



PTEROGRAM

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

Sitrep 3-18 Fall 2018 AOP is a non profit association of active & retired USCG aviation personnel & associates

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LT Luke Christopher, Aviator 16, Selected for Coast Guard Aviation Hall of Honor

On 31 July, the interim president, CAPT (Ret.) Mark J. D'Andrea, Aviator 2359, and the Executive Board of the Coast Guard Aviation Association (CGAA), had the distinct pleasure of announcing the selection of **LT Luke Christopher, USCG**, for induction into the CGAA HOH. LT Christopher was one of three nominees. The induction was conducted during the Awards Banquet at the Roost in Traverse City, MI on September 8th.

LT Christopher was nominated as one of CG Aviation's early pioneers. He was a highly gifted and experienced instructor and test pilot. Christopher amassed roughly 4,000 hours of flight time in both military and civil aircraft of every type. He served as a test pilot for the National Advisory Committee on Aeronautics, and, as secretary of the contest committee of the National Aeronautic Association. His military service started as a major in the Army Reserves, but, his flying abilities were noticed by CG Headquarters at a time when the CG was obtaining one-of-a-kind aircraft from other Services and contracting with major aircraft companies to build specialized "flying lifeboats". Commissioned as a LT (Temp.) in 1931, Christopher started his CG Aviation career, serving with distinction at AIRSTAs Gloucester and Cape May, and, as CO of the air patrol detachment at San Diego. Unfortunately, Christopher was killed in 1936 piloting an RD-4 amphibian during a medical evacuation of a tanker seaman. He was awarded the Gold Lifesaving medal for "heroic daring in endeavoring to save a man from the perils of the sea."

[See picture on back page...Ed]



Pfabulous Pforty-second Ptero Roost Enjoyed at Traverse City



Our annual gathering honoring the CO Ptero CDR Nathan Coulter, Av. 3406, and the men and women of Air Station Traverse City was held on 6-9 September. The Roost Core Committee (Pteros Mark Benjamin, Av. 1665, VADM John Currier, Av. 1877, Tom Haase, Av. 1948, Tom Allard, Av. 1741, CDR Coulter, & LT Erik Oredson, Av. 4596) and many of the fellow members of their bi-monthly Traverse City Ptero breakfast meeting of former Coast Guard aviators and other friends planned an outstanding Roost chock full of celebrations and local excursions! . Please see Page 8 for the Roost Report.



DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

Your mailing label includes the DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK. IF THE DATE READS June 2018, PLEASE PAY AGAIN NOW TO REMAIN IN GOOD STANDING.

Check out page 23 or the website. MOVING?? Please let us know.

<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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A Message from 2799 (CGAA/AOP President):



From the President: I'm really anxious to strap into the Exec Board, and thank RADM Van Sice for the smooth hot-seat swap. I think the Strategic Plan he left me has all the answers! I'm also excited to partner with Janis again. He was great teammate when I was exiled from the Aviation Office while we were putting HITRON together. Janis and I have some great ideas for strengthening our membership, budget, and communications. We're also going to turn up the fun.

I saw a lot of happy Roosters in Traverse City, and have to thank Mark, John, Tom, Larry, and many others for a first class bash. 'Deese' and 'Da Bear' (Pteros VADM Donald C. Thompson, Av. 683, and John Moseley, Av. 743, who weren't able to attend but provided a generous donation) got us started with beverages in the Hospitality Suite, and the energy stayed high until the picnic ended. Many of us celebrated the 75th anniversary of Naval Helicopter Aviation in different ways, and everyone recovered safely. CAPT Coulter and his crew were outstanding hosts. You don't want to miss what we're planning next year in Clearwater!

Fly Safe, Mike

A Message from 1777 (our outgoing CGAA/AOP President):



In the Chocks While I truly enjoyed serving as President of the Coast Guard Aviation Association, I believe I had to resign to care for my aging and non-ambulatory mother. Steve Goldhammer, the editor of the *Pterogram*, offered me one last opportunity to write a column. So, here goes.

I simply want to take the opportunity to thank our members who serve without much, if any, recognition and make this organization function.

Ben Stoppe, Executive Director and Treasurer: Ben is our only paid member, I suspect he is compensated at about 12 cents an hour. Without Ben's efforts and financial acumen, I can assure you we would not be able to accomplish the things our organization accomplishes and keep any sort of funds in reserve.

Mark D'Andrea served as the Executive Vice President during my tenure. He stepped in to fill my spot on those occasions when I was out of contact, and led an effort to develop the first strategic plan for the organization which I believe will help guide the Association for the next several years.

Paul Milligan served as Secretary, and helped keep track of our meetings.

John "Bear" Moseley has for decades now, meticulously researched and documented the history of Coast Guard aviation, its pioneers and heroes.

Tom King, along with Mont Smith, John Long and others have undertaken a project to research and fully document the careers of our earliest aviators by creating digital files of their service records.

Jay Crouthers wears two hats; he is responsible for running the "Ptero store" and sets up the roost each year.

Jack McGrath, Butch Flythe, and Mark Currier have worked hard to recruit new members from the pilot, aircrew and CG Auxiliary forces.

Chris Dewhirst has undertaken the difficult task of seeking new corporate contributors to the organization.

Paul Langlois, has served as the chair of several boards to confirm selection to the Hall of Honor at ATC Mobile, and the Victor Roulund Rescue Swimmer Meritorious Achievement Award. VADM (retired) Howie Thorsen worked with the sponsor, Roy Vander Putten to initiate the Victor Roulund award.

RADM (retired) Bob Johanson led two projects on my watch; one to correct the grave-stone of Elmer Stone at Arlington National Cemetery, and one to hang the first Coast Guard aviation asset. HH-52 CGNR 1426 in the Smithsonian museum. VADMs (retired) John Currier and Terry Cross worked diligently to seek corporate funding for that effort. CAPT Joe Kimball, working with Jay Crouthers, developed a name tag fund raising scheme that allowed for the full funding of the renovation of the CGNR 1426.

George Krietemeyer has worked with the command at ATC Mobile, at Battleship Park in Mobile and with the staff at the National Naval Aviation Museum in Pensacola to further the cause of Coast Guard aviation and the Coast Guard Aviation Association.

Gary Gamble is our external communications guru, and keeps our web site current and professional.

Tom Rich and now Scott Schleiffer have kept the membership informed through the distribution of "ALPTEROS."

Gary Grow and now Larry Hall have maintained our membership database.

Jim Loomis and Kyle Jones ensured that Jack Rittichier's sacrifice to our nation is honored by awarding the Jack Rittichier Trophy to a football player at Jack's Alma Mater, Kent State University. See **In the Chocks** on P. 20

Naval Helicopter Association Presents Coast Guard Awards

On 15 June at their annual symposium, the Naval Helicopter Association presented several awards for outstanding performance of duty to Coast Guard Aviation pilots and aircrewmembers. [Photos by NHA]

Aircrew of the Year Award (Non-Deployed) Coast Guard 6584/6565 Coast Guard Aviation Training Center, Mobile:

LT John J. Briggs, Aviator 4432

LT Gregory W. Bukata, Aviator 4474

AMT1 Christopher P. Flores

AST3 Tyler D. Gantt

For superior performance on 27 August 2017 while operating MH-65s CGNR 6584 and 6565 in support of Hurricane Harvey relief efforts in Houston, TX in winds gusting over 80 knots, visibility less than 50, torrential rain and thunderstorms. Despite extreme exhaustion and danger to themselves, they saved 17 lives and assisted 35 during the initial hours of the hurricane.



Rescue Swimmer of the Year Award:

AST3 Brendan T. Kiley, Air Station Cape Cod MH-60T Rescue Swimmer from January to December 2017, for extraordinary achievement on 27-29 August 2017 in Houston, TX in support of Hurricane Harvey relief efforts. His remarkable stamina, adaptability, and heroism proved instrumental in the hoist and rescue of 116 people during 21.3 hours of operational relief efforts.



Station Borinquen, for heroic performance during response to Hurricanes Harvey, Irma, and Maria in Houston, TX and Borinquen, PR. She flew over 102 hours which included 11 SAR missions that saved or assisted 15 lives. She also completed two medevac flights that saved three lives and delivered thousands of pounds of food and water to remote locations in Puerto Rico during several humanitarian sorties. She was also the unit's Training Petty Officer and Fuel King.

Maintenance Officer of the Year Award:

CWO3 Forest R. Brumbaugh, Air Station Houston, for sustained superior performance from January to December 2017. He superbly directed the maintenance of three MH-65D and three MH-60T helicopters. His efforts enabled the accomplishment of 100% of the unit's 1,935 allocated annual flight hours and achieved a 99% response availability rate, a 100% SAR dispatch rate, and a 16% reduction in supply non-availability from the previous year. He supervised over 50K maintenance labor hours and a budget over \$225K. He was the maintenance officer for Hurricane Harvey, history's largest Coast Guard aviation response to a natural disaster, by maintaining 30 helicopters and managing 249 TDY technicians to safely perform 2,539.4 labor hours over five days to assist in the rescue of 1,738 survivors.

Coast Guard Exceptional Pilot Award:



LCDR Hathaway (L) with Ptero Joe Kimball, Av. 3211, then Chief of CG Aviation Forces (CG-711)

LCDR Jason L. Hathaway, Air Station Corpus Christi, implemented several innovative aircrew training programs and performed numerous challenging life-saving rescues in extreme weather conditions during Hurricane Harvey. He coordinated joint training exercises and synchronized rescue efforts with local, state, and federal entities that paid huge divi-

Aircrewman of the Year Award:

AET2 Marimercy N. DeLong, Air

dends when the unit responded to Hurricane Harvey. He performed 15 rescue missions and saved 77 lives, including one of 15 survivors from several partially submerged and hard aground vessels on an isolated and flooded island. He also directed the hoist of a paraplegic child with a tracheotomy and associated medical equipment while battling high winds and low ceilings.

Fleet Support/Special Mission Award:

Coast Guard Crew of Endgame 6519 LCDR Robert P. O'Donnell, Av. 4180

LT Taylor S. Andrews, Av. 4278

LT Anthony L. Falce, Av. 4275

AMTC Stephen J. Williams

AMT1 Joel W. Edwards

AMT2 Matthew A. Jones

AET3 Sean P. Taylor

for sustained superior performance while on a HITRON deployment aboard a CG cutter from 19 July—5 October 2017. They expertly employed Airborne Use of Force (AUF) to combat illicit drug smuggling in the Eastern Pacific Ocean drug transit zones. They set a new AUF record, interdicting 13 'go-fast' vessels transporting 13 tons of cocaine valued at \$375M and apprehended 42 drug traffickers. They also supported Hurricane Maria recovery operations in Puerto Rico.



Pilot Winging:

ENS Megan Snyder, USN, HT-18



CDR Rich Stickley, Av. 3654, pinned gold wings on his cousin, ENS Snyder.

Congratulations!



CAPT (Ret.) Frank Erickson, Aviator 32, Honored at Wreath Laying Ceremony

By CDR Rob Tucker, Aviator 3661, AirSta Houston XO

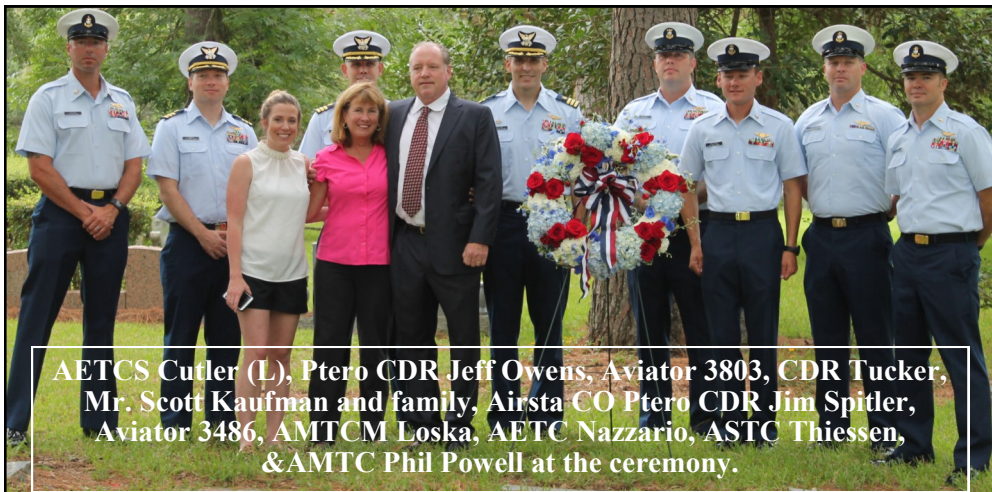
On August 4th, Coast Guard Day, members of Air Station Houston held a ceremony to honor and remember the accomplishments of CAPT Frank Erickson and the incredible impact he had on

his family, to pay tribute to Coast Guard Helicopter Pilot #1. A wreath was laid at Erickson's grave in a small town just north of Galveston, TX.

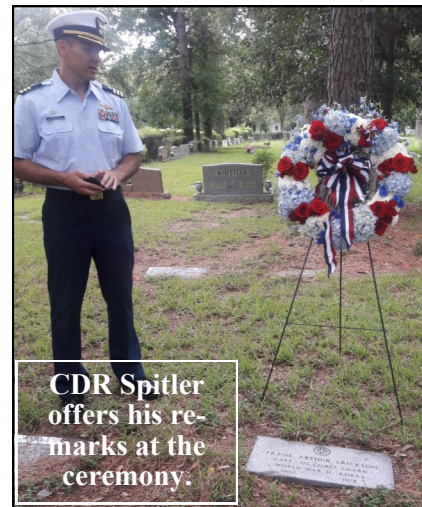
This year marks the 75th anniversary of

Coast Guard aviation. They assembled with Erickson's grandson, Scott Kaufman, and

CAPT Erickson's helicopter pilot designation. The family was kind enough to donate a commemorative plaque that CAPT Erickson received in 1974 for the 1500th helicopter landing on the USCG Cutter Valiant. It will be displayed proudly in Erickson Hall at ATC Mobile. Thanks to CDR Spitler and the crew at AS Houston for honoring this CG legend!



