClellan Park June 30, 2016. The ceremony marked the final day that an HC-130 Hercules crew stood the watch at AirSta Sacramento and introduced the newest aircraft. USCG photo by PO3 Loumania Stewart.

Chopper #1426

We just came back from a 4-week trip and are catching up on our mail Art carted home from the P.O. I was reading the Pterogram on the helicopter now on display at the Smithsonian Museum when some memory wayyy in the back of my mind started to rummage around. So I pulled out our 1970 album and here it is: # 1426 landing in the water at Las Croabas to pick up my girl friend, Cheryl, who had a yard-long high tensile steel lobster hook with double barbs in her thigh and had passed out off shore! Art and Lenoir had brought her on shore on a float, while I raced to the light house to get help. Since Cheryl passed out again when they loaded her into the chopper, the crew decided that, since I was a nurse, they wanted me to come with them, so off we went to Roosevelt Roads Naval Station, where she had surgery.

When the lighthouse crew decided there was no way to get a vehicle to the site and sent out the SOS, San Juan sent out a chopper and a fixed wing, at first thinking that one of us was in trouble. I can't tell you how happy and relieved we were to see the CG coming to the rescue!!

I just sent an e-mail to Cheryl, who is currently in Newfoundland, telling her that she can now visit HER helo at the Smithsonian! The really funny thing is that as we came by the base the morning we went to the beach, she had said: "I would like to get a ride in that helicopter"!

Be careful what you wish for..... Semper Paratus! Long live the Coast Guard!! Edda Ross, spouse of Ptero Art Ross, Aviator 1142



Houlberg Family

June 30, 2016

Dear Pterodactyl Association,

Losing your home and belongings is one thing. But after seeing so many intense, painful and emotional things through my career in the Coast Guard, I've never been filled with more doubt in my life as I did the night of the fire. More importantly, I don't want my wife and kids to ever have to go through that same fear and doubt again of not knowing everyone is safe.

If there was any house we've lived in, this was not the one that should've been burned. Regardless, we couldn't imagine going through the same tragedy living anywhere else. Thank you for the support, at the beginning of my Coast Guard career I remember being told "you won't get any bonuses and you won't make rank fast, but the Coast Guard puts family first... you're not just a number" (aviation especially). Your support was a true testament to that statement.

Moving forward, we're doing what we do best turning lemons into lemonade. Our girls are having a great Summer. They are as resilient as they come, an attribute to being Coast Guard kids as you know. We have new clothes for our girls, cars, and bikes replaced to enjoy the summer. We are rebuilding our home, and living in a very nice rental home for the time being. Thank you very much for your very generous donation.

Sincerely,

Jon & Shara Houlberg

Semper Paratus

CG Air Centennial Lake Washington Sitrep One and Final

Some citizens gathered on the shore of Lake Washington on Thursday, July 28th, to fly or watch the flying of several very sophisticated flying machines, each with a special, but largely lost capability, i.e., lifting from and alighting water. This was hardly a Paris or Farnborough show, and the aircraft were unmanned (unwomaned), small, and controlled by modern radio signals (in many ways some might say a reflection of the wave of future aerial combat). What made this special for this goat herder was the opportunity to share with the builders and flyers the significance of our CG Air Centennial Year of Public Service. And, to watch a beautiful hand constructed model of the goat of Grumman Iron Works fame taxi out, takeoff, do some touch and go's, and recover to the beach following a smooth landing. This was plain fun, my friends, and I wish more of you could have been there. A few attached images may present an idea of our experience.

The builder and flyer of the goat in CG markings has no direct or indirect connection to the CG. He took plans for the original UF, researched plans for stretching the wings to what some of us knew as UF-2, and built the model from scratch. He was taken by the CG markings and made a decision to replicate them. His model does not depict a specific actual number or air station. Many other models flew that day including another with CG markings shown in the attached image upon recovery. This delta wing was a kit ob-



LAUNCH ("Put the ready goat on the line")



TAXI OUT ("TO Checklist Complete")



("Cleared for takeoff") STARING T.O.



