



the QUARTERDECK LOG

Membership publication of the Coast Guard Combat Veterans Association. Publishes quarterly—Spring, Summer, Fall and Winter. Not sold on a subscription basis. The Coast Guard Combat Veterans Association is a Non-Profit Association of Active Duty, Retired, Reserve and Honorably Discharged Former Members of the United States Coast Guard who served in, or provided direct support to, combat situations recognized by an appropriate military award while serving as a member of the United States Coast Guard.

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US COAST GUARD AVIATORS IN VIETNAM



COMBAT RESCUE AND RECOVERY

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FROM THE NATIONAL PRESIDENT

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THE QUARTERDECK LOG

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MEAP—Edward Bachand, LM, and

Ship’s Store Manager—Russell Allyson

COAST GUARD HISTORY CONTRIBUTOR

Dr. William Theisen, Ph.D., CG Historian



Now that we have the hurricane season well behind us, we are focusing on the 2023 CGCVA reunion. We trust that our Coast Guard friends and neighbors in Southwest Florida have fared better than the devastation that hurricane Ian and tropical storm Nicole wreaked upon us in the Fort Myers area. I have been so busy dealing with mitigating storm damage, while dealing with the insurance adjusters and getting bids from contractors, that I found it necessary to ask NVP Bruce Bruni to assume the duties of the National Presidency. I thank Bruce for attending to my duties while performing his own, including the arduous task of creating this edition of the Quarterdeck Log. BZ Bruce.

This edition of the QDL is a special one in that it contains information pertaining to the May 2023 reunion, and an attendance registration form with information important for the ongoing planning by Reunion Chair and PNP Mike Placencia. Also germane to this reunion is the election of Officers and Trustees. Each of these volunteer positions are open and any member may apply for nomination. As is evident by our aging veterans, the future of the CGCVA lies with the veterans that have served in a combat or a combat support role in a theater subsequent to that of the conflict in Vietnam. If you are interested in a professionally rewarding position, reach out to the Nominating Chair, Bill Femia, LM.

Each reunion location, in the recent past, has been determined by the reunion committee. I prefer that the 2025 reunion site be determined by our members. There is no set criteria for the location; however, it has been preferable to alternate eastern and western USA locations. Also preferred has been a location proximate to USCG facilities or landmarks of interest to our members. I would appreciate it if any member has a preference for the 2025 location, please send two or more city names to our office email at www.coastguardcombatvets.org. I will hold a vote at the May reunion and determine the members' top 3 preferences. We will do our best to find a location where prices and amenities will accommodate the Association's requirements.

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FROM THE NATIONAL PRESIDENT

We have been mentioning a former member and WWII hero, Captain Quentin R. Walsh in recent QDL issues. We have presented a plaque to the Coast Guard Academy discussing the Captain's heroic exploits and a Challenge Coin to be presented to the Academy Cadets who achieve the

highest physical fitness score at the end of Swab Summer. Our reunion will have a special guest speaker, the Captain's son, JOK Walsh, who will discuss the interesting wartime career of his father.

Semper Paratus, ~ Terry O'Connell

FROM THE NATIONAL VICE-PRESIDENT

We are quickly approaching reunion time for the CGCVA, which is scheduled for May 8th through May 12th. The planning committee has done a good job choosing an affordable location which has the atmosphere for sharing memories and making new friends. We hope that you will strongly consider attending this event and make your reservations now to provide us with a prospective turnout.

The CGCVA is a great organization, but like any association it needs to rebrand itself from time to time to keep it fresh looking and attractive to potential members. In the case of the CGCVA, a new, improved logo has been developed and was displayed on the back page of the last Quarterdeck Log. New polo shirts were purchased made from a textured fabric which better displays the new logo. New challenge coins were minted along with lapel pins, all with the new logo. Please take a moment to check out the Ship's Store on page 30 of this magazine and place your order for one of the several items offered.

When Terry's home was damaged by Hurricane Ian, he asked me to step into the role of acting National President, while he focused on recovering from the storm. Terry is still addressing issues with his home, but making good progress in the corrective efforts. I appreciate his confidence in me to fill his shoes for the time being, and look forward to his return.

As editor of the QDL, I am usually flush with ideas for various articles depicted in the magazine. Last issue described the Guadalcanal campaign, in which the Coast Guard played a significant role.