AETCS Cutler (L), Ptero CDR Jeff Owens, Aviator 3803, CDR Tucker, Mr. Scott Kaufman and family, Airsta CO Ptero CDR Jim Spitler, Aviator 3486, AMTCM Loska, AETC Nazzario, ASTC Thiessen, & AMTC Phil Powell at the ceremony.



CDR Spitler offers his remarks at the ceremony.

75th Anniversary of Helicopter Aviation Painting Donated to ATC Mobile



On 25 July at a Pilots' meeting, Ptero Past Prez George Krietemeyer, Aviator 913, presented the CGAA's 75th Anniversary of Helicopter Aviation commemorative painting by Jane Norman to Ptero CAPT Bill Sasser, Aviator 3197, ATC Mobile CO. The painting will be prominently displayed so that every CG aviator can see it, and be reminded of the history of helicopter aviation in the CG, whenever they visit ATC for a 'T' course or for their annual week in the simulator. Copies of the painting are for sale in the Ptero Store.

Following are some CG helicopter historical factoids:
Last flight of HH-52A was #1383, landed at Felker Army Air Field on 1 September 1989 --surveyed and transferred to GSA.
Last flight of HH-3F was #1486-landed at NAS Pensacola in 1994 and now on display at Naval Aviation Museum.
HO-4S-1G/2G/3G were operated by CG from 1951 to ~1966 (H-19 G).
HUS-1G operated with CG 1959-1963 (HH-34F).
Bell HTL-01/4/5/7 were all operated by CG. Two of them operated until 1968.

| Manufacturer & Designator | Name | Years of CG Service | # Purchased/Operated | Overall Length (including rotors) | Fuselage Length | Height | Rotor |
|---------------------------------------|-------------|---------------------|----------------------|-----------------------------------|-----------------|---------|---------|
| Sikorsky HNS-1 (aka R-4) | Hoverfly | 1943 - 1948 | 10+ | 48' 8.375" | 32' 6" | 12' 5" | 38' 0" |
| Sikorsky HOS-1 (aka R-6) | Hoverfly II | 1945 - 1949 | 27 | 48' 00" | 33' 11" | 11' 7" | 38' 0" |
| Sikorsky HO2/3S-1G (aka R-5A) | Dragonfly | 1946 - 1954 | 9 | 57' 1" | 41' 7.5" | 13' 0" | 48' 0" |
| Bell HTL-1/4/5/7G (aka HH/TH-13N) | | 1947 - 1968 | 8 | 31' 7" | | 9' 8" | 37' 0" |
| Piasecki HRP-1G | Rescuer | 1948 - 1952 | 3 | 54' | | 14' 10" | 41' 0" |
| Kaman K-225 | Mixmaster | 1950 - 1954 | 1 | 22' 5" | | 11' 0" | 38' 0" |
| Sikorsky HO4S-2G/3G (aka HH-19G) | Chickasaw | 1951 - 1966 | 30 | 62' 2.5" | 42' 1.6" | 13' 4" | 53' 0" |
| Sikorsky HO5S-1G | | 1952 - 1954 | 8 | 39' 1" | 29' 9" | 8' 8" | 33' 0" |
| Bell HUL-1G (aka HH-13Q) | | 1959 - 1967 | 2 | 31' 7" | | 9' 8" | 37' 0" |
| Sikorsky HUS-1G (aka HH-34) | Seahorse | 1959 - 1963 | 6 | 65.7' | 46.6' | 15' 11" | 56' 0" |
| Sikorsky HH-52A | Seaguard | 1963 - 1989 | 99 | 62' 3" | 44' 6.5" | 16' 0" | 53' 0" |
| Sikorsky CH/HH-3E/F | Pelican | 1968 - 1994 | 40+ | 72' 7" | 54' 9" | 18' 1" | 62' 0" |
| Aerospatiale/Airbus HH/MH-65A/B/C/D/E | Dolphin | 1984 - Present | 107 | 44' 10" | | 13' 1" | 39' 1" |
| Sikorsky HH/MH-60J/T | Jayhawk | 1990 - Present | 48 | 64' 10" | 53' 3" | 17' 6" | 53' 8" |
| McDonald-Douglas MH-90 | Enforcer | 1999 - 2000 | 2 | 32' 4" | | 12' 0" | 33' 10" |
| Augusta MH-68A | Stingray | 2000 - 2008 | 8 | 37' 7" | | 11' 6" | 36' 1" |

Ancient Al #25 Letter to Pteros



Greetings, Pteros.

In August, I attended the National Auxiliary Conference in Orlando. It was a great opportunity to recognize their contributions to our Service in the last year and to bid farewell to our tremendous outgoing Commodore Rick Washburn. It was also a great opportunity to engage with Aux Aviators and get caught up on their procedures and operations.

I started by attending an extremely professional class on Aviation Risk Management given by Commodore David Starr who serves in the Western Division of the 8th District. The lesson, combined with the discussion that followed, were a clear indicator that our Aux aviators are "all in" when it comes to applying Service standard risk evaluation techniques prior to missions and continuing dynamic risk mitigation throughout their missions.

Following this training session, we had an gathering of Aux aviators from around the nation in an exchange led by Commodore Alex Malewski. I was sincerely impressed by the breadth of missions that Aux air performs across our country. From ice patrols on the Hudson River and Great Lakes to SAR on the Western Rivers to Post Hurricane Logistics flights to serving as forward air controllers during our last hurricane season, the pride and professionalism demonstrated during our discussion were real indicators of how much Aux Air con-

tributes to our Service's Readiness and Responsiveness. All the participants sang the praises of their Air Station Leaders who provide the overarching management of their operations. They were very impressed with the quality of interaction with our OPS bosses and liaison officers and were sincerely appreciative for all the support.

Our Aux Air consists of approximately 500 hundred pilots and observers who safely operate 174 aircraft ranging from helicopters to multi-engine jets. As I reflected on their selfless service, I was reminded of how fortunate our Coast Guard is to have our Auxiliary as part of the team. Next time you see an Aux member, pat them on the back, and let them know how much we appreciate them.

Semper Paratus!
ADM Charlie Ray,
Aviator 2311



Enlisted Ancient Al #11 Report to Pteros



Greetings from CGHQ. I hope you all had a great summer, it was a quiet one for me, as I didn't travel much over the summer. However, as we enter fall and the travel season for the Aviation Rating Force Master Chiefs starts to heat up, I know that my last eight months in uniform are going to pass quickly. In August, I traveled to the Aviation Technical Training Center in Elizabeth City. I meet with ATTC leadership and discussed training initiatives. The main area of discussion was the new training building currently under construction. My primary concern is acquiring the best training and training aids to support the Coast Guards new fixed wing assets the C-144, C-27J and C-130J.

The highlight of the (late) summer was the Annual CGAA Roost in Traverse City, MI. My wife, Amber, and I enjoyed the drive to Michigan; it was the first time either of us had ever visited the Great Lakes or even been in that part of the country. The Awards Banquet was a great experience. I en-



New ATTC Elizabeth City Training Facility



joyed assisting Admiral Ray, dressed in Ancient Albatross attire, recognizing the outstanding aircrews who received the CAPT Frank Erickson Award, CDR Elmer Stone Award & the Oliver F Berry Maintenance Award.



CDR Elmer Stone FW Awardees

I was very impressed with the Berry Maintenance Award winner, AET2 Zoltan J. Peter, Jr. of the C-27 Asset Project Office.



Ancient Al's Congratulate AET2 Peter

I also attended the picnic hosted by the Crew of AirSta Traverse City and was given a tour of the unit by senior enlisted leadership. I've always heard great things about CGAS Traverse City and now I understand why it is such a desirable location.



Ancient Al Harris © with LCPO AMTCS Jodie Morse & CMC AMTCM Alan Wiltsie of A/S Traverse City

I want to thank the CGAA for a great event. Ptero Kit Harris, P-4427

‘Twirly Birds’ (Continued from Pterogram 2-18)
2018 marks the 75th anniversary of helicopter operations in U.S.
Naval Aviation, pioneered by the U.S. Coast Guard.
By Ptero Past Prez George E. Krietemeyer, Aviator 913, USCG (Ret.)

THE ULTIMATE EFFORT

The eye of Hurricane Katrina made landfall on the Gulf Coast early in the morning of 29 August 2005. The hurricane affected 6,400 miles of shoreline and created 90,000 square miles of destruction—an area larger than Great Britain. It was by far the worst U.S. disaster ever experienced with an approximate total loss of \$125 Billion.

U.S. Coast Guard helicopters from ATC Mobile, CGAS New Orleans and CGAS Houston responded as soon as they could. Only nine hours after Katrina’s landfall, as winds still howled at 60 knots, the Coast Guard made their first rescue when an HH-65 helicopter lifted two adults and an infant from a Port Sulphur, Louisiana, rooftop. Additional helicopters and crews flew from all over the country to assist. At one point over 40 Coast Guard helicopters from around the country were involved in rescue and recovery operations.

The Coast Guard’s response among all the involved agencies was universally lauded as being a model of efficiency and effectiveness. At the peak of this response Coast Guard helicopters were rescuing 100 people per hour. Other military and civilian helicopters eventually assisted in rescuing even more people from flooded homes, rooftops and other dangerous situations. It is estimated that over 33,000 people were assisted by the Coast Guard during this historic rescue and recovery operation.

This rescue and response effort was the largest ever conducted and helicopters were responsible for a major portion of the rescues. The entire U.S. Coast Guard was awarded the Presidential Unit Citation for their outstanding efforts during the rescue and recovery operations associated with hurricanes Katrina and Rita.



DEFENDING THE NATIONAL CAPITOL

The Coast Guard was assigned a new national security mission to protect the National Capitol Region by intercepting low and slow (usually civilian) aircraft which encroach on Washington’s special flight rules area. This 1,500-mile area is best described as a 30-mile ring surrounding the city. The Coast Guard supports this mission with armed HH-65D helicopters which are detailed to the CG Air Defense Facility in Washington, D. C.

The Coast Guard has unique law enforcement powers granted by Title 14 USC. As a non-DOD agency it is not subject to the Posse Comitatus Act which limits the powers of the federal government in using DOD military personnel to enforce domestic policies within the United States.

The helicopters are on call 24 hours a day, seven days a week, and are under the tactical control of the Department of Defense’s North American Aerospace Defense Command (NORAD). In 2014 this Coast Guard unit was selected as the Aerospace Control Alert Unit of the year.

SAVING THE FISHERMEN

The 189-foot long fishing vessel *Alaska Ranger* sent a distress call at 0252 on 23 March 2008 stating that the vessel was 120 miles west of Dutch Harbor and taking on water rapidly. There were 47 crew members aboard.

USCGC *Munro* (WHEC-724) was in the area and prepared to launch her HH-65 helicopter as she headed towards the sinking vessel. CGAS Kodiak launched an HH-60 helicopter from St. Paul Island.

The captain of *Alaska Ranger* ordered his crew to abandon ship before the Coast Guard crews arrived. Crew members attempted to launch their ice-encrusted life rafts but they started to drift away in the high seas and strong wind conditions. The men jumped. Some made it into the rafts; most bobbed on the sea. *Alaska Ranger* sank soon after and all 47 men were at the mercy of the 30 knot winds, 15-foot seas and the -24 degree wind chill.

The HH-60 arrived on scene to find 47 men floating in a line stretching for half a mile with their strobe lights blinking in the darkness. Snow squalls further exacerbated the rescue operation. A sister ship, *Alaska Warrior*, also responded to the Mayday and started to pick up some survivors. The HH-60 crew picked up 12 survivors by lowering their rescue swimmer into the water to assist the freezing men. It was not possible to lower the survivors to the nearby *Alaska Warrior*, so the H-60 crew decided to fly to *Munro* which was rapidly approaching the scene. By now *Munro* had also launched her HH-65 and the smaller helicopter started to pick up more survivors. They could only fit four men in their cabin, so the rescue swimmer volunteered to remain in the freezing water, making room for a fifth survivor. The HH-65 called "LOW FUEL" and headed back to *Munro* just as the HH-60 completed its in-flight refueling from *Munro*. She sped back to the scene and continued to pick up more survivors and the rescue swimmer. At the end of the day, 42 men were rescued. Four others died of hypothermia and one was never found. The rescue was unprecedented in terms of numbers of people airlifted from the ocean and is considered the largest cold-water rescue in Coast Guard history. The two helicopter crews displayed exceptional risk mitigation and airmanship in fighting time, distance and weather. Stopping the Drug Smugglers.

STOPPING THE DRUG SMUGGLERS

At 0130 on 11 March 2017, a HITRON crew made their 500th recorded drug bust in the eastern Pacific Ocean. This historic benchmark for the unique CG unit makes the total dollar amount of drugs they have prevented from entering our country at over \$16.7 billion. This includes over 930,000 pounds of cocaine and 60,000 pounds of marijuana.