AIRBORNE

tained by the flyer from an earlier owner with CG connection (I'm still researching who, when and why). So the current owner shown on the beach (who has many built many other models) inherited the markings and simply likes them. Who wouldn't?

In September I will present my personal CG Air Centennial powerpoint to this remote controlled club membership (50?). With other similar presentations this year and scheduled in August and September, I'm on track to beat my personal goal of

the 'air show' for no personal attention or credit but to hopefully motivate - that's what we were all trained for, right? This kind of thing does not require a lot of time or effort, and, for me, it's fun and satisfying. So, if nothing else, as we meet in person, or on the phone, or on line, let's talk about it as you find time to do so. I know well that time has its limits for all of us. Semper Paratus!

Ptero Ray Copin, Aviator 744



RECOVERY ("Close Flight Plan")



Pterogram Sighting

Here's Iris and me introducing some Alaskan natives to ye olde PTEROGRAM as we prepared to disembark our cruise ship at Juneau. Fun stuff. 8/22/2016.

Ptero Ray Copin, Aviator 744

doing at least one presentation per month to interested groups, retirement homes, civic clubs, service related groups, church groups, etc. One citizen at a time so to speak. I report this along with the Sitrep on



Centennial Display



The attached photo shows the CG Aviation Centennial display in the airport terminal building at Traverse City Michigan. This was put together by AirSta Traverse City Aviation Centennial project officer, LCDR John Walters (4190) with assistance from Ptero Larry Manthei (1719). The commemorative patches were donated by Ptero Tom Haase (1948). The aircraft models by Ptero Bill Biggar (1975). The unit patches and other items by Ptero Mark Benjamin (1665). Old photos are by local photographer John Russell, a longtime friend of the Coast Guard.

As Arriving passengers deplane and walk through the terminal building, they are greeted by a large sign which states, "Welcome to Traverse City, Michigan. A Coast Guard City, USA." As the new arrival then proceeds toward the baggage claim area, they find the pictured display. The HH-65 tail rotor has been there for several years as part of the CG City designation. The Centennial display was added soon after Elmer Stone's birthday earlier this year. The display case is on loan from the Grand Traverse Light House Society. Plans call for the all this to remain in the Traverse City airport terminal

building for the foreseeable future. Ptero Mark Benjamin, Aviator 1665

FINAL Cosmic Air Reunion Notice

The Coast Guard Air Reunion (AKA Cosmic Air) will hold its 58th **AND FINAL** Reunion at the Silver Legacy Resort & Casino in Reno NV. May 8 – 10 2017. Yes, we are closing the hanger doors. We have blocked rooms at \$89.50 per night. This includes all taxes and fees. Register by calling 1-800-687-8733, and use Group Code **USCG17**. Reservations must be made by April 7, 2017 to receive this rate.

For further information call Linda Etheridge at 707-869-0157, or Roger Schmidt at 925-548-3256. E-mail Linda at LEther7294@aol.com or Roger at rognina@sbcglobal.net .

This is it folks. The numbers just are not there to continue, so if you have been putting off attending, this is your last chance. Lets make the final one a great one. Bring the kids, the neighbors, friends, or anyone else you might think would enjoy it. Ptero Roger Schmidt, P-2729

In Honor of Our Centennial

I own a pub in the historic Faneuil Hall area of Boston located on the freedom Trail, which receives thousands of tourist a year. I've updated our pub to reflect a tiny bit of Coast Guard aviation history. I flew the goat in Cape Cod from 1977 to 1982 and logged many hours in USCG 7250 pictured here; then spent 32 years in financial services. Now I putz



around with THE POINT bar and some real

estate in Boston. For any of you visiting Boston, make sure you stay in one of our rental units: Check out: www.Posthg.com Ptero Larry Post, Aviator 1873

AirSta/Sector Port Angeles Veterans' Day Celebration

The hangar at the end of Ediz Hook, Port Angeles, Washington, rich with its own CG aviation history, overflowed on Friday, 11 November 2016, with Coasties and Port Angeles citizens, many of them Vets, but in addition to more than 800 people, with sentiment and music, lots and lots of music. A local high school orchestra performed many times during the ceremonies marking Veterans Day and recognizing the Centennial of CG Aviation. The music by the orchestra, a youth choir, an adult men's singing group and an adult woman's singing group brought toe tapping and an occasional tear as patriotic and American historical tunes were beautifully rendered. Of course, the military medley was played with many veterans and actives of all services standing to be recognized.