There was so much to write about but I was limited by the number of pages available. There have been several books written about the battle that can provide the reader with more information about the campaign at Guadalcanal. In this issue I was challenged to present a campaign in which the Coast Guard played a relatively minor role, albeit an important one, in the planning stages of the Aleutian campaign to free Kiska and Attu from Japanese occupation and to increase the security of the Alaskan and Canadian coasts from Japanese invasion. I learned quite a bit in researching the battle and I trust that you will enjoy reading about it in the Feature Article section.



I was searching for another article worthy of the Cover Story section, when I received a "gift" from Lonnie Mixon, a Coast Guard aviator who served in the Vietnam War. He sent a story written by John "Bear" Mosely, describing the Coast Guard's exchange program with the USAF and their assignment to the 37th Combat Rescue and Recovery Squadron in Vietnam. The article is lengthy, so it will be presented in three parts over the next three issues of the QDL. Few Americans, even members of the Coast Guard, knew about the Coast Guard's mission in Vietnam. It is another wartime mission in which the Coast Guard excelled.

~ Bruce Bruni

FROM THE NATIONAL SECRETARY / TREASURER

ASSOCIATION NEWS

The Association has gone many years since we've had to consider increasing Member Dues, but there are three factors that suggest that we consider making a change.

This year, we faced a \$500 per issue increase from the printer, whose cost of paper and other expenses had increased. That's an annual increase of \$2,000.

The additional factors are that we have fewer members paying dues and a loss in our investment account. Neither of these can be helped. The market does what the market does. We made around \$20k per year for two years, and now we're down. The market has always recovered but who knows when.

And we're getting some new member applications, to replace members who have Crossed the Bar, but it's a challenge to have positive growth in membership, given that between 1975 and 1990 there were no Coast Guard Veterans who were eligible for membership. This was expected.

The Board is considering these factors and any changes will be announced as soon as possible.

CGCVA SHIP'S STORE NEWS

For those of you who have been ordering the new Ship's Store items, with the new logo, we thank you! The response to the newly adopted CGCVA logo has been terrific!

Our original logo was designed by CGCVA member and D-Day veteran John Carnilla. There had been some member suggestions that we find a new logo design and I remember one of our founders, Baker Herbert, personally asked me to help keep the John Carnilla's design. This revision of the original logo was designed in tribute to John's original design. However, with technology available to us today, we were able to try different enhancements to see what will make the CGCVA logo more prominent, while keeping the original design. The eagle on top of the

old logo was redesigned by Bruce Bruni and its majestic features are more defined.

We are hoping you will purchase the Ship's Store's new items, which helps raise money for the Association and will provide a better-looking product that our members can wear proudly!

Let's keep Russ Allyson busy, for the benefit of the CGCVA!

PLEASE CHECK OUT THE WEBSITE'S SHIP'S STORE PAGE!

You'll see new items:

- The new Snag-proof, high-quality Polo Shirt, won't shrink, no ironing needed.
- New ball caps with the new logo. Two caps, navy blue, and desert camo. Both are Flexfit style and come in sizes S/M and L/XL. We are also offering a navy-blue cap with an adjustable backstrap.
- New small and large Logo Patches. Perfect for the Garrison Cap and jackets.
- New CGCVA Lapel Pin.

U. S. POSTAL SERVICE

We've adjusted the cost of some items (ball caps, lapel pins, polo shirts and books) to reflect the US Postal Service's minimum charge of \$5 for those items that are more than ¾" in thickness, when shipped. We can't ship larger items, by themselves, for less than \$5.00.

If you're looking to order a Ship's Store item, we will provide a lower shipping cost for multiple items purchased and shipped in the same envelope.

Semper Paratus!
Gary Sherman
National Secretary/Treasurer



BOOSTER CLUB

THE QDL BOOSTER CLUB

The QDL Booster Club provides a tax-exempt opportunity to donate funds to offset the cost of printing and mailing the Quarterdeck Log. Donations should be sent to the Administrative Office with the memo section of the check marked "QDL Booster Club." Contributor's names will be published with dollar amounts remaining confidential. We greatly appreciate the following members who have made contributions to the Booster Club since the last edition of the QDL was published.