Helicopters have been used for law enforcement purposes since World War II. Under USC 14, the Coast Guard is the only federal law enforcement agency with jurisdiction in both U.S. waters and on the high seas. In 2000, the Coast Guard commissioned the Helicopter Interdiction Tactical Squadron (HITRON) at NAS Cecil Field in Jacksonville, Florida. HITRON operates 12 MH-65D helicopters from the decks of Coast Guard cutters in known smuggling areas in both the Atlantic and Pacific. They rely on expertly trained aircrews and precision marksmen to disable go-fast smuggling vessels by shooting their engines with .50 caliber rounds after they refuse to comply with verbal and visual warnings to stop for inspection.



EPILOGUE

Maritime superiority, safety, efficiency and effectiveness has been greatly enhanced by the development and deployment of helicopters. Almost every large Navy or Coast Guard vessel leaving port now has a helicopter on its flight deck.

History is written by the dreamers not the doubters. They take bold risks to alter the status quo. Men like Admiral Ernest King, Igor Sikorsky, Frank Erickson and a few other helicopter pioneers ("Twirly Birds") changed the course of history. Frank Erickson's ideas were scoffed at by most senior aviators who saw fixed wing seaplanes as the only future for Coast Guard Aviation. Erickson stood his ground and proved them wrong. Young military personnel can learn from his example and use their own unique skills and vision to shape the future of our military in the 21st Century.



Ye Olde 2018 Roost Report By Ptero Steve Goldhammer, Av. 1207



At 1500 on 6 September, a gorgeous late-summer northern Michigan day, the early Roost arrivals gathered at the E. Front St. mini park in downtown Traverse City for the dedication of the new 'Guardian' memorial, a tribute to the men and women, past and present, of the U.S. Coast Guard.

Mr. Stan Simons, Chair of the CG Committee, offered some remarks on the background of the project and his appreciation for all that the Coast Guard does for the people of Traverse City. CDR Nathan Coulter, AirSta CO, said we are all here for this occasion because of a tremendous amount of grit and determination by many groups of people. He offered a heartfelt thank you to the community from the current and former Coast Guardsmen assigned to AirSta Traverse City. He lauded the pride, patriotism, philanthropy, and work ethic of the Traverse City community that encourages people to ask to be assigned here. He thanked the community for making us feel so welcome here. He said this is a milestone event for the city.

The ceremony closed with the playing of 'Semper Paratus' and a flyover of helos from AirSta's Traverse City and Detroit. A short reception followed.



The 7-year project was sponsored by the Traverse City Coast Guard Committee. Your CGAA contributed \$5K to ensure the successful completion of the project. A contingent of uniformed personnel from AirSta Traverse City attended.



Mr. Simons addresses the audience as CAPT Coulter looks on.



About 44 Pteros participated in the annual Ptero best ball golf tournament on Friday at Elmbrook

Golf Club. The winning team (-15) was Brett Fedorinchik, Alex Zelinski, and Aaron Greenman, some special guests from the local Cherry Festival committee. Second place (-10) was Ben Stoppe, Sperry, Aviator 1111, and Christa Storm, and John Wintermuth. Closest to the pin winner was Sperry Storm and the longest drive went to someone forgotten.



Organized walking tours of charming downtown Traverse City were also conducted on Friday. Other attendees enjoyed the Great Wolf Lodge water park or ventured out to enjoy the many beautiful local attractions on their own.

Ptero Don Vaughn, 95, Aviator 547, was our oldest attendee. He drove from western Pennsylvania.



Pteros Don Vaughn © with Tom King, Av. 1775, (L) & Tim Goldsmith, P-3270.

About 175 people enjoyed the camaraderie and delicious cuisine at the Friday cocktail reception. CDR Coulter welcomed everyone and thanked them for attending. Many former AirSta Traverse City CO's attended. They included CAPT Paul Resnick, 79-81; CAPT G. Tom Morgan, 81-83; CDR Jim Wright, 83-85;



The former A/S Traverse City CO's attending the Roost. John Russell Photo

CAPT Carl H. Pearce, 85-87; CAPT Michael F. McCormack, 87-89; CAPT Drew L. Gerfin, Jr., 89-91; CAPT Tom J. Allard, 93-95; CAPT Paul S. Ratte, 03-05; and CAPT Joe Buzzella 11-13.

The hospitality suite was buzzing after the reception.

Ptero Executive Director Ben Stoppe, Aviator 1646, called the Saturday Business meeting to order at 0835. He declared that we have a quorum. The validation of the newly elected officers was conducted: President—Ptero Mike Emerson, Aviator 2799; Executive VP—Ptero Janis Nagy, Aviator 2791; Executive Secretary—Ptero Mark D'Andrea, Aviator 2359 (Ben said Mark will continue development of the CGAA Strategic Plan); Treasurer—Ptero Ben Stoppe (He said this is 'not for life.' He has been the Treasurer since 2005, and this is his final 2-year term. He's looking for a volunteer to relieve him in 2020. 'It's fun, really!').

Ben reviewed the idea/plan to upgrade and install a new tombstone at the gravesite of CAPT Frank Erickson, Aviator 32, in Texas. He introduced Chris Dewhirst, Aviator 1854, the new CGAA VP for Development. Ben turned over chairmanship of the meeting to Janis. The minutes of the 2017 Business meeting were approved.

Ptero RADM Mel Bouboulis, Aviator 2915, introduced our new CG Vice-Commandant and current Ancient Albattross, ADM Charlie Ray, Aviator 2311, and the HQ Tri-P: Chief of CG Aviation Forces Ptero CAPT Carl Riedlin, Aviator 3052, Chief of CG Aviation Engineering Ptero CAPT Tom MacDonald, Aviator 2970, and Chief of CG Aviation Safety, CDR Jeremy Day, to present the State of CG Aviation.



The CGHQ 'Tri-P.' Bob Powers Photo.

Carl said he's new to CG-711 (six weeks) and is learning from a fire hose. He reviewed the 75th Anniversary of Naval Helo Aviation activities. He said the role of the helicopter was formed by several CG visionaries. He reviewed the CG response to the three Cat 4 2017 hurricanes (Harvey, Irma, and Maria). 11K people were rescued by the CG during 2,400 hours of flight after Harvey. 326 people were rescued by the CG

after Irma. Most of the CG efforts after Maria were providing logistics flights for supplies to the victims. Regarding Unmanned Aerial Systems (UAS), Carl said there are three categories: long, medium, and short range. The medium range 'Scan Eagle' has been very successful on deployments aboard CG vessels. The long range 'MQ-9' project at Corpus Christi is a joint project with the Dept. of Homeland Security. CG pilots and sensor operators are working with Customs. There are separate teams for takeoff, landing, and operations. UAS maintenance on CG ships is contractor owned and operated. Regarding HITRON, Carl said that 'armament is a great deterrent.' Regarding the RW intercept program, the CG is an integral part of protecting the President with DOD in the national Capital region. The H-65s operate out of Atlantic City, but HQ is looking at standing up a separate unit for that. The H-65's 'armament' is a signboard; it's very effective. Regarding RW aviation, we have some really amazing platforms that are very old. We do a great job of taking care of them. There are no plans to replace any until the mid-2030s. HQ is looking at the Army's 'Future Vertical Lift' concept: co-axial rotor systems and 240 kts cruise. Regarding FW aviation, the C-130J is a phenomenal platform for the CG. The C-27 has some growing problems (support, missionization) but it is very capable and its availability rate is coming up. The Minotaur sensor system for better cockpit coordination and domain awareness is being implemented. The fleet is robust. The CG is preparing for the possibility of a 'one DHS Air Force' by having interoperable aircraft. POPDIV may be back by 2024. The biggest personnel dilemma is pilot retention. HQ is looking at various incentives. We have enough people to maintain and crew our aircraft; they're young and smart and getting experienced.

ADM Ray reviewed how CG families were evacuated from the hurricane areas in 2017. CGMA, the CG Foundation, the CPOA, and the Auxiliary were very helpful. We have an automated accountability system for tracking CG families.

Regarding CG Aviation Safety, CDR Day said 2018 is the year of Risk Management; there's a new Risk Management Manual. We need our crews to talk together more before starting a mission. There was a recent H-65 wheels-up landing incident. We're trying to not learn lessons the hard way.

CAPT MacDonald thanked the CGAA members for setting the foundation for how the CG responded and should respond. Ben thanked the CGAA members for donating many thousands of dollars to the CG Foundation for hurricane relief.

Ben provided the CGAA financial report. The 2017 tax return pends due to his computer problems. An extension has been granted. 2017 corporate sponsorship was \$21K (over \$60K in 2016). He's working to generate increased sponsor donations (\$10K

so far this year). Regarding the HH-3F 1486 restoration, the CGAA donated \$30K to the Naval Aviation Museum and we're trying to get them to move it inside. He thanked the CGAA for donating over \$47K to the nametag project. At the end of 2017, the CGAA checking balance was \$7.7K, savings were \$108K, and investments were \$33K for a net worth of \$180K. We're still supporting the Rittichier Trophy program and we spent about \$20K for various events in the past year. He reviewed the petty cash account and said 'Some of this stuff is pretty esoteric.' John Wintermote and Cathey Griffith from Airbus Helicopters, Inc. verified the presence of the lock washer.

Regarding the CGAA Strategic Plan, Janis said that Mark D'Andrea was the driver of this 'living document' and it will be on the Ptero website.

Under 'New Business,' Ptero Jay Crouthers, Aviator 1360, said the next Roost is tentatively set for Clearwater in late October. They last hosted in 1991. 12 people have volunteered to be on the committee. HITRON volunteered and was considered, but there aren't many retirees in the area and they just hosted in 2010. Clearwater was approved. Jay said the CO of Port Angeles volunteered to host in 2020 (even though he won't be there then). There are some logistic issues with having it there. Corpus Christi was also suggested for 2020. Jay said he is happy with the results of the 1486 fundraising project, but he's done with any more projects like that. Regarding the Ptero Store, Jay thanked Ptero Gary Gamble, Aviator 1826, for developing the new CGAA corporate logo. Jay and Ben had nametags made with the new logo. Several attendees expressed interest in purchasing new nametags, hats, etc. with the new logo. HU-16, HH-3F, and HU-25 shirts are now available online. Jay needs an order of at least three of each item to get a decent price. Copies of the 16x24 75th Anniversary helo painting are available for \$48 with a description of each helo depicted. Jay said 'It's your store. Tell me what you want, and we'll get it.' He reminded members to link to the CGAA when purchasing items on-line through Amazon.

Prez Mike Emerson said he woke up this morning with a strange urge to jump off the Sleeping Bear dunes. However, he's happy to be here. He said that RADM Jim Van Sice did a great job as President and stayed longer than he wanted to. (Jim was presented a CG Distinguished Public Service award at a luncheon honoring him in the D.C.

area on 25 September.) Mike said there won't be any big rudder movements right off the bat. There's some low fruit, e.g. membership, to pursue. He and Janis, along with Ptero RADM Dave Kunkle, Aviator 1726, established HITRON together and he was CG-711 for four years following Ptero Tom King, Aviator 1775. He works in 'Prevention' at CGHQ so he has close contact with the Tri-P. He said we need to get aviation back in the spending program; we're recapitalizing five aircraft systems. He'll keep us in the loop, but will be asking for help. A relief for Ben as Treasurer is in the works. He looks forward to working on membership. He asked us to ask someone cool you know to join the CGAA. 'We need them!' We'll work on the budget and fundraising; there are lots of opportunities. He's looking forward to working with us. He emphasized the importance of the CGAA Strategic Plan. He asked for ideas to jazz up the Roosts to something better than just golf and Ben's war stories. He thanked everyone for their support. The one person (in attendance) who voted against him for President then declared that he was changing his vote. The meeting adjourned at 1011.

Many Pteros then participated in delightful excursions to Sleeping Bear Dunes and the CG Life Saving Station on Lake Michigan or lunch at the Secret Gardens at the Brys Estates Winery and the restored Mission Point Lighthouse.



delight in having so many old and new friends join us as we honor all the men and women of CG Aviation, past and present, by recognizing the outstanding accomplishments of our Awardees over the past year. AirSta CO CDR Coulter also welcomed us and congratulated the awardees who 'are an inspiration to all of us.'

Ptero VADM John Currier, Aviator 1877, told us the story of the 'Missing Table' in the center of the room. 'It's a tribute to those missing from and unable to attend the banquet and the 103 fellow pilots, the 134 crew members, and the 15 CG Auxiliaries who made the ultimate sacrifice during CG air operations. The table is set for one and is small, symbolizing the loneliness we feel without them. The tablecloth is white, symbolizing the purity of their intentions and willingness to respond to the call to go to the assistance of others. The single rose in the vase reminds us of the families and loved ones of our comrades-in-arms who kept the faith awaiting their return, now forever left behind. The red ribbon, tied so prominently on the vase, is reminiscent of the red ribbon worn by many who bear witness to their unyielding determination to account for every one of our missing. A slice of lemon is on the bread plate to remind us of their bitter fate. The salt on the bread plate is symbolic of the river of tears shed by families and loved ones. The glass is inverted; they cannot toast with us this night. The chair is empty; they are not here. Our lives are incomplete because they are not here with us tonight. They were there for us; we are still here for them. In honoring them; each of them; all of them; we stand silently and face their table; the table where they should be sitting with us this very night. We stand silent in their absence. Please raise your glass in a toast; to the missing. We flew with you and called you friend and colleague. We will never forget your ultimate sacrifice made so that others may live.' He then read the list of departed members and spouses since our last gathering.



Ptero Prez Emerson thanked those attending and said this is an exciting night for us celebrating the 75th anniversary of Naval Helo Aviation and honoring our awardees. He said there's lots of pride in this room in the CG, CG aviation, and the CGAA. He said he's really proud to be our President.