CDR Mark Hiigel, CO, Aviator 3397, offered pertinent remarks about the history of this particular event in this place as well as Veterans' Day and, between thanking his people who drove the train of planning and execution for the day, shared stories of his 1890's something bugle, showing it to the crowd, on which his grandfather had played Taps many times during two wartime experiences as part of a medical unit.

Ptero RADM Richard Gromlich, USCG (Ret.), Aviator 2485, delivered a memorable keynote address after which a local Bag Piper marched to the strains of Amazing Grace.

This was a proud day for Port Angeles Coasties and their community brethren, and CG Aviation, and it will be long remembered as another Semper Paratus day in the long stripe of American history.

Ptero Ray Copin, Aviator 744

USCG Air Station Houston
By LT Brian Michka, Av. 4502



A beautiful Houston morning.

Welcome to Houston, Texas! Our Air Station's impressive history dates back to 1963, where seven pilots and eighteen enlisted aircrew supported the vast Houston-Galveston gulf coast area of responsibility with only two HH-52 helicopters. Today, with three MH-65Ds and just over 70 personnel Air Station Houston provides coverage for 240 miles of coastline on the outskirts of the Nation's 4th largest city.

This year brought many highlights as Air Station Houston crews added to our station's legacy and joined in the CG-wide celebration of 100 years in aviation. Beginning on January 22nd, we celebrated the birthday of the CG's first aviator, CDR Elmer Stone. To help mark the occasion we were honored to host our Commandant, ADM Paul Zukunft and our CG Ombudsman at Large, Mrs. Fran DeNinno-Zukunft who joined us in a special cake cutting ceremony in the hangar as we reflected on the great legacy of all our aviation pioneers.



Celebrating the birthday of the CG's first aviator, CDR Elmer Stone, with the Commandant and his spouse.

A few short weeks later our newest fleet addition, the CG-6581, arrived from ALC complete with the classic 1980's white paint scheme. Timing could not have been more perfect as Houston played host to the 2016

NCAA Final Four Men's basketball tournament. With our Centennial aircraft as the backdrop, the four semi-finalist teams received a warm welcome from our crewmembers as they arrived into Ellington Field.

AirSta Houston also conducted many notable Search and Rescue cases throughout the year including the rescue of two fishermen who had been in the water for over two days after they were separated from their capsized boat in the middle of the Houston shipping channel. Our aircrews searched tirelessly day and night until they located one of the survivors waiving his shirt as they both clung desperately to an abandoned oil well head in Galveston Bay. In May, two of our crews also received the Coast Guard Foundation's Guardian Award for their joint rescue of three adults and four children from a 31-foot catamaran that was engulfed by thunderstorms and taking on water near Cameron, LA. As this was Houston's inaugural Coast Guard Foundation Awards Dinner, several notable VIPs were in attendance including our 23rd Commandant, retired ADM Thad Allen and former Texas Governor Rick Perry.



AirSta Houston ASTs with our Eighth District Commander, RADM David Callahan: (L to R) AST2 Wilson, AST2 Weaver, AST1 Dibble, RADM Callahan (D8), ASTC Thiessen, AST3 Johnson, AST2 Moore.