CURRENT QDL BOOSTER DONATIONS

Michael Niles; John MacFeat; R. Kenny Baker; Noel Bell (Founder); Ronald Gillette; Richard G. Pelley; James W. Ashe; Walter Haven; Charles Hawken; David L. Powell; Stephen Van Rensselaer; Daniel F. Bothe; Carmond C. Fitzgerald; William Bradley, Jr.

IN MEMORY OF DONATIONS

Charles Bevel IMO Joyce Bevel
Daisy Kasun IMO Edward Kasun
Robert Heater IMO Jack Barker

CROSSED THE BAR

It is with sadness that we take note of the following members who have crossed the bar.

James M. Loomis, RVN; Alvin R. Mason, LM, WWII; John M. Verhine, LM, ROK; Larry E. Dixon, LM, RVN; Nicholas Rossi, LM, WWII; Alton D. Elliott, LM, ROK

NEW MEMBERS

NEW MEMBER	SHIP/UNIT IN COMBAT ZONE	CONFLICT	SPONSOR
Edward L. Semler, Jr.	CGC <i>Sherman</i>	AEF	Joe Prince
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David A. Riley	COMSEASEC Bangkok	RVN	Danny Riley
Gary P. Croshaw	TAN MY Loran Station	RVN	John Wood 1970-71
Mark Planitz	CGC <i>Sherman</i>	AEF	Ed Semler Jr.
Thomas R. Waits	CGC <i>Winona</i>	RVN	Nicholas DeScala
Rodney Christian	COMSEASEC Bangkok	RVN	Donald Anderson

AUXILIARY NEWS



AUXILIARY NEWS

*National Auxiliary
President*

Russ and I wish all a blessed Holiday and the happiest of New Years. We were so blessed to have our entire family together to celebrate the Holidays for the first time since the dreaded Covid pandemic.

The CGCVA Reunion committee continues completing all the plans for another wonderful reunion/convention in Reno, NV May 2023. The Auxiliary friendship luncheon is planned for Tuesday, May 9th. It offers an opportunity to meet and re-establish friendships, new and old. If you have suggestions for a speaker, theme or prefer social time, please contact the committee, Javaughn Miller, Linda Kay, or me.

We ask that you consider donating items for the silent auction. Donations are currently down significantly, and this continues to be our largest fund raiser. Below are photos of some items donated as well as the registration form. If you are unable to transport your items, MCPO George Ingraham, USCG (ret), an association member residing in Reno, has agreed to accept package deliveries of donated items prior to the convention. Please contact me for mailing instructions.

Please remember to bring your dues up to date by contacting Javaughn Miller at: jalls0@gmail.com or [618-328-8576](tel:618-328-8576).

Also, just a reminder that we are in need of a nomination committee chairperson whose responsibility will be to enlist future candidates for positions within the Auxiliary. Please feel free to contact me at: weeksbarbaral@gmail.com with your ideas, interests and suggestions.

Best wishes for a Happy Holiday Season and looking forward to seeing everyone in May!

~ Barbara



Brass Ship's Clock



Coast Guard Home Sign



Framed Coast Guard 4 cents



Coast Guard Forever Stamps



Flag Quilt

COAST GUARD AVIATION OPERATIONS DURING THE VIETNAM WAR

The CGCVA attempts to cover the involvement of the Coast Guard in various wartime operations from World War I through today's Global War on Terror operations in the Middle East, Afghanistan and other locations. One operation that is often overlooked is the Coast Guard's role in aviation search and rescue operations in Southeast Asia during the Vietnam War. Few are unaware that the Coast Guard aviators were involved as exchange pilots with the U.S. Air Force, flying the HH-3 "Jolly Green Giants" during the Vietnam War years. The following article by John Mosley is interesting and informative, and will require more than one issue to cover. This is the first installment of three parts which will be covered in the next issues of the Quarterdeck Logs.

COAST GUARD AVIATION IN VIETNAM COMBAT RESCUE AND RECOVERY

By John "Bear" Mosley
CG Aviator 743

This is the story of those U.S. Coast Guard aviators who flew as part of the U.S. Air Force Combat Rescue Forces during the Vietnamese Conflict. The men who wrote this virtually unknown chapter of Coast Guard aviation history exemplified the highest traditions of Coast Guard Aviation and the United States Coast Guard.

General Howell M. Estes, Jr., USAF, Commander, Military Airlift Command made the following statement about them.