After a delicious dinner, Ptero Hasse recognized the Roost Committee: Mark Benjamin, Tom Haase, John Currier, CDR Nate Coulter, LT Erik Oredson, Tom Allard, Tim Goldsmith, Skip Deacon, Randy Blunck, Bill Biggar, Chuck Biladeau, Carl Brothers, Tim Umstead (USMC ret.) & the AirSta CPOs, and the national and local Roost sponsors.

A CGAA Lifetime Achievement Award was presented to Ptero Tom Rich, P-2596, for his 13 years of dedicated service as the CGAA ALPTERO email guru.



John Wintermote & Cathey Griffith presented an Airbus Helicopters Corp. award to Ptero Jim Szymanski, Av. 1399, to recognize his contributions in the selection and development of the Aerospatiale 366G1 as the CG's Short Range Rescue Helicopter designated as the HH-65A, and in recognition of his role as the first H-65 Aircraft Commander. The MH-65 has served for



Ptero Tom Haase, MC, kicked off the Awards banquet. He thanked those who attended the Roost and expressed his

over 30 years and now supports multiple mission roles.

LT Luke Christopher, Av. 16, was inducted into the CGAA Hall of Honor for his 'outstanding contributions to USCG Aviation through sustained superior performance, significant achievement in technology or tactics, and unique or extraordinary accomplishments in flight.' (See related story on P. 1). LT Christopher was the first CG DCA. Ptero Carl Riedlin, CG-711, accepted the award.

The Captain Marion "Gus" Shrode Aviation Safety Award was presented to LCDR Jessica S. Davila, Av. 4261, LT John R. Sauve, Ptero LT David H. Blue, Av. 4438, LT Joseph P. Rozycki, LT Thomas E. Horejs, Av. 4393, and Lt Michael J. Gereau, Av. 4209A, of the Helicopter Interdiction Tactical Squadron (HITRON). From 01 June 2017 to 31 May 2018, HITRON's efforts exemplified the four pillars of the CG's Safety Management System (SMS): policy, promotion, assurance, and risk management; and embodied the Commandant's guiding principles of ready, relevant and responsive. Over the past year, HITRON deployed over 1000 days on ships and completed six cutter aviation stan visits. HITRON embraced the role of the aviation leader in ship-helo ops by tirelessly working to improve the effectiveness of cutters with deployed aviation assets. An example was the creation of training by HITRON's Safety Department that leveraged mishap lessons learned and structured risk management discussion to heighten cutter commands' situational awareness & operational expertise.

AET2 Zoltan J. Peter, Jr, of the C-27 Asset Project Office (APO) was selected as the recipient of the 2018 Chief Oliver F. Berry Aviation Maintenance Award. Demonstrating exceptional leadership, superb technical expertise and professionalism, he played a key role in the C-27 APO's Engineering Division and the entire C-27J fleet. AET2 Peter played a critical role in completing the regeneration of the last 3 aircraft from deep storage at the Aerospace Maintenance Regeneration Group (AMARG), an unsupervised duty that is reserved for the most senior and experienced maintainers. AET2 Peter developed and implemented numerous repairs with very little to no Original Equipment Manufacturer (OEM) assistance. He designed and built a fuel quantity test set, capable of testing individual probes and was a key member of the team that designed and built a system to troubleshoot the HC-27J de-icing boot system. This has expedited the troubleshooting process, saved the service countless maintenance repair hours, improved operational reliability of the C-27J fleet and his build plans are

being requested by other external C-27J users. His troubleshooting of the C-27J Auxiliary Power Unit (APU) found a critical OEM fault isolation guide discrepancy, resulting in the manufacturer changing the ohmic value called out for in the APU Fuel Control Servo. His efforts enabled the CG and the APO to successfully transition its first C-27J AirSta six months ahead of schedule while also supporting APO missions. Ms. Mary Susan Hansen, 2nd cousin third removed of Oliver Berry, and her son, Patrick, from Evansville IN, helped with the presentation. They are the last two known survivors of Oliver Berry.

The Captain Frank A. Erickson Rotary Wing Rescue Award was presented to the AirSta Kodiak crew of MH-65 CGNR 6593, Ptero LCDR Daniel Schrader, Av. 4368, LCDR Adam Mullins, Av. 4293, AMT2 Jentzen Green, AET1 Gregory Mayes, and AET2 Jacqueline Gutierrez, in recognition of their heroic efforts from 4-7 MAY 2018, responding to a critically ill crewmember aboard Naval Vessel SBX-1, 1000 miles southwest of Dutch Harbor, AK. Deployed aboard CGC JOHN MIDGETT, 6593 was tasked with a long-range MEDEVAC over 400 miles from land. The crew was forced to fly two sorties over a combined 120 nautical miles to embark all the necessary gear and crew onto CGC JOHN MIDGETT from Dutch Harbor, AK. The steadfast crew navigated through snow squalls and ¼ mile visibility to complete the re-embarkation aboard the cutter. As the low pressure system rapidly approached, along with the threat of higher winds and seas, the aircrew conducted extensive mission planning for the MEDEVAC. The crew made use of all available weather resources, gathered info on the patient's condition, and stripped the aircraft of all non-essential equipment to allow for increased endurance. Taking advantage of a short lull between two weather systems, 6593 launched into 22 kt winds and 10 foot seas to fly 80 nautical miles to rendezvous with SBX-1. While enroute, the cutter suffered a turbine casualty forcing a reduced transit speed and increasing the distance for 6593's return flight. The aircrew began experiencing 70+ kt wind with 3 miles visibility and landed on the Navy vessel to wait out the weather. After landing on SBX-1, and while being accosted by high winds while embarking the patient, 6593 was informed that the Navy vessel lacked the tie down gear to secure the helo until the weather passed. Unable to wait out the storm and with rapidly decreasing fuel, 6593 flew back to CGC JOHN MIDGETT. Flying at over 200 kts ground speed, 6593 was soon met with 16-18 foot waves breaking over the bow of the ship. The cutter was at maximum pitch & roll limits with occasional pitching and rolling exceeding the slope landing limits of the airframe. Concerned about a roll-over on deck, 6593 kept all tie down members off

the flight deck for their safety. The aircrew astutely observed the movement of the ship and began their landing attempts. Their third attempt was successful. After delivering the patient to the corpsmen and as seas grew to 26 feet, the crew began a 3-hour blade folding and heavy weather traversing evolution to shelter the helo in the hangar. The cutter then transited 360 miles towards Adak for the final leg of the mission. 6593 launched at the edge of the cutter's wind limitations and successfully transferred the patient to an awaiting ambulance.

The Commander Elmer F. Stone Fixed Wing Rescue Award was presented to the AirSta Barbers Point crew of HC-130 CGNR 1703, LCDR Sean Bartonicek, Av. 3966, Ptero LTJG Evan Swinghamer, Av. 4691, AET2 Beau Fisch, AMT2 Ryan Cabrera, AET2 Andrew Davis, AET2 Jeremiah Strombeck, and Ptero AET3 Shawn Feleppa, P-4413, in recognition of their heroic efforts on 25 MAR 2018, responding to a 406 Electronic Position Indicating Radio Beacon (EPIRB), registered to the PRINCESS HAWAII, a 63 foot longline commercial F/V. 550 miles northeast of Oahu. The F/V was unresponsive to satellite callout attempts from the District 14 Joint RCC. The 1703 launched from AirSta Barbers Point and flew to the initial EPIRB location where they located the PRINCESS HAWAII. She was partially submerged with only the bow riding above the surface. After finding no signs of life in the vicinity, 1703 performed an impromptu search of the area and found a small 10 person life raft five miles south of the sunken vessel. Unable to establish communications with the life raft, 1703 configured for the aerial delivery of a radio and survival kit. Despite the harsh environmental conditions including 10 foot seas, 30 knot gusting winds, and inflight turbulence, the rescue kit was successfully deployed to the life raft. Once communications were established, 1703 ensured all survivors were accounted for and safe. 1703 instructed the survivors to secure themselves to the life raft which was being breached by the 10 foot breaking surf. 1703 located a F/V 35 miles away and diverted it to the survivors' position. 1703 then conducted a cruise engine shutdown to conserve fuel and provide vectors to the rescue vessel. During the shutdown, 1703 experienced a malfunction requiring the crew to conduct a risky emergency air start. 1703 elected to stay on scene to coordinate the rescue efforts. Unable to maintain visual contact with the life raft due to weather and darkness, 1703 con-

tacted the life raft and had the survivors rig the strobe light from the rescue kit atop the life raft canopy. The aircrew was able to maintain intermittent visual contact with the life raft using night vision goggles. 1703 stayed on scene and provided critical vectors to the rescue vessel saving eight lives.


Ptero Haase congratulated the awardees and said we can all agree that the CG is in wonderful hands. He introduced our Ancient AI, ADM Charlie Ray

ADM Ray congratulated the awardees and said there were so many things that could have gone wrong with these last two cases. He doesn't know of anyone who wouldn't want to come to Traverse City in the summertime. He lauded the Roost Committee's efforts. He has a tremendous amount of respect for every person in the CG on the team that gets things done. 'This is a family reunion that accomplished many incredible things. Some people, e.g. Ptero RADM Dave Belz, Aviator 1579, still give him advice. Some in the crowd, e.g. Ptero 'Pop' Shelley, Aviator 633, have changed the aviation world. This is an opportunity to reflect on our CG aviation heritage and what it's done for our nation. He gave some examples. 'It's amazing, and neat, to think about all that CG aviation has accomplished. It's also inspired our current active duty

people. Your CG aviation that you helped build is just as relevant today as it was before. There's no time to rest on your laurels in CG aviation. There are always new challenges. We're going to do well moving forward by applying lessons learned. The Commandant is as big a fan of CG aviation since Elmer Stone crossed the ocean. ADM Schultz is an aviation guy. It's an exciting time to be in the CG with the leadership that we have. The real key to our readiness and responsiveness is the young people who are serving in the CG. We need to work on retaining them. The honor of being in the CG and doing what we do will never lose its shine. We work hard at what is worth doing.' He enjoyed listening to the retirees here talk about sucking their seat cushions up and doing their job while putting their life in harm's way. 'We're gonna be alright because of the groundwork that the CGAA members have laid. God bless us all, and Semper Paratus!'

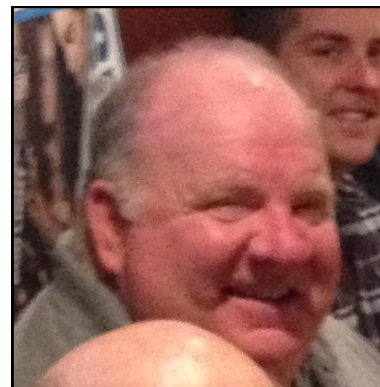
After the Benediction, the hospitality suite resumed humming long into the night.

On Sunday, the AirSta CPO Association hosted a scrumptious BBQ luncheon at the Air Station to cap off a wonderful Roost. Ms. Beth Crumley, from the CGHQ Historian's office, gave an informative lecture on the development of CG helicopter aviation at the BBQ.

Please see the Ptero website aoptero.org for many more great photos by Ptero Bob Powers, Aviator 1458. 



Thanks to Pteros Mark Benjamin (l) & Tom Allard and all the other Roost committee members!



In Memoriam: CWO3 (Ret.) Craig Dilloway, USCG, Beloved Traverse City Roost Committee Member, Passed away shortly before the Roost.

Ptero CAPT Joe Kimball, Aviator 3211, (CG-711) Retires

By Ptero Jay Crouthers, Av. 1360

that I recognized were Bob Powers, Av. 1458, & Mike Emerson, Av. 2799.



ADM Ray (l) and CAPT Kimball. (Photos by Elaine Griffin Photography)

I wanted to share with you my experience at the Retirement Ceremony of CAPT Joe Kimball on 22 June at AirSta Washington. My wife, Chris, and I rode through very heavy traffic with Ptero RADM Bob Johanson, Aviator 869, who was nice enough to drive. The only other Pteros

Almost everyone else were Blue-Suiters and some wives. We were overjoyed to renew our friendship with Donna Ray, who we established an instant relationship with at the 2016 Roost in Mobile. She and Chris met and became buddies without either of us knowing who she was, other than a really fun person.

Our Vice-Commandant, Ptero ADM Charlie Ray, Aviator 2311, presided and blew the crowd away, as always. He even recognized the CGAA as an important part of the aviation family. Donna told us they have the Traverse City Roost on their schedule. The ceremony was extraordinary! None of us had never seen anything like it before. Aside from the usual award of a medal, a personal note from President Trump was presented along with letters to Joe's wife, Shelley, & each child, signed by either the Commandant or another Admiral (for the kids). There was one event, I forget what it was called, where an Ensign passed a folded flag to a JG, who passed it to a LT, on to a LCDR, thence a CDR, and finally to Joe; representing the progression of his Coast Guard career. All this while beautiful music and a touching story was read. Very formal and VERY impressive. Overall, a real tear-jerker and wonderful event. I'm very happy I could attend.

We decided to present Joe with a copy of the 75th Anniversary of CG Helicopter Aviation painting at the reception. He loved it and the H-3 Coin I gave him also. While waiting to give Joe the painting, I had the opportunity to show it and received very encouraging feedback from many active duty and retired members that saw it. EVERYONE wanted one!!! All-in-all, a most successful day. It also reminded me why I would NEVER battle that traffic on a daily basis for anything less than \$10 Billion dollars a year!

Joe's relief in CG-711 is CAPT Carl Riedlin, Aviator 3052.



Air Station Traverse City Holds 'Open Ramp' Event

By Ptero Mark Benjamin, Av. 1665

Another highly successful Open Ramp at Air Station Traverse City on the evening of June 29th with the Blue Angels and an F-35 among other exhibits.