On October 13th, Air Station Houston resumed our Centennial activities by hosting a Flight Suit Formal at the Texas Flying Legends Museum here on Ellington Field. In a hangar filled with historic WWII aircraft as well as our own CG6581 Centennial helicopter, crewmembers, families and friends from past and present joined to honor the unit's contributions to Coast Guard aviation over the last 53 years. We were also honored to host two very special guests at the event, CDR (ret) Chris Kilgore and Senior Chief (ret) Tom Wynn, the copilot and flight mechanic who saved 22 of the 27 survivors following the deadly collision off Galveston between the M/V BURMAH AGATE and M/V MIMOSA on November 1st, 1979. Thanks to the generosity of the Coast Guard Aviation Association and the coordination efforts of RADM (ret) Robert Johanson (CG

aviator #869), both men were presented with a replica model of the CG1426 in commemoration of their daring rescue that day and as a reminder that the very aircraft they flew in 37 years ago is now etched in Coast Guard aviation history as it hangs in the Smithsonian.



Pteros RADM Callahan (D8) (L), Av. 2408, CDR Chris Kilgore (ret), Av. 1906, AECS Tom Wynn (ret), P-4029, & CO CDR Craig Massello Av. 3387.

The evening was an overwhelming success and served as a poignant reminder of how far we have come in aviation and how much we have to look forward to in the next 100 years.

Lastly, in late October Air Station Houston, along with other local Coast Guard commands, played a significant role in the annual *Wings over Houston* airshow, held at our very own Ellington Field. In addition to our Centennial aircraft and crews, the airshow was further supported by crews from Air Station Clearwater and ATC Mobile as they arrived in their HC-130H and MH-60T, respectively, to serve as static displays for all spectators attending the two-day aviation event. The combined display of Coast Guard assets helped showcase our Service's mission to over 250K visitors and was a fitting culmination to our Centennial year.

As 2016 comes to a close and with our annual ATC Mobile Standardization Visit now complete, we are all looking forward to the holidays and a chance to spend some time with family. Houston's weather is finally beginning to cool off and our aircrews are dusting of their dry suits (yes dry suits in Texas!) as our water temperatures will soon be below 70 degrees. The work continues in 2017 guarding the Houston-Galveston coastlines and preparing to host Super Bowl LI in February as well as Ellington Field's own 100 year centennial celebration throughout the year.

As we enter our 54th year we remain committed to the foundation which has been laid by our predecessors; providing unparalleled operational support throughout the Eighth District and remaining committed to aviation excellence in service to our great Nation.

Seasons Greetings! Fly safe!





Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a dues-free initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2016 Honor “grads” which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope **ALL** the graduates will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AET3 Kevin R. Malmrose	Barbers Point	AET3 Will R. Stufflebeam	Barbers Point
AMT3 Stephen G. LaBarre	San Francisco	AMT3 Jose M. Candelaria Eleutice	Miami
AST3 Steven King	San Francisco	AST3 Taylor J. Brown	Atlantic City
AET3 Ethan J. Trolinder	Barbers Point	AMT3 Eric T. Lamy	Sitka
AET3 Tanner B. Burcher	HITRON	AST3 Christopher T. Hale	Astoria



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>
4643 Treston T. Taylor	San Diego	4644 Paul R. Junghans	Clearwater
4645 Jordan M. Lee	Elizabeth City	4646 Erin K. Warwick	Atlantic City
4647 Trevor S. Mays	New Orleans	4648 Emily A. Bogdan	New Orleans
4649 Eric J. Bonomi	Clearwater	4650 Ryan W. O'Neill	Miami
4651 Audra K. Forteza	Humboldt Bay	4652 Anders H. Manley	San Francisco
4653 Benjamin C. Walhaupter	Cape Cod	4654 Anthony J. Monteforte	Atlantic City
4655 Lucas E. Taylor	Borinquen	4656 Marco M. Tinari	Borinquen



Coast Guard Lighthouses and the history of “The Flying Santa” By William H. Thiesen, CG Atlantic Area Historian

Throughout the history of the CG’s aviation branch, Service aircraft have come to the aid of the American public in emergencies and in time of need. However, the Holiday Season has provided a unique opportunity for private citizens to return the favor.