"I am personally aware of the distinguished record achieved by the pilots flying in combat with our Jolly Greens. They have flown many difficult and challenging missions and have consistently demonstrated their

unreserved adherence to both our mottoes, — Always Ready and That Others May Live -They are indelibly inscribed in the permanent records of the stirring and moving drama of combat air crew recovery in Southeast Asia."

The Joint Chiefs of Staff ordered that search and rescue forces be sent into Southeast Asia in May of 1964. The primary responsibility was given to the U.S. Air Force. When the first units of the Air Rescue Service arrived with the short range HH43B helicopters they were not prepared for the unique challenges of combat aircrew recovery in the jungles and mountains of Vietnam and Laos.⁽¹⁾ This deficiency was directly attributable to the draw-down of forces which took place in the late 1950's. The concept during this period was one of massive nuclear retaliation. Consequently, the Air Force committed itself to a peacetime Search and Rescue capability. Helicopters were assigned to individual Air Force bases founded on a study that determined that almost all accidents occurred within a 75-mile radius of the base of operations. Each base had a local base rescue detachment, consisting of two or sometimes three helicopters.⁽²⁾ By the end of 1960, the Air Rescue Service (ARS) consisted of three squadrons and 1,450 personnel.⁽³⁾

During July of 1964, three HU-16E fixed-wing amphibians from the 31st ARS and two from the 33rd ARS were assigned temporary duty at Da Nang, South Vietnam. They were used as mission control aircraft and for water rescues of downed airmen in the Gulf of Tonkin. By the end of 1964, Air Rescue forces had established four detachments, two in the Republic of Vietnam and two in Thailand.⁽⁴⁾

Still manned and equipped for a peacetime operation, the Air Rescue Service was struggling to catch up. By June of 1965, four-engine WWII-era transport HC-54s assumed interim duties as the rescue control aircraft. They were later replaced by

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HC-130s. In August 1965, A-1 Skyraiders began escorting rescue helicopters. In October, the first of the HH-3E helicopters arrived. These aircraft had a good rescue hoist, drop tanks that increased the range, armament, and the more powerful T-58-5 engine. Of significant importance was the titanium armor added to the HH-3E to protect the crew and critical helicopter components. At the end of the year, the Air Rescue Service inventory in Southeast Asia was; six HH-3E's; one CH-3C; twenty-five HH43B/Fs; five HU-16E's and two HC-54s. ⁽⁵⁾

Jolly Greens

On 8 January 1966, the Air Rescue Service became the Aerospace Rescue and Recovery Service (ARRS), and the 3rd Aerospace Rescue and Recovery Group (ARRG) took charge of all rescue operations in the Vietnam geographical area.

Improved tactics were instituted, and better equipment came into being. In-flight refueling of the HH-3Es, utilizing HC-130Ps as refuelers, became operational in June of 1967. However, due to the demonstrated ambivalence toward the helicopter, the Air Force requirement for the HH-3E had not been scheduled into the production line. As a result, the needed number of aircraft were not obtained until the first quarter of 1968. The HU-16s, replaced by the HH-3Es, were phased out during the fall of 1967.

The first group of HH-3E's, stationed at Udorn, Thailand, was under the command of Major Baylor R. Haynes. John Guilmartin, who deployed with the group as a 1stLt, stated there were no written directives, no tactics, no rules of engagement, and no concept of combat rescue operations on the part of the Air Rescue Service. ⁽⁶⁾ Things improved but the rapid increase in rescue requirements generated by direct involvement of US forces created an acute shortage of experienced HU-16 and helicopter pilots. The Air Force approached the Coast Guard for supplemental help at the beginning of 1966. An aviator reciprocal exchange program was suggested. ⁽⁷⁾ It was not until March 1967 that the Coast Guard

signed off on an implementing Memorandum of Agreement.

The HH-3E's were called Jolly Green Giants, the name derived from the size of the helicopter and the green camouflage paint scheme. Not only did this naming system provide the rescue controller with information as to the type helicopter and the capabilities available to him but the name "Jolly Greens" would come to identify and reflect the proud heritage of these rescue forces.