This event was started at least ten years ago as the annual Air Station open house with the Traverse City Cherry Festival Air Show participants on static display along with either the Blue Angels or the

Thunderbirds depending on even or odd years. Airshow performers actually vote on such things and, for many years, the TC air show has been voted number one in the country. Attendance this year was about 10,000. We sold \$1386.00 in merchandise. We've done this for three years now.

Pictured is a Yankee Air Museum B-17. 'Yankee Lady' is a B-17G-110-VE, bearing USAAF serial



number 44-85829. It was built by the Vega Division of Lockheed Aircraft Corporation at Burbank, CA and was delivered to the USAAF on July 16, 1945. It went to Dallas, TX for modifications and, in September 1945, was placed in storage at South Plains Field, TX along with other brand new B-17s. The Yankee Air Museum is certain that this aircraft did not fly combat missions during WW II.

In 1946, it was one of 16 Flying Fortresses transferred to the CG. These aircraft were designated PB-1Gs, P for patrol, B for designed by Boeing, 1 for the first model of the type and G for CG. This particular aircraft then became PB-1G serial number 77255. All guns and turrets were removed, and a radome was installed in the position formerly occupied by the chin turret. It was for air-sea rescue and iceberg patrol duties out of Naval Station Argentia, Newfoundland, then AirStas Elizabeth City and San Francisco. At one time it carried an air droppable, 27 foot long 3300 pound wooden lifeboat under the fuselage for rescuing people stranded at sea. It was retired from the CG in 1958. It was then purchased by Ace Smelting, Inc. for \$5997.93 and used in various types of survey work. It was then used as a forest fire water bomber for several years. In 1969, the aircraft was flown with four other B-17s to Hawaii and used in the filming of the 1970 film Tora! Tora! Tora! The Yankee Air Museum purchased it for \$250K in June 1986 and it underwent a nine year restoration.

Some of the Pteros attending were: Tom Allard, Av. 1741, Mark Benjamin, Av. 1665, Bill Biggar, Av. 1975, VADM John Currier, Av. 1877, Carl Pearce, Av. 1296, Jim Wright, Av. 1312, Tim Goldsmith, P-3270, Randy Blunck, Brian Hansz, Chuck Biladeau, Dan Streother, Av. 2222, Eric Oredson, Av. 4596, and AirSta Traverse City CO, CDR Nate Coulter, Av. 3406.



Air Station Sacramento Celebrates 40th Anniversary

By Ptero Pete Heins, Aviator 1504

On 22 September, AirSta Sacramento celebrated the 40th anniversary of its September 1978 establishment, when three HU-16E "Albatross" & four HC-

130H "Hercules" FW airplanes were transferred from CGAS San Francisco to Sacramento. Now, it is the second youngest AirSta and currently operates six HC-27J "Spartan" airplanes, with 170 assigned personnel. I was based at CGAS Sacramento from its September 1978 commissioning until March 1979 (when I was hired by Eastern Airlines). I was a LT and dual qualified AC on the "Hercules" & "Albatross."

The celebration was attended by Congressman John Garamendi, California 3rd District; First AirSta Sacramento CO, Richard Green; Current CO, CAPT Carola List; representatives of McClellan Airport facilities, including several Forest Fire Fighting Groups; an MH-



A/S 'Plankholders' (l-r): Scott Littlefield, Denny Morrissey, Larry Schilling, Unknown, Pete Heins, Bob Swift, Manny Angeles, Unknown, Unknown, Tom Giampetro, Hugh Dayton, Alan Zack, Unknown, Dick Green. Not pictured: Mark Bigart, Betty Uhrig, Tom Nichols, & Cerezo Del Rosario.

65 from AirSta San Francisco; all Air Station Sacramento personnel & Auxiliaries; and some 250 USCG retirees, family, See **SACRAMENTO** on P. 23.



A/S XO, CAPT Roy Eidem, addresses the audience as Congressman John Garamendi, CO CAPT Carola List, and 1st CO Dick Green look on. Ptero Pete Heins photos.

**AirSta St. Petersburg
Sikorsky HUS SAR Demo
By Ptero Marty Kaiser, Aviator 753**



Sikorsky HUS-1G (HH-34) "Seahorse"

The Coast Guard acquired six HUS-1Gs from Sikorsky in 1959. It was a medium range utility helicopter; its primary mission in the Coast Guard was search and rescue work. It was also suited for transporting personnel and cargo, reconnaissance, and general utility. The main cabin is located directly beneath the main rotor with pilots' compartment above and forward of cabin. A Wright engine located in the nose is accessible by clamshell doors. Interior accommodations included side-by-side seating for pilot and co-pilot and 10 seats for passengers in the cabin. Design features include a 600-lb. rescue hoist, automatic stabilization system, towing apparatus, provisions for instruments and night flying, a droppable fuel tank on port side for range extension, and dual control systems.

It was planned to replace the HO4S helicopters with the HUS. Three out of the first six were lost in over water accidents by November of 1962. As a result, the Coast Guard opted for the HH-52A turbine helicopter.

Under a DOD directive dated 6 July 1962, the services' standardized all helicopter designations and the HUS-1G became the HH-34F.

Of Interest:

The remaining three helicopters were transferred to the CIA for operation by Air America in South East Asia. One was lost in Laos and the other two were eventually transferred to the Royal Lao Air Force.

The foregoing information was borrowed from the Coast Guard Aviation Association's History of Coast Guard Aviation.

Having been one of the Coast Guard Aviators at Air Station St. Petersburg when we were assigned three of these brand new helicopters, I would like to share an experience I had that didn't involve a traumatic ending. I was privi-

leged to participate as Copilot for LCDR Henry J. Pfeiffer in a SAR Demonstration for Civilian Airline Pilots and Flight Attendants sponsored by the Seventh CG District in the waters offshore of Miami. The Coast Guard units involved in the demonstration were:
USCGC Androscoggin W68, WAGB Bramble W392, CGC Shoalwater CG95324, an HO4S helicopter from Air Station Miami to fly cover and photo platform, a P5M Martin Marlin from Air Station St. Petersburg and, last but not least, HUS-1G 1333 piloted by LCDR Pfeiffer and myself.

Henry and I flew down to Miami International Airport on April 25, 1960 and, after getting caught in a heavy downpour on our approach to the airport, we asked approach control if they could vector us to a clear area on the ramp letting down vertically to landing. After the rain cleared, we moved over to the Air National Guard Ramp and left the bird for the night.

On April 26 and 27, we flew over to Dinner Key and landed on the ramp and spent the next couple of days familiarizing the Miami Personnel with the new helicopter.

April 28 was a beautiful day. The Androscoggin was heeled over from the weight of all the civilian guests. I forget the exact order of the events but the attached photos will illustrate them. The Androscoggin had embarked all the guests in port. Photo #1 shows the Androscoggin and the Shoalwater with the St. Petersburg P5M making a fly over after which it made a low pass and dropped a smoke float to mark a spot. Then it returned and dropped a life raft on the spot after which it departed for St. Petersburg.



Photo #2 shows us making a basket pickup of a volunteer from the Androscoggin with the Miami HO4S overhead. That concluded the air events.



Next followed life raft drills for all civilian personnel. Photo #3 shows a full raft with the Androscoggin in the background.



Photo #4 shows a couple of loaded rafts with the Bramble standing by.



Henry and I returned to St. Petersburg on 29 April. If anyone is interested about the events surrounding the loss of two of the three birds mentioned in the Aviation Association's article, please see 'Three Today in Tampa Bay' by this author in the Spring 2012 Pterogram .



Operation HikeAIR

By Linda Skvarla ADSO-PB—
District Fifth Northern

He was scared, but the young hiker still knew what to do when he got lost during a wilderness outing in the New Jersey Pine Barrens: He remembered the three priorities: shelter, fire, and ... signal. The hiker was prepared and had packed an orange distress flag and a roll of orange surveyor's ribbon before venturing out. In a clearing he constructed a visual distress signal to attract help. Later in the day he heard the sound of an airplane in the sky. He craned his neck up toward the direction of the sound and sighted a Coast Guard Auxiliary aircraft circling overhead, dipping its wings right & left several times to let the hiker know "Gotcha, don't worry, I see where you are located."

That was the scenario members of CG Auxiliary Division 08 (5NR) and the district's Air Program (AUXAIR) participated in training exercises in July that could help save a life. Auxiliarists Ptero Joseph Giannattasio, P-3021, DSO-AV, Aircraft Commander Howard Davis, Bill Fithian ADSO-AV-Training, and Joe Lee IPFC 08-07 developed the exercise and named it Operation HikeAir, to practice ways to

handle emergency search situations in the woods. This is the first documented operation of this type in District Fifth Northern. "Most of the time, getting 'lost' on land is a matter of becoming temporarily disoriented. Some people become so disoriented that they need to be rescued," explained Lee. "Having multiple effective ways to signal for help can make all the difference in a survival situation where outside help is warranted. Signaling is one of the most under-practiced and under-emphasized survival skill sets that most outdoor enthusiasts consider."

Their proposal to the district's operations training officer (OTO) and the Order Issuing Authority (OIA) USCG Air Station Atlantic City included the following mission overview: Auxiliarist Joe Lee deploys an orange distress signal flag surrounded by a triangle of orange surveyor's tape in a clearing within his wooded farmland in Cumberland County, NJ. After a mission pre-brief among the air crew, an Auxiliary aircraft is dispatched to the general area of the farm and conducts a Victor-Sierra search pattern attempting to establish a visual of the distress signal until sighting is confirmed. Secondary evolutions involve monitoring the effectiveness of various Visual Distress Signals.

The primary goal of the mission was to determine and photo-document the practical challenges of locating a distress signal in a wilderness environment and determining location coordinates for rescue units. The find-

ings may also prove useful in focusing practical survival information to hikers, hunters and outdoors enthusiasts, and develop practical wilderness SAR exercises for Auxiliary Air Program personnel.

"We strive to incorporate realistic challenges and scenarios in our search and rescue exercises," said Giannattasio. "Plus offer practical experiences for air crews to learn, broaden their skillsets, and share their knowledge with others."

Operation HikeAir creates a realistic training scenario for District 5NR's air program which demonstrates their operational abilities and also highlights how to expand proficiency for actual

View of distress signal from above. CG Auxiliary photo by Joseph Giannattasio.



Auxiliary Air Activities

By Ptero Mark Currier, Aviator
4690, CG Auxiliary Liaison VP

First and foremost, I would like to thank the CG Aviation Association Executive Board for the opportunity to serve as VP for Auxiliary over these past several months. I am honored and privileged to provide assistance for this organization. Unfortunately, I was unable to attend the Traverse City Roost, but wanted to take this opportunity to update all on the status of the Auxiliary within the CG Aviation Association.

My goal as the VP for Auxiliary is twofold...education and membership. Most Auxiliarists, with the exception of a small percentage that are usually prior service, are unaware of the CG Aviation Association or that they can even belong. I aim to change that. We have partnered with the National Commodore of CG Auxiliary Aviation, Mr. David Starr, who upon learning of the CG Aviation Association, immediately joined as a Life Member himself. Mr. Starr was extremely excited about these opportunities and offered his and the Auxiliary's assistance towards the buildup of this program, including approval of a national Auxiliary distribu-

tion system for CG Aviation Association's recruiting and promotional materials.

Through determined work by Jack McGrath and Jay Crouthers, we are organizing this system to match the active duty counterparts or "Gold side" by offering a complimentary year membership after any Auxiliarist receives wings, whether aircrew or pilot. These requests will be forwarded to myself from each Auxiliary Dist. Staff Officer, & once approved, sent to Jack who then sends out membership materials directly to the Staff Officer or member. We hope that this increases the knowledge of the Association within the Auxiliary ranks, as well as promotes membership, just like the Active duty side.

Recruiting events, such as short presentations during wet drills, flotilla meetings & other auxiliary training activities have already commenced around the country, with our association providing membership presentations and materials. Recently, George Krietemeyer graciously stepped forward to assist another Auxiliarist with a presentation at an Auxiliary annual refresher training seminar in Mobile.

Additionally, we have added Auxiliary references to assist with inclusion, such as on the Aviation Association website within the yearly membership category, noting not only Retirees and Veterans, but also Auxiliarists. We have ensured that Auxiliary wings will be added to additional CG Aviation Association materials, especially membership forms, providing visual support that these individuals are part of our

Association.

In regards to the Pterogram, we will be submitting articles directly relating to the Auxiliary in a sort of "Auxiliary Corner" giving Auxiliarists their spotlight within this national publication to showcase their events and successes.

Just like an ALPTERO, the Auxiliary has its own ALPTERO, the Auxiliary system, which can be used to relay information to all Auxiliarists across the country. Thanks to our partnership with Mr. Starr, we can utilize this system to advise all CGAA Auxiliarists on Aviation Association matters and happenings.

Within the next year, I hope to increase Auxiliary membership dramatically, including bolstering Roost attendance, organizing recruiting events, contributing Auxiliary-specific articles to our Pterogram, and providing knowledge of this great organization to all Auxiliarists. CG Auxiliary members are a vital part of the CG Aviation family and need to know that they too are valued and appreciated. They are part of the CG story, and just like a CG Aviation Association restoration project, we must maintain and manage that story. Thank you and looking forward to another great year.



'Iceberg' Smith and German Airship *Graf Zeppelin*'s 1931 Arctic Expedition

By William H. Thiesen, Ph.D.,
Historian, CG Atlantic Area

It was a magical journey, this Arctic cruise of 8,000 miles in 136 hours! In the kaleidoscope of swiftly moving scenes, the highlights of our voyage seemed like flashes upon the screen, so quickly was one impression replaced by the next.