Beginning in the Great Depression, aviator William “Bill” Wincapaw began the tradition of “The Flying Santa.” Born in Friendship, Maine, Captain Wincapaw oversaw flight operations for the Curtiss Flying Service in Rockland, Maine. He came to admire Maine’s lighthouse keepers and their families for standing the watch in isolated and often inhospitable locations. To show his appreciation for their dedication and self-sacrifice, Wincapaw decided to deliver gift parcels to local lighthouses on Christmas Day. Early in the morning on December 25th, 1929, Wincapaw loaded the packages of Christmas gifts into his vintage Travel Air A-6000-A airplane, featuring a single radial engine and wicker seats. That first year, he airdropped Christmas gifts to a dozen lighthouses located along the Maine Coast.

Wincapaw continued the tradition the next year and, over time, came to be known as “The Flying Santa” and the “Santa of the Lighthouses.” He began to dress the part and enlisted his son, Bill Jr., to pilot additional Christmas Day flights. His gift parcels included basic items, such as newspapers, magazines, coffee, tea, candy, tobacco, soup, yarn, pens and pencils. By 1933, the program proved so popular that Wincapaw expanded it to include ninety-one lighthouses from Maine to Rhode Island and Connecticut. He even found commercial sponsors to underwrite the cost of the parcels and the flights.

In the late 1930s, the program expanded requiring the services of a third Santa. The Wincapaws enlisted New England maritime historian Edward Rowe Snow to fill the position. During World War II, deliveries became more sporadic; however, by war’s end the Flying Santa visited an impressive 115 lighthouses and Coast Guard stations. In 1946, the program even tested the latest aviation technology using a helicopter to assist in airborne deliveries. The Flying Santa reverted back to fixed-wing aircraft the next year and helicopters would not be used again for over thirty years.

In 1947, Captain Wincapaw suffered a heart attack during a flight out of Rockland and died in the ensuing crash. Numerous lighthouse keepers, their families, and representatives from the CG, Army and Navy attended Wincapaw’s memorial service. At the appointed time of the service, fog horns and lighthouse warning bells called out along the Maine Coast to honor the man who established the beloved Flying Santa tradition.

After Wincapaw’s passing, Edward Snow took over the program, and Snow and his family became the heart and soul of the operation. With the support of dedicated pilots, Snow honored Wincapaw by expanding the flights to include nearly 180 lighthouses and boat stations. In certain years, the program even served installations along the shores of the West Coast and Great Lakes; and remote locations, such as Bermuda and Sable Island, 100 miles off the Nova Scotia coast.

Snow continued the Christmas tradition for forty-five years. He retired in 1981, when failing health prevented him from taking part in further Flying Santa missions. That year, oversight of the Flying Santa program passed to the Hull Lifesaving Museum and helicopters replaced fixed-wing aircraft to transport the Flying Santa. In 1987, lighthouses underwent automation; however, the Flying Santa continued to visit CG bases and installations. In the 1990s, a number of retired Coast Guardsmen began volunteering to serve as the Flying Santa. And, in 1997, the all-volunteer Friends of Flying Santa was organized as a private non-profit to run the Flying Santa program.

The Flying Santa has been in operation nearly ninety years since Captain Wincapaw founded it. During that time, the Flying Santa has missed only the year 1942 due to the security concerns of World War II. Today, the program delivers Christmas gifts to over 800 CG children at seventy-five units from Maine to New York.

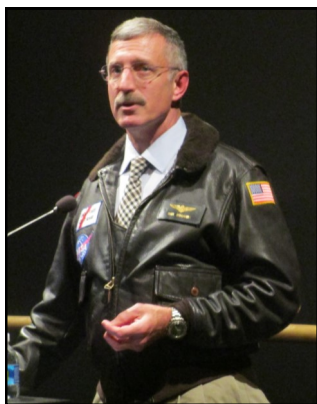


CG Astronaut Dan Burbank Speaks at Air & Space Museum's Annual 'Flight Jacket Night.'