Upper left—HH3E
Left—Green Giant
sign at Da Nang
Above—37th
Aerospace Rescue &
Recovery Sqdrn
sign

As tactics evolved, in good part due to the efforts of Major Haynes, the rescue task force (STARF) came into being. Basically, the STARF had a control aircraft, helicopters for recovery and fixed wing aircraft for protection and ground fire suppression. HC-130Ps (call sign *Crown* and later *King*) were used to coordinate the rescue effort and provide in-flight refueling. For most of the war it was the A-1 Skyraider that supported the helicopters. This was a powerful reciprocating engine aircraft with massive firepower, durability, slow speed and loiter capabilities that made it an excellent aircraft for interdiction and ground fire suppression. No amount of system analysis or staff studies will ever convince the men who were fighting the day-to-day war that the A-1 was not the right plane, in the right place, at the right time. The A-1s based at Nakhon Phanom

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(NKP), Thailand, had the call sign *Sandy* and those at Pleiku and Da Nang used the call sign *Spad*.

On a typical rescue, tactics called for four A-1s and two helicopters (Jolly Greens). The A-1s divided into two flights, *Sandy Low* and *Sandy High*.



A-1 Skyraider

The helicopters and *Sandy High* went into orbit while *Sandy Low* assessed the situation. One of the *Sandy Low* pilots became on-scene commander with the job of locating the survivor, determining his condition, and assessing the landscape and enemy presence. When conditions seemed best, he sent a helicopter in for pick up. This helicopter, designated *Low Bird*, swooped in escorted by *Sandy High*. The other helicopter, *High Bird*, stayed ready to rescue the *Low Bird* crew if they ended up on the ground. Depending on the factors involved, fighter escort (*Fast Movers*) for MiG combat air patrol was provided.⁽⁸⁾ Few rescues in enemy controlled territory were accomplished without opposition. The enemy knew a rescue attempt would be made and developed tactics to ambush the rescuers.

Orders were cut for the initial group of Coast Guard aviators under the Coast Guard - Air Force Aviator Exchange Program in July of 1967.⁽⁹⁾ From the eighty plus volunteers, two fixed wing and three helicopter aviators were selected.

The fixed wing aviators, both HU-16E qualified, were LT Thomas F. Frischmann and LT James Casey Quinn. Because the HU-16E was being phased out, both received TAD orders to attend the Advanced Flying Course (C130-B/E) at Sewart AFB and, upon completion, to attend the Advanced Flying Course (HC-130P) at Eglin AFB. This completed, they received orders to report to the 31st ARRS, Clark AFB, Republic of the Philippines, arriving 3 June 1968. The mission was a series of

rescue orbits over the South China Sea, escorts, medevacs, searches, intercepts and TDY deployments to other bases. Casey requested a transfer to the 39th ARRS, based at Tuy Hoa, in the fall of 1968. This was approved in early 1969.⁽¹⁰⁾

The helicopter pilots selected were LCDR Lonnie L. Mixon, LT Lance A. Eagan, and LT Jack C. Rittichier. They were assigned to the 37th ARRS at Da Nang for combat rescue duty. In preparing for this assignment, they attended the Air Force Survival School at Fairchild AFB, WA. This was followed by training in the HH-3E twin engine amphibious helicopter at Sheppard AFB, TX. They then received advanced combat crew training in January at Eglin, AFB, FL. This was followed by high altitude helicopter flying in the mountains near Francis Warren AFB, WY, and jungle survival training at Clark AFB in the Philippines. They arrived in Da Nang on April 3, 1968.⁽¹¹⁾



L-R: LT Jack Rittichier, LT Lance Eagan, LCDR Lonnie Mixon

LT Richard V. Butchka, LT James M. Loomis, and LTJG Robert T. Ritchie followed in April 1969. LCDR Joseph L. Crowe, and LT Roderick Martin III arrived in 1971 and LT Jack K. Stice and LT Robert E. Long followed in 1972. All of these aviators were helicopter qualified and were assigned to the 37th ARRS at Da Nang.