LCDR Edward "Iceberg" Smith, 1931

In the above quote, Coast Guard officer LCDR Edward "Iceberg" Smith wrote in a journal article his enthusiasm for an important Arctic expedition in the German airship *Graf Zeppelin*. Of the approximately forty expedition members, Smith was one of the only American participants and the only U.S. military member on board the zeppelin.

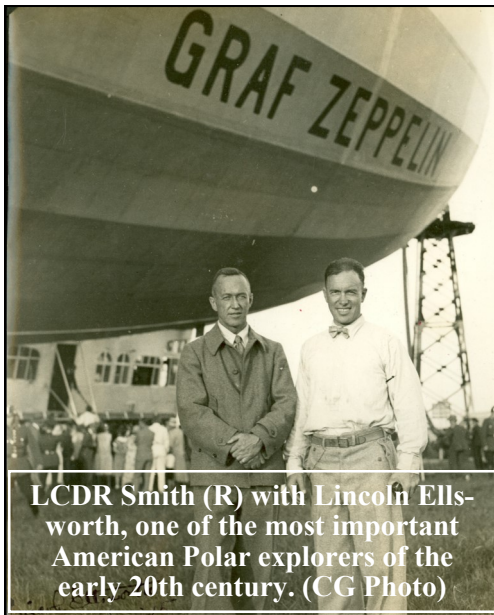
In 1913, Edward H. Smith graduated from the Revenue Cutter Service Academy, forerunner of the U.S. Coast Guard Academy. He was born and raised on the island of Martha's Vineyard and descended from a family long associated with whaling and the sea. Like many of his classmates, such as Elmer Stone, Fletcher Brown and Carl Christian von Paulsen, Smith enjoyed a distinguished and interesting career in the Coast Guard.

Early in that career, Smith served on board several cutters, including the *Manning*, which performed convoy duty in World War I. It was in 1920, when he received assignment to the cutter *Seneca* and the International Ice Patrol that Smith developed a life-long interest in oceanography and the Arctic, and became known as "Iceberg" Smith. For the next decade, Smith engaged in the scientific study of iceberg formation at Harvard University, where he earned a master's degree in 1924. In 1928, he used Cutter *Marion* to perform a survey of one of the most prolific iceberg-producing regions, located in West Greenland. In recognition of his scientific studies, Harvard awarded him a Ph.D. in geologic and oceanographic physics in 1930. He was the first Coast Guardsman to receive a doctoral degree and became recognized as an international authority on Arctic ice.

The *Graf Zeppelin* Expedition proved a combination of Arctic exploration and Indiana Jones-style adventure. On one hand, the zeppelin served as a platform to support Germany's state-of-the-art scientific equipment, including a geomagnetic laboratory, a nine-lens panoramic mapping camera,

and a hot-air balloon weather-sensing probe. On the other hand, members of the German Foreign Office saw the expedition as a way to strengthen German-Soviet ties and claim previously uncharted lands to show the world that Germany had not renounced an interest in territorial expansion.

Smith must have marveled at the airship's technology and appointments. It boasted a navigation station equal to any contemporary sea-going vessel, meteorological equipment for predicting local pressure systems at least three times a day, as well as smokeless cigarettes and frost proof fountains. During the expedition, Smith would be passing heated cabin with picture windows to view the frigid landscape below. Smith enjoyed the warmth and comfort unknown in the frozen often-deadly struggles carried out by ice-bound explorers.



LCDR Smith (R) with Lincoln Ellsworth, one of the most important American Polar explorers of the early 20th century. (CG Photo)

As dawn broke on Friday, July 24, 1931, Iceberg Smith and his airshipmates embarked the zeppelin in its hangar at Friedrichshafen, Germany, and its 300-man ground crew walked the airship to its take-off point. By 8:35 a.m., the zeppelin was on its way to Berlin, where it arrived at 6:00 p.m., circled the city several times for the benefit of local spectators and set down for the night at nearby Templehof Field.

The next morning, *Graf Zeppelin* began the first leg of its journey with a flight to Leningrad by way of Helsinki, Finland. Soviet fighter aircraft met the airship at the Russian-Finnish border to escort the zeppelin around sensitive coastal defense installations and on to Leningrad. After *Graf Zeppelin* landed at Leningrad's Commandant Aerodrome, Smith and the rest of the crew received an official welcome by local Soviet leaders and enjoyed a lavish banquet. That evening, the Soviets topped off fuel, stores

and hydrogen gas and Soviet members of the expedition stowed their gear on board the zeppelin.

In the morning of Sunday, July 26, Smith and the airship's scientists and crew were ready to begin their 8,000-mile aeroarctic journey. *Graf Zeppelin* proceeded from Leningrad over the port city of Archangel and the White Sea, at altitudes between 500 and 1,500 feet, before heading due north through the Arctic Circle and over the open water of the Barents Sea. As the airship flew farther north, the temperature dropped from sixty degrees to fifty to nearly freezing. Gradually the open water began to exhibit ice patches, then ice floes and, finally, a solid ice sheet.

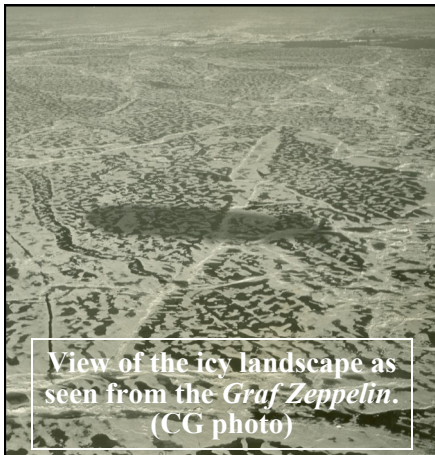
Graf Zeppelin spent Sunday evening and most of the next day crossing the Barents Sea and by 4:30 p.m., on Monday, July 27, Smith and the crew first sighted islands of the Franz Josef Land group. The airship made landfall at the glacier covered headlands of Cape Flora, however, *Graf Zeppelin* continued on to nearby Hooker Island, site of the most northerly meteorological observatory, and rendezvous point with the Soviet icebreaker *Malygin*. At 5:00 p.m., the airship descended to the water's surface and *Malygin* sent out a boat with naval officers and meteorologists. The boat and zeppelin exchanged post bags full of mail with unique German North Pole stamps cancelled using an exotic postmark on board the airship. The post-marked mail was returned to Germany by way of the U.S.S.R. The meeting between zeppelin and icebreaker proved brief as ice floes drew dangerously close to *Graf Zeppelin*'s low-hanging gondola.

After the rendezvous with *Malygin*, *Graf Zeppelin* continued to the northeast to photomap the rest of Franz Josef Land. The survey of this island group revealed several features not seen from ground level, including new islands and peninsulas previously believed to be islands. A Russian scientist on board the zeppelin estimated that three hours of aerial mapping represented about four summers of survey work by a land-based party.

At midnight on Tuesday, July 28, *Graf Zeppelin* reached the northernmost latitude of its trip at 81° 50' N, about 565 miles south of the North Pole. German insurance firms would not cover accidents or mishaps north of latitude 82° N due to the treacherous conditions and odds against rescue between that latitude and the pole. From the expedition's most northerly point, Smith noted *Here was one of the most beautiful scenes of the trip, looking northward towards the midnight sun, then just below the horizon. All objects appeared to be bathed in the soft and mellow light except where a golden reflection shone*

brightly along a glittering, icy path between us and the pole.

From Franz Josef Land, *Graf Zeppelin* proceeded to the island of Severnaya Zemlya, located three hundred miles to the east. During the flight, LCDR Smith witnessed unusual formations in the sea ice, including smoothly polished ice disks one to two miles in diameter, and patches of brown, green and yellow color caused by algae in pools of melt water. As the airship approached the island, Smith found that the sea ice formed a continuous sheet from glaciers flowing down from Severnaya Zemlya's northern headlands.



View of the icy landscape as seen from the *Graf Zeppelin*. (CG photo)

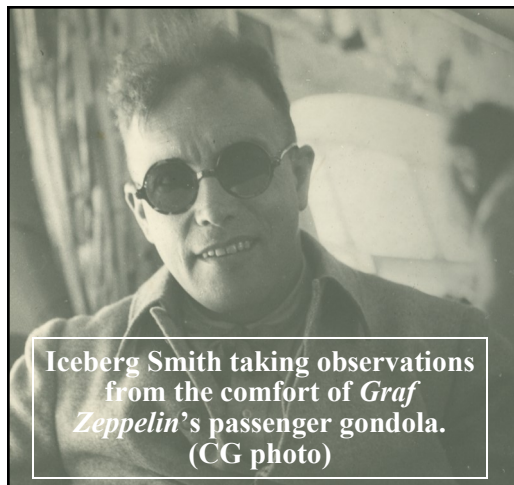
After arriving at the island, *Graf Zeppelin* assumed an altitude of 4,000 feet to begin its photographic survey. In 1914, a Russian icebreaker had charted the island's shoreline, but humans had never seen the island's interior. The survey of the land mass revealed that it was actually two islands separated in the center by a wide channel and Smith saw little vegetation nor evidence of animal life.

From Severnaya Zemlya, *Graf Zeppelin* crossed the Vilkitski Strait to the Taimyr Peninsula. The ice and snow of the island group gave way to the dark earth colors of tundra, and the crew discovered a new uncharted mountain range. Smith saw the trip's first animal life, including large waterfowl and herds of reindeer, which scattered in every direction as the airship drew near. In two hours, the zeppelin reached Lake Taimyr, a distance that took the most recent land expedition a month to cover on foot. *Graf Zeppelin*'s scientists conducted a complete camera survey of the lake, mapping many features never seen or charted before.

Departing the Taimyr Peninsula, the zeppelin crossed the Kara Sea on its way to the massive island of Novaya Zemlya. *Graf Zeppelin* passed over pack ice most of the trip until open water appeared for a few miles around the island. The zeppelin ascended to

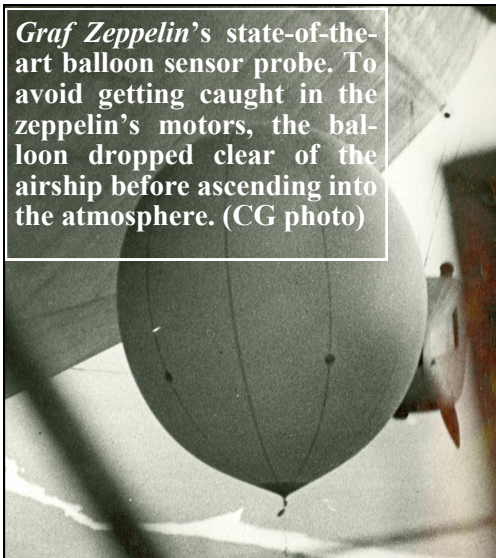
about 4,000 feet at the northern tip of the island and began a photographic survey along its length. Smith witnessed the island's mountainous landscape, covered by snow and ice and punctuated by glaciers calving hundreds of icebergs into the water.

After surveying Novaya Zemlya, *Graf Zeppelin* flew straight over Archangel and continued on to Germany. Originally, the zeppelin was scheduled to stop in Leningrad, but the Germans altered that plan and the airship proceeded directly to Berlin. At Berlin, the zeppelin stopped for only half-an-hour then left for its home base at Friedrichshafen. After only 136 hours in flight, with no mishaps or problems, *Graf Zeppelin* returned to Friedrichshafen at 5:00 a.m. on the 31st.



Iceberg Smith taking observations from the comfort of *Graf Zeppelin*'s passenger gondola. (CG photo)

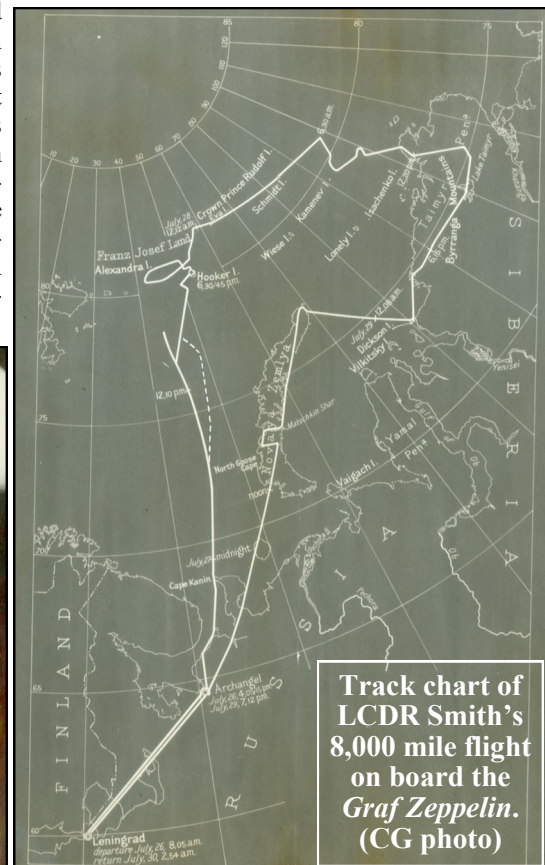
Despite the inability to fly north of latitude 82° N, the expedition proved an unqualified success. *Graf Zeppelin* had passed over vast regions never seen by the human eye and discovered new landforms, such as islands, mountain ranges and peninsulas. It also photographically surveyed large parts of the Russian arctic previously unknown and un-mapped. In presaging the use of aviation in the CG's modern International Ice Patrol, Smith ended his report by concluding that aviation would prove very useful in the Coast Guard's role of monitoring iceberg production in West Greenland waters.