By Ptero Steve Goldhammer, Aviator 1207



On 17 November, at the Smithsonian National Air & Space Museum in Washington, D.C. Ptero CAPT (Ret.) Daniel Burbank, Aviator 2672 & CG Astronaut #2, spoke to more than 350 enthralled aviation enthusiasts on 'A CG Helo Pilot's Thoughts About (Ordinary) Flight and Spaceflight' as part of the celebration of the Centennial of CG Aviation.



Local Pteros attending the lecture were RADM Bob Johanson, Av. 869, Executive Director Ben Stoppe, Av. 1646, Dennis Freezer, Av. 1362, Jay Crouth-

ers, Av. 1360, Larry Hall, Av. 1923, and ye Ancient Scribe. Air & Space Museum Director GEN Jack Dailey, USMC (Ret.) introduced CAPT Burbank and said that 'one of the CG's 'highest flyers' is here to share the history of CG Aviation with us.' Dan said that '...for the CG, helo's are where the action is; it's like flying fighters in the other Services.' His first CG flight was in an HH-52A and he also flew HH-3F's and HH-65's. He was inspired by watching the 20 July 1969 moon landing when he was seven. He couldn't imagine one day fulfilling his dream of being able to be an astronaut. He was inspired to join the CG when he watched the movie 'The Boatniks' about the CG. He said it 'captured his imagination.' He was accepted into the CG Academy in 1981, on his second try, and graduated in 1985. He was motivated to become a CG aviator when he saw a picture of an HH-52A in 'Running Lights,' the Academy's all-encompassing book of trivia that had to be memorized.

Dan said that CG missions require a high level of autonomy in challenging conditions that comes in handy in the Space world. He reviewed his CG aviation tours at Elizabeth City, Cape Cod, and Sitka and how he became an Aeronautical Engineer.

He optimistically applied to be an astronaut after Ptero Bruce Melnick, Aviator 1671, was selected as the first CG astronaut in 1987 and made it on his third try. He was one of 35 astronauts selected from more than 18 thousand applicants. He had to learn all of the 829 switches and 460 circuit breakers on the Space Shuttle and his military training was a big help. He said that doing an Extra-vehicular Activity (EVA) 'Spacewalk' was 'like doing a headstand in a trash can.'

Dan praised the CG Aviation Standardi-

zation program and described how important it was during Hurricane Katrina in 2005 when mixed crews from multiple units flew countless helo rescue missions without incident. Motivation and training were the keys to success, and those principles are being applied to the Space Station to coordinate the crew members from 15 nations.

He said the Soyuz spacecraft is very tiny; it's a pretty good little sports car. He gave us an awesome insight into the inner workings of the Space Station. The completed Space Station weighs one million pounds. It completes an orbit every 90 minutes and the astronauts see 16 sunrises and sunsets per day. The astronauts frequently communicate with their family members back home, and that's great for morale. He showed us fascinating pictures of the wonders of Planet Earth.

Dan said he's very proud of the things he got to do in the CG and NASA and it was tremendous to have the trust of the CG to do the things he did. "Being there for someone when there's no other option is what the CG does all the time." Regarding working with astronauts from other nations, he said there are no borders or artificial boundaries in space; the sense of permanence and invulnerability go away. That all makes what countries fight over on Earth irrelevant.

He feels that he owes our country a massive debt because of the things that he got to do. If it's worth doing, it's not going to be easy. Young people have to be persistent, expect failure and disappointment, and overcome adversity.

After his fascinating presentation, Dan graciously autographed his astronaut picture for many of the attendees



Marilyn Goldhammer Gets Dan's Autograph

Dues may be tax deductible; CGAA is an IRS 501 (C)(3) non-profit organization, EIN: 33-0161887

CG Aviation Association Multi-mission Form

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- Life Membership **\$250** (includes a Ptero Pin)
- Annual Membership **\$35** (*Active Duty \$20*)

To activate your access to the members-only area on the web site, mail-in registrations must send an email to webmaster@cgaviationassn.org and request access to the members-only area. Be sure to include your full name and email address. Members who join/renew online automatically have access to the members-only area.