The 37th ARRS initially had 14 HH-3Es assigned. Each of the squadrons were authorized 21 pilots and copilots, but rarely would have more than 70 to 80 percent of that number on board. Only 25 percent of the replacement pilots were qualified as Aircraft Commanders. Experienced helicopter pilots had been a problem since shortly after initial deployment. The situation was further impacted with the formation of the 20th Helicopter Squadron

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activated in October 1965 and the 21st Helicopter Squadron formed in 1967. These squadrons, part of the 14th Air Commando Wing, operated out of NKP and performed counter insurgency missions and mission support in the CIA war in Laos. This classified operation, called *Pony Express*, further depleted the supply of experienced helicopter pilots available to the ARRS. ARRS requirements were met by transitioning fixed-wing pilots to helicopter operations. These pilots arrived in Southeast Asia directly from initial helicopter training and lacked over-water operational experience. The Coast Guard aviators, well experienced helicopter pilots, arrived fully qualified. Though often junior in rank, the Coast Guard officers found themselves flying with a Major or Lieutenant Colonel as a copilot, but the rank disparity never interfered with the mission.

It did not take long for the Coast Guard aviators to become fully involved. Eleven days after arrival, Rittichier, in the face of hostile ground fire, participated in the rescue of the crew members of two U.S. Army helicopter gunships that had been shot down. The 1st Cavalry Air Assault into the A Shau Valley had begun.

* The downed Army aviators made contact with the on-station C-130 overhead and gave their positions, and the A-1's and the Jolly Greens were called in. Warrant Officer Chuck Germeck, U.S. Army, one of the rescued aviators, relates the rest of the action as follows: "When the A-1s arrived, we directed their fire at the VC positions and started searching for an area where the Jolly Greens could get to us. The Jolly Greens came on station and were directed to a small clearing just down from the top of the hills. As the first Jolly Green came in, I heard heavy fire from the VC positions and he had to pull out. As I recall, he made repeated attempts to hover over us, but at some point, had to leave station. The A-1s came in for more runs against the VC positions. The gunships from HHB and A Battery of the 2/20th ARA arrived. They hit the areas around us pretty

hard as we directed them to VC positions using our emergency radios. Another flight of Jolly Greens arrived on station, and they came in to pick us up as the gunships provided cover. My crew was the first to be pulled up the hoist. They took two of us at a time, my crew chief and gunner first, and then myself and W.O. Raymond. The second Jolly Green came in and pulled out Captain Mill's crew. As the Jolly Greens circled the area, I saw Air Force jets hit the hill with napalm. At Da Nang we were treated to a fine steak dinner, with ice cream for dessert. Not bad for us 1st Cav guys who were used to eating C rations for breakfast, lunch and dinner. After the customary handshake and thank you, aircraft from the 2/20th flew us back to LZ Sharon at Quang Tri. We arrived just in time to attend our own memorial service.

* The A Shau Valley was one of the strategic focal points of the war in Vietnam. Located in western Thua Thien province, the narrow 25-mile long valley was an arm of the Ho Chi Minh Trail, funneling troops and supplies toward Hue and Da Nang. At the north end of the valley was the major North Vietnamese Army (NVA) staging area known as Base Area 611. Because of its importance to the North Vietnamese plan for victory, the A Shau became a major battle ground from the earliest days of the American involvement in Vietnam.

The next week brought two more combat missions and on May 12th, Rittichier twice entered an extremely hostile area to rescue nine survivors of a downed helo, five of which were seriously wounded. The survivors were located in a very small landing zone, surrounded by tall trees, on the side of a steep mountain slope. Rittichier made the approach and departure by flare light.⁽¹²⁾

Mixon said that the three of them wished to retain their Coast Guard identity but while doing so, also wished to ensure that the Air Force knew they were fully committed to the squadron and the mission. They did both quite well. They purposely wore their

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LT Rittichier and crew after pickup of downed F-100 crew. Back row: Capt Spray, USAF, CP, LT Rittichier, USCG, P, Front row: SGT Gunnan PJ, SGT Beland FE



L to R: SGT Stanaland PJ, SGT Beland FE, LCDR Mixon, USCG, P, Capt Byrd, USAF, CP, after rescuing a downed A-1 pilot from the top of a 5,200-foot mountain.

khaki garrison caps with their rank displayed on one side and the Coast Guard Eagle on the other. They lived and breathed helicopters and were well received, sometimes with bemusement, by their Air Force counterparts. These men, and the ones who came after them, possessed a deep-seated belief that no one was better prepared and qualified to fly rescue helicopters than Coast Guard aviators.