Graf Zeppelin's state-of-the-art balloon sensor probe. To avoid getting caught in the zeppelin's motors, the balloon dropped clear of the airship before ascending into the atmosphere. (CG photo)

The 1931 *Graf Zeppelin* expedition proved the first and most successful venture in the history of German polar exploration, but it was also the last airship expedition. The poles had remained one of the final frontiers of human exploration prior to man's journey into space and the *Graf Zeppelin* proved that polar exploration could be accomplished safely and comfortably with the aid of airship technology. However, when Adolph Hitler's National Socialist Party ended Germany's Weimar Republic in the early 1930s, the zeppelins no longer ventured into the Arctic.

Iceberg Smith continued to work on ice-related missions after completing the *Graf Zeppelin* expedition. He went on to a distinguished CG career, commanding cutters in Alaska and assuming command of the International Ice Patrol. During World War II, he commanded the Greenland Patrol, the CG command responsible for the Greenland theater of operations. In 1950, Smith retired as a rear admiral and became director of the Oceanographic Institution at Woods Hole, where he served for six years before retiring for good. He passed away in 1961 and was buried with his ancestors at Martha's Vineyard. Iceberg Smith was one of the Service's long blue line, who devoted his life to increasing our knowledge of the Arctic and sea ice formation for the safety and benefit of all who navigate the world's Polar Regions.



Track chart of LCDR Smith's 8,000 mile flight on board the *Graf Zeppelin*. (CG photo)

Sector/Air Station Humboldt Bay By LT Ryan Vandehei, Aviator 4604

Three Humboldt Bay MH-65Ds fly in formation past Stone Lagoon.



Greetings from Sector Humboldt Bay, the northernmost sector in District 11, home to thousand year-old redwood forests and 250 miles of beautiful and rugged “lost coast.” Sector Humboldt Bay, was initially established in June of 1977 as Air Station Arcata and later redesignated as Sector Humboldt Bay in May 2013. In addition to 3 MH-65D helicopters located with the sector staff at California Redwood Coast – Humboldt County Airport, Sector Humboldt Bay oversees two Coastal Patrol Boats, two Surf Stations, an Aids to Navigation Team and several Auxiliary Flotillas. Our area of operations extends from the California-Oregon state line south to the Mendocino-Sonoma County border.

Sector Humboldt Bay has long been known for its challenging operating environment. In fact, the Navy originally established a Naval Auxiliary Air Station (NAAS) in Humboldt in 1943 for test and development of low visibility

landing technology. The “Fog, Immediate Dispersal Of” (FIDO) system is one example of that technology in which fuel lines and nozzles were laid parallel to the runway and ignited to “burn off the fog” and provide a clear pocket to land.

While the FIDO system proved impracticable for wide implementation, a standard 10-minute approach burned nearly \$50,000 in fuel, some of the innovations tested at the Navy’s Landing Aids Experiment Station, such as Ground Controlled Approach (GCA) and early Instrument Landing Systems (ILS), are still in use today.

To operate safely in this environment, Sector Humboldt Bay runs robust vertical surface, surf rescue and mountain flying training programs. The frequent summer fog and rapidly changing weather conditions at our home field require Humboldt Bay to maintain a “USCG Only” COPTER ILS that can be flown down to 100’ & 1/8SM minima. Furthermore, Sector Humboldt Bay has the ability to employ a CG-711 waiver of the standard Coast Guard non-operational take-off minimums of 1/2SM visibility down to 1/4SM for training missions.



Pilots brief with a CALFIRE Heli-Base manager prior to a joint rescue exercise.



View from the Flight Mechanic position on short final to RWY 32.

and kayakers. During the winter months, offshore sea states often reach upwards of 25’, sometimes accompanied by 35-50kt winds offshore.

On average, Sector Humboldt Bay prosecutes 239 cases per year with 362 lives and \$11.3 million of property saved or assisted. Due to the remote and isolated nature of our AOR, we rely heavily on partnerships with Federal, State, Local and Tribal partners to successfully execute offshore, coastal and inland rescues.

Although SAR missions are not as frequent here as other parts of the country, the cases that do occur are generally urgent and challenging. In the last year, our crews have conducted several 200’ plus vertical surface cliff rescues, responded to commercial fishing vessel fires and numerous persons in the water. Aviators and aircrew who serve at Sector Humboldt Bay can be confident in their abilities to handle challenging flying conditions and are ready to safely respond to cases beyond the Coast Guard’s traditional mission sets, including cliff rescue, surf zone swimmer deployments, mountain flying and high altitude confined area landings.



Vertical surface training at Patrick’s Point State Park.

As the normal summer fog season begins to recede, our crews are met with heavy rain and high seas. The heavy rains often produce flooded river valleys and deltas, resulting in frequent calls for assistance with inland rescues of hikers





Mail Call! This issue's mail is brought to you by a CG P4Y-2G. Beginning in 1945, the CG took delivery of the first of six PB4Y-2 Privateers obtained from the Navy for Loran supply and search and rescue. Their long range capability and reliability made them a welcome addition for cargo hauling and maritime search and rescue missions. These were replaced by seven P4Y-2Gs, modified PB4Y2s, with large observation blisters and increased nose visibility. They operated out of CG air stations Barbers Point and San Francisco. They were also used by CG air rescue detachments at Guam, Wake and Midway Islands during the Korean War. By 1958, only four remained in service and in 1960 they were returned to the US Navy for disposal.

New 7th Oldest CG Aviator Located

We recently found out that we have a new addition to our 'Oldest known living CG Aviator' list. Ptero Edward L. Hauff, Aviator 635, was born on 23 January 1924. That makes him, at age 94, the seventh-oldest known living CG aviator. Congratulations! Here are the top 12 known oldest living CG aviators: RADM William Jenkins, Av. 171, 11/17
James C. Seidl, Av. 343, 10/19
Warren Mitchell, Av. 243, 8/20
James Dillian, Av. 536, 6/21
James Durfee, Av. 521, 11/22
Don Vaughn, Av. 547, 4/23
Edward L. Hauff, Av. 635, 1/24
Frank Manson, Av. 396, 1/24
Les High, Av. 549, 2/24
Herman McNatt, Av. 456, 8/24
Laurence Cox, Av. 569, 10/24
Frank Shelley, Av. 633, 5/25



[Are there any more out there to add to this list that we don't know about?...Ed]

A Referral to Compelling CG Aviation History Narratives

I would appreciate mention in the Pterogram about two significant entries in the narrative section of the History section of the new CGAA website: First, "And that's the way it was!" – This is a first person debrief by then-LCDR Jay Crowe, Aviator 1065, an HH-3F CG exchange pilot with the USAF in Vietnam, to RADM Moreau on Jay's experience flying with the 'Jolly Greens.' ---Jay did an outstanding job!, and Second, the story of the

CG Unmanned Aerial Systems (UAS) that are going aboard the cutters now. It is added to the Chronological History of Coast Guard Aviation. Ptero John "Bear" Moseley, Aviator 743, CGAA VP, History
[These are 'must reads!'...Ed]

Lecture Presented at CGHQ on 75th Anniversary of Naval Helo Operations

On 2 August, Ms. Beth Crumley, Asst. CG Historian, made an outstanding historical presentation to commemorate the 75th Anniversary of Naval Helicopter Operations.



There were also several displays of CG helo historical items.



Her lecture generated amazing feedback from many in the crowd, including senior CG leadership. About 95 people, including many CG aviators and several Pteros, attended.

Ptero Sperry Storm, Aviator 1111

Cape Cod Mini Ptero Gathering

Our 22nd annual Cape Cod Mini-Ptero Roost was held August 15, 2018 at the Chief's Mass on Joint Base Cape Cod. Great time had by all. The event was coordinated by Buck Baley & Brian and Lois Wallace. After some AM golf, everyone gathered for some beverages and snacks. CDR Brian McLaughlin, Air Station Cape Cod XO, stopped by for a visit. CDR McLaughlin spent much of the afternoon giving a great look at modern USCG rotary wing aviation.

Front: John Grossweiler, Sitting: Joan Casey (L), Dee Grossweiler, Marcie Perry, Mary Kennedy, Kathy Birch, Standing right side front-back: Charlie Birch, JoAnn Amaral, Joe Amaral, John Carroll, David Kennedy, Tom Maine, XO CDR Brian McLaughlin, Standing left side front-back: Bud Breault, Marcia Breault, Phyllis McGrath, Mike Wrighter, Dick Casey (peeking out) Jack McGrath, Jim Perry, Kneeling in back: Brian Wallace.



Pteros Brian Wallace, Aviator 1259, & Jack McGrath, P-2666

Distinguished Flying Cross Society 2019 Reunion Announced

The Distinguished Flying Cross Society is pleased to announce its 2019 Reunion in Dayton, OH September 15-



19. The theme of the convention will be "Celebrating 100 Years of American Air Power." WWII and Korean War recipients will be honored and appropriate honors will be rendered for their

achievements at the gala. A robust series of activities are planned and further details may be found at www.dfcsociety.org.
Warren Eastman Director (760) 985-2810 weastman@dfcsociety.org

Pteros Participate in Road Clean-up



On 27 September, several Pteros joined the local chapter of the CPOA on a two mile road cleanup. We collected 17 bags of trash from South Airport Road in Traverse City. Pictured in the photo are: Ted Collins, Jim Wright, Larry Manthei, AMTCM Al Wiltse, Randy Blunck, Dan Gueth, Tim Goldsmith, AMTCS Jodi Morse, Paul Klein, Fritz Barrett, & Jim Neumayer. We plan to join forces with the CPOA on future projects designed to “give back” to out community.
 Ptero Mark Benjamin, Aviator 1665



Taps

- We regret to report that the following members have recently logged their last flight:
- ★ Robert W. Miller, 816, 10/__/17
 - ★ Elmer G. “Andy” Anderson, P-2426, 6/11/18
 - ★ Mary Frances McCubbin (Spouse of Ptero RADM John D. McCubbin (Deceased), 101), 8/30/15
 - ★ Richard S. Wohlgemuth, 264, 3/25/18
 - ★ Clarence C. (Bud) Hobdy, Jr., 681, 7/8/18
 - ★ Rosalyn V. Bolton (Spouse of Ptero Walter C. (Red) Bolton (Deceased), 138), 4/27/18
 - ★ Mark R. Mayne, 1617, 4/12/18
 - ★ Anne K. Jahnsen (Spouse of Ptero Oscar J. Jahnsen, Jr. (Deceased), 659), 7/__/18
 - ★ Carleton S. Levitz, P-2558, 7/20/18

In the Chocks FROM 2 My Executive VP Mark D’Andrea and Dana Goward, who serves as the Chairman of the Board of The Association for Rescue at Sea, conducted a long overdue update and revision of our association’s by-laws. I am sure that I have missed someone or maybe several members truly important to our organization, and for that I apologize. I will always be proud to be associated with a group of generous, caring members, who willingly reached into their pockets to put a CG helicopter in the Smithsonian and recondition another for display at the Naval Aviation Museum in Pensacola.

I want to assure the new leadership team that they will be exceptionally well supported by the volunteer corps that keeps the Association airborne.

As this may be my last communication with you, I want to take this opportunity to thank those among you who taught me how to be a Coast Guard pilot, a Coast Guard officer and a decent human being. For the last time, “Out” from Annapolis. Jim Van Sice

Fellow Pteros. This edition of the ‘gram completes my tenth year as editor. I’ve enjoyed every minute of this ‘labor of love,’ but I’m getting a little long in the tooth and will be starting to look for a relief in the next few years. You don’t have to be a rocket scientist to do this fun task, but a little knowledge of MSPublisher would help. If you don’t know Publisher, I’ll teach you, as my mentor. Ptero Ray Copin. Av. 744 did me. Think about it. Ptero Steve Goldhammer, Av. 1207

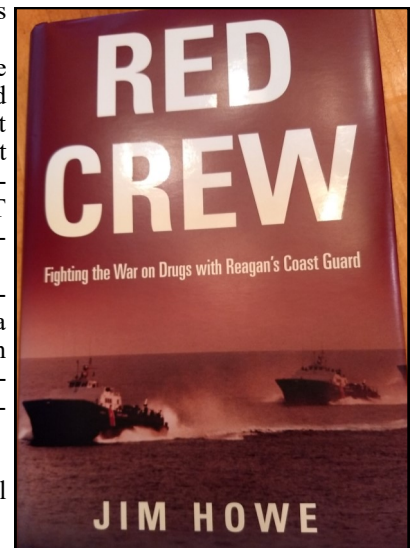
Book Review

I just finished reading a book by a former roommate and classmate that is the only detailed work about the SES ships which were in service directly because of the War on Drugs. It’s a new book written about one of the tools the CG used to prosecute the War on Drugs. It’s not by a pilot, nor is it about flying, but it is a USCG story that is little known.

Now it may be a bit suspicious that an airdale should be endorsing a book written by a black shoe, but having read it, I am certain any Ptero member will enjoy the yarn that Jim Howe has spun. The story gives an up close look at the life of the RED CREW, one of four crews which rotated thru the three SES cutters. To his credit, CAPT Howe acknowledges that, for certain drug busts, the targets were located either by helos or Falcons.

Reading this book was like reading my own autobiography. Before Pensacola, I was a deck watch officer on a 378 out of Governors Island. All the training described in the book, and boarding experiences, and the endless attempts to capitalize on the “Intel” from D7, were completely mirrored by my experience.