For many years, the "Ptero Store" has operated out of Ben's basement, making an annual appearance at the Roost and filling the occasional mail order. The Centennial of CG Aviation has increased the products available in the store, and the number of orders per day.



To keep up with demand, the new Ptero/Centennial Store has been moved to an online specialty company located in Annapolis, MD. Stoutgear has been in operation for years and has a long history with the Pteros. If you purchased a shirt at a Roost in the last 10 years, it was probably supplied by them. The memorabilia provided by Stoutgear Promotional Products donates the profit to the CGAA. From hats to shirts, embroidery and screen printing, quality products with CG insignia representing the "Pilots", "Aircrew", and "Rescue Swimmers", can be purchased through the Stoutgear/Ptero web store. Stoutgear is pleased to provide such a service to those who have served. StoutGear is easily reached through the "Store" tab at either <https://aoptero.org/> or <http://centennial-cgaviation.org/> and you can even pay by check if you don't like using credit cards on the internet.

Please check all below that apply:

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Nov 2016 **Please make copies of this form and pass it on.**

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Centennial Challenge Coins Available



Challenge coin collection for the Centennial of Coast Guard Aviation
<http://www.bryansnuffer.com>

Our Coast Guard award-winning aviation artist, Bryan Snuffer, has designed and produced a number of challenge coins, for our collections, honoring the Centennial of CG aviation. You can see them all at his website. He is offering a 10% discount on all of the coins for our Pterodactyl members. Head to his web-

site, <http://www.bryansnuffer.com>, select STORE, and follow the link to the challenge coins. Use promotion code: CTJ5IYHHEQYV.

AVIATION SURVIVALMAN HALL OF HONOR INDUCTION

It is wonderful that our organization

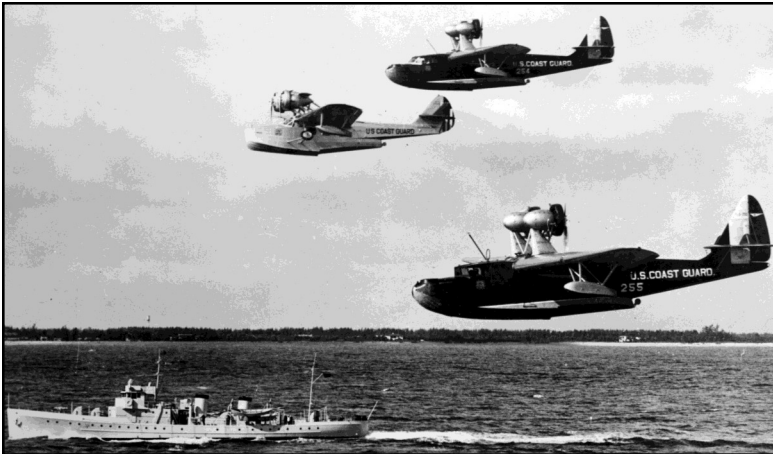
has chosen to honor these 12 Aviation Survivalmen instructors who, as aviation enlisted personnel, ignored the naysayers and teamed together to resolve the challenges, to expand the number of bodies in the ASM rating, to broaden ASM skills beyond the survival shop to the surface of the open seas, and thus enabled full implementation of swimmers into our operations. It has been 26 years since they have been together. Joe Rodriguez died of brain cancer in 2010. These 11 will not likely be together again, ever.

Ptero Hugh O'Doherty, Aviator 1732 [Ptero Hugh, along with Pteros Tom Burnaw, Aviator 1439 and Cliff Vogelsberg, Aviator 1510, nominated them...Ed]

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Arcturus flying in formation with other USCG flying boats above a 165-foot cutter. (CG Collection) [See story on Pg. 20]



Air Station Houston's Centennial-painted CG 6581 in the skies over Houston. [See Story on Pg. 28]



CAPT William Wincapaw, originator of the Flying Santa program. [See Story on Pg. 29]



The first Flying Santa aircraft, a Travel Air A-6000-A with a single radial engine & wicker seats. (photos courtesy of Friends of Flying Santa)

THAT'S NOT ALL !!