Ptero Paul Hansen, Aviator 2418
 RED CREW by Jim Howe, CAPT, USCG, Ret., Naval Institute Press.
 Available on Amazon or from Barnes and Noble



Ptero Store Update
By Ptero Store Manager
Jay Crouthers, Aviator 1360



This is a copy of the original 24x36 painting, by Jane Norman, that was commissioned by the Coast Guard Avi-

ation Association to commemorate the 75th anniversary of Coast Guard Helicopter Aviation. The original painting has been donated to the Aviation Training Center in Mobile so that every CG helicopter pilot may view it annually while they complete their instrument training. These 16x24 copies, printed on canvas, are available for sale in your Ptero Store for only \$48.00 plus shipping and handling. An \$85.00 value and suitable for any Man Cave or Estro Den.

If you are interested in purchasing a copy in the original 24x36 size, email Jay at ptero-store@cgaviationassn.org. If I get enough interest, I'll try to find a good source and price.

Magnetic nametags with the new CGAA Corporate Logo were a big hit at the Traverse City Roost.



I am now trying to find a good quality source with a decent price. When I do, I'll send out an AlPtero to let you know the details and you will be able to order them through the Ptero Store.

Hope to see you all at the Roost in 2019 where we will honor the men and women of Air Station Clearwater. The Roost Committee is hard at work finding a good venue and date for the Roost. It will be in the Clearwater/Tampa area near the end of October or first of November. Look for an AlPtero announcing the dates as soon as we have them so you can mark your calendar.



Ptero RADM Jim Van Sice
Honored at Farewell Luncheon
By Ptero Steve Goldhammer, Av. 1207



On 25 September, several Pteros from the D.C. area gathered for lunch at a pub in Bowie, MD to honor and bid a fond farewell to our departing CGAA President of 4+ years, RADM (Ret.) Jim Van Sice, Aviator 1777. Lively discussions ensued about many current and potential CG aviation activities. It was like a mini-Roast, er, Roost. Before he had to leave early, Ptero Prez Mike Emerson, Aviator 2799, said he was honored to follow in Jim's wake and to work with the Ptero Board.

Ptero Executive Director Ben Stoppe, Aviator 1646, presented a Coast Guard Distinguished Public Service Award to Jim for his exceptional contributions to the legacy of Coast Guard aviation as CGAA President from June 2014 to June 2018. Jim said that this was his first CG Public Service Award and, as the citation was being read, he was thinking that virtually every accomplishment listed was done by someone else and the last medal that he received for something that he actually did was when he was a Lieutenant. He thanked the attendees and all others who contributed to the achievements that he was recognized for. Ben then presented Jim a 24x36 copy of the painting, by Jane Norman that was commissioned by the CGAA to commemorate the 75th anniversary of Coast Guard Helicopter Aviation. He also presented Jim a Waterford crystal U.S. Capitol dome paperweight on an engraved stand. Jim was very appreciative of the well-deserved recognition.



Pteros Steve Goldhammer, RADM Bob Johanson, Av. 869, (Bob wore the oldest Ptero shirt: Traverse City '06), RADM Jim Van Sice, Prez Mike Emerson, Ray Miller, Av. 2141, Ben Stoppe, Janis Nagy, Av. 2791, Joe Kimball, Av. 3211, & Sperry Storm, Av. 1111.



New CGAA Members Since 3/1/2018. Welcome Aboard!

Keith Barker P-4964
 Paul Brooks 3456
 Michael Cimbalista P-4960
 Thomas E. (Tommy) Duhon P-4968
 Tom 'Red' Hamilton P-4932
 Daniel Lanigan 3630
 Anthony Martinez Martinez P-4969
 Carl Potter P-4959 Associate
 G. David Starr P-4832 Life, Associate

Lee Bertman P-4958 Life, Associate
 Mark Cannon P-4957 Life, Associate
 Mark Collier 3087
 Brian Erickson 3510
 Toby Holdridge 3416 Life
 Willaim Makell 3194
 Michael Myers P-4967 Life
 John A. Randall, IV P-4943
 James Tharpe P-4963 Associate

Morrie Bishop P-4876 Associate
 Gregory Caskie, Sr. P-4822
 Manuel De La Rosa P-4970
 Francis Gilligan P-4913
 Nic Kirkland P-4966 Life, Associate
 Chuck Maricle P-4948
 Wade Myers 4844
 Carl Riedlin 3052 Life
 Donald Zinner P-4971 Associate



Aviation Technical Training Center Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT and AET Schools are 26-weeks long and a typical class has 20 students. The AST School is 24-weeks long and a typical class consists of 20 students. In recognition of active duty aircrews, the Executive Board approved special recognition for **ALL** ATTC school graduates with a dues-free initial year of membership in the association, **effective 1 July 2014**. Here listed are mid-2018 “grads” which we are proud to salute. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope **ALL** the graduates will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!! [*Honor Graduate]**

| <u>Graduate</u> | <u>Assignment</u> | <u>Graduate</u> | <u>Assignment</u> |
|-------------------------------------|---------------------|----------------------------------|----------------------|
| AMT3 Mark K. Paul | Miami | AMT3 Christian L. Reed | Port Angeles |
| AMT3 Alexandra M. Thomas | Kodiak | AMT3 Tristan R. Weakley | Atlantic City |
| AMT3 Anthony J. Williams | Atlantic City | AMT3 Adrian C. Anthony | Atlantic City |
| AMT3 Alyssa Y. Clark | Kodiak | AMT3 Cody M. Degracia | Miami |
| AMT3 Jacob M. Dimario | Sacramento | AMT3 Matthew R. Fenstermacher .. | Delaware State Univ. |
| AMT3 Joshua J. Gonzalez | Elizabeth City | AMT3 Logan T. Johnston | Mobile |
| AMT3 Zackary M. Keller | Mobile | AMT3 Nico A. Lara | Barbers Point |
| AMT3 Manuel I. Lopez | North Bend | AMT3 Iakopa P. Magarro | Cape Cod |
| AMT3 Sebastiano D. Musumeci | C27J APO Eliz. City | AMT3 Jose A. Ramos Rivas | HITRON |
| AMT3 Nicholas W. Reed | Port Angeles | AMT3 Alexander C. Rocco | Elizabeth City |
| AMT3 Skip J. Roncelli | Savannah | AMT3 Logan M. Tschuor | Kodiak |
| AMT3 Rand M. Weitzman | Astoria | AMT3 Alanzo C. Williams | Corpus Christi |
| *AMT3 Cory T. Smith | New Orleans | AET3 Juan Alvarado | Corpus Christi |
| AET3 George L. Beltran-Negron | Kodiak | AET3 Travis J. Black | Kodiak |
| AET3 Austin W. Dunbar | Elizabeth City | AET3 Patrick B. Fortelka | Sacramento |
| AET3 Gavin J. McFarland | Detroit | AET3 Matthew J. Morris | Miami |
| AET3 Kevin D. Parker | Mobile | AET3 David A. Pepicelli | Barbers Point |
| AET3 Cole A. Perkins | Mobile | AET3 Tristin K. Simons | Miami |
| AET3 Patrick A. Smallwood | Cape Cod | AET3 Devin A. Taylor | Borinquen |
| AET3 Anthony M. Troche | Mobile | AET3 Joseph J. Ulloa | Kodiak |
| AET3 Dawson R. Williams | San Diego | AET3 Ephraim R. Wilson-Diaz | Kodiak |
| *AET3 Brent C. Ewing | Mobile | AST3 Salvador B. Anguiano | Corpus Christi |
| AST3 James G. Hollingsworth | Elizabeth City | AST3 Tate H. Lewis | Borinquen |
| AST3 Manuel De La Rosa | Atlantic City | AST3 Jonah C. Garcia | Clearwater |
| AST3 Clayton S. Maidlow | Cape Cod | AST3 Aaron J. Mulkey | Astoria |
| *AST3 Owen C. Roberts | New Orleans | AMT3 Jeffrey J. Bersch | Traverse City |
| AMT3 Andre T. Dawkins | Miami | AMT3 Colby W. Firkins | Cape Cod |
| AMT3 Cody M. Guidice | Sacramento | AMT3 Andrew J. Hooper | Clearwater |
| AMT3 Mark A. Jefferson | Miami | AMT3 Brandon T. Johannessen | Clearwater |
| AMT3 Nathaniel S. Leer | San Francisco | AMT3 Marc N. Madrigal | San Diego |
| AMT3 Marc R. Nelson | Kodiak | AMT3 Joseph N. Pugliese | Atlantic City |
| AMT3 Logan M. Ripley | Clearwater | *AMT3 Charles R. Voigt | Kodiak |



Newly Designated Aviators

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

| <u>CG Aviator Nr.</u> | <u>Assignment</u> | <u>CG Aviator Nr.</u> | <u>Assignment</u> |
|-----------------------------|-------------------|-----------------------------|-------------------|
| 4783 Jacob C. Schroeder | San Francisco | 4784 Andrew E. Scheffy | New Orleans |
| 4785 Edward J. Abma | Clearwater | 4786 Catherine M. Durand | San Diego |
| 4787 Daniel A. Valenti | Detroit | 4788 Kristin B. Euchler | San Francisco |
| 4789 Matthew T. Dedmon | Clearwater | 4790 Jeffrey R. Piazza | Cape Cod |
| 4791 Matthew D. Young | San Diego | 4792 Benjamin B. Hannon | New Orleans |
| 4793 Ethan A. Zitzman | Clearwater | 4794 Katrina E. Prout | Miami |
| 4795 Amanda L. Thrasher | Astoria | 4796 Jessica S. Wright | Corpus Christi |
| 4797 Garrett R. Hendrickson | Elizabeth City | 4798 Nicholas M. Litchfield | Savannah |
| 4799 Joel C. Norton | San Francisco | 4800 Ashton L. Elliott | Miami |
| 4801 Sergio E. Fletes | Sacramento | 4802 Leslie A. Marchalonis | Corpus Christi |
| 4803 John W. Schultz | San Francisco | 4804 James A. Owenby | |
| 4805 Paul E. Tomeo | Atlantic City | | |



CG Aviation Association Multi-mission Form

Apply for or Renew Membership / Update Data

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

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

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

Spouse: _____ TP Res. () _____ - _____
 Email Res. _____ TP Work () _____ - _____
 Email Work: _____ TP Cell () _____ - _____

Sign me up for:

- Life Membership \$275 (includes a Ptero Pin)
- Annual Membership \$40 (*Active Duty \$25*)

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.

To keep up with demand, the 'Ptero 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



Please check all below that apply:

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

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

"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.

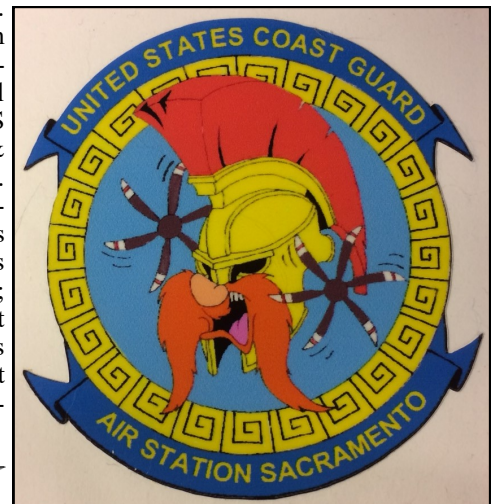
Oct 2018 **Please make copies of this form and pass it on.**

Total Enclosed: \$

SACRAMENTO FROM 13 and other guests. Among the group assembled were 18 "Plank Holders" who opened the new base on 05 September 1978, as well as many Pterodactyls and their families. Ptero CAPT Green spoke about the efforts to ready the new Air Station for business in 1978, while Ptero CAPT List discussed AirSta history, missions, and significant events. Featured speaker, Congressman Garamendi, the Ranking Member of the CG & Maritime Transportation Subcommittee, spoke highly of the CG's missions and responsibilities and, in particular, how the AirSta is a key participant in the CG's Search & Rescue, Law Enforcement, and Oceanographic work on behalf of the U. S. and its citizens. In recognition of AirSta Sacramento's service, Congressman Garamendi presented a "Commendation Certificate of 40th Anniversary" to CAPT List. In turn, CAPT List presented Congressman Garamendi a souvenir AirSta Coin to remind him of his visit.

Displays of many artifacts included the first "Monthly Watch List", articles from the "McClellan AFB Space-maker" & "Sacramento Bee", and various medals & rib-

bons awarded to the AirSta. Of particular note, CDR George "G.B." Cathey of CGAS Sacramento, son of Ptero CDR Bob Cathey, sang the National Anthem. An HC-27J, MH-65, and a former CG HC-130H, now owned by the U.S. Fire Service, were on display for tours and photo ops. Sales of Memorial CGNR 1705 and CGAS Sacramento T-shirts & sweatshirts were brisk. Many 'plankholders' attended. Besides attendees from California; others came from Montana; Georgia; and other distant locations. Special thanks to CAPT List and Project Officer, LT Allison Middleton.



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The late Lieutenant Luke Christopher, U.S.C.G.

LT Luke Christopher, Aviator 16, selected for CG Aviation Association Hall of Honor. See story on Pg. 1.

New CGAA Officers Elected

The membership voted overwhelmingly to affirm the proposed slate of new officers to lead CGAA. Congratulations and thanks to President-elect Mike Emerson, Aviator 2799, Executive Vice President Janis Nagy, Aviator 2791, Executive Secretary Mark D'Andrea, Aviator 2359, and Treasurer Ben Stoppe, Aviator 1646. The elected slate officially assumed their respective roles at the Annual Business meeting at the TVC Roost on 8 Sept 2018.



AirSta Humboldt Bay Featured. See Story on P. 18.



One of the milestones of CAPT (Ret.) Frank Erickson's illustrious CG career: the 1,500th helo landing on CGC Valiant, 21 August 1974. See related story on Pg. 4.

THAT'S NOT ALL !!