On 6 June, Lonnie Mixon with Captain William Byrd, USAF, as copilot, rescued a downed A-1 pilot from the top of a 5,200 ft mountain, 15 miles northwest of Khe Sanh. This operation is particularly noteworthy because the hovering performance of a helicopter falls off appreciably at high altitudes, especially when compounded by the hot humid weather that prevails in South Vietnam during June. With a C-130 tanker standing by, Mixon dumped fuel to reduce his weight to a minimum. From the charts, the power available vs power required to hover indicated “hover not possible.” Lonnie thought it could be done. He made his approach high enough so that he could come down the mountain to pick up translational lift if he was unable to maintain a hover. The helicopter came over the downed airman and the Jolly Green was able to maintain altitude while the forest penetrator was lowered and the survivor hoisted to safety. Mixon departed as soon as the penetrator was clear. He then refueled from the HC-130P tanker that had been orbiting above him and returned to Da Nang. This is purported to be the highest rescue made by a HH-3E helicopter.⁽¹³⁾

Three days later, tragedy struck. *Hellbourne 215*,

a Marine A-4, had gone down northwest of the A Shau Valley. The downed aviator was located with his parachute a few yards from a road that ran east-west with a steep hill overlooking his position. *Trail 36*, the forward air controller (FAC), who had been in contact with *Hellbourne 215*, reported that the downed airman had a broken leg and a possible broken arm and probably would require a PJ to assist him. Numerous suppression strikes by *Spads* and an A-4 aircraft had been directed into the area to keep the strong enemy forces away from him. The first HH3-E to attempt the pickup, *Jolly 22*, Major Art Anderson, made three approaches. Intense fire suppression activity followed every approach. Each time extremely heavy enemy ground fire drove the helicopter away. After the third approach, *Jolly 22* had to depart because of critical low fuel, leaving LT. Jack Rittichier, USCG, who was *High Bird*, as the only rescue helicopter on scene. *Trail 36* asked Rittichier if he would be able to make the rescue attempt. He answered affirmative and requested *Scarface* gunships and A-1s to suppress ground fire as he went in. Enemy fire became so intense that he could not maintain his hover and had to pull away. The *Spads*, (A-1 Skyraiders) poured on more suppression fire. Rittichier, after determining his aircraft was OK, came around for a second try. He was led in by *Trail 33*, along with two gunships and two *Spads* for cover. Throughout the approach, he relayed the direction of incoming fire until coming to a hover over the downed pilot.

Bob Dubois, pilot of *Trail 33*, wrote the following: “*Jolly Green 23* went into a hover over the A-4 pilot and turned to the west. The PJ was on

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LT Jack C. Rittichier
August 17, 1933 to
June 9, 1968

the wire being lowered when *Jolly Green 23* reported he was taking heavy fire. I saw fire coming out of the left side near the engine and I told him he was on fire and to get the hell out of there. He started to pull out and I advised him that there was a clearing 1,000 meters north if he had to set down. He said that he was going for the clearing. He was in descent, but still above the height of the trees along the edge of the clearing when the main rotor stopped turning. *Jolly Green 23* hit the ground and burst into flames that consumed any-

thing that looked like an aircraft.” LT Jack Rittichier and the rest of his crew were lost with the aircraft. (14)

Editors note: LT Rittichier and his crew were listing as missing in action until his remains were found in January 2003 and identified in August of that year. He was buried with full military honors at Arlington National Cemetery’s Coast Guard Hill on October 6, 2003.



LT Rittichier being laid to rest at Arlington National Cemetery

Part Two of Coast Guard Aviation in Vietnam will be in the 1st Quarter 2023 of the Quarterdeck Log.

SOURCE NOTES

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3. Westerman, Edward: Air Rescue and Direction for the Twenty First Century
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6. Ibid 2
7. Commandant (O) letter to LCDR John E. Moseley, dtd 3 March 1996
8. Ibid 1
9. Commandant (PO) letter to LCDR Lonnie M. Mixon, dtd 28 July 1967
10. Frischmann, Thomas F.: Narrative account of USCG-USAF Pilot Exchange Program—8 November 1967 to 2 June 1970
11. Rittichier, Jack C.: Coast Guard Activities Vietnam News Letter, June 1968
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13. Interview with Lonnie L. Mixon
14. 37th AARS Mission Narrative 1-3-63, 9 June 1968

REUNION TIME 2023

**THIS IS THE LAST NOTICE BEFORE THE REUNION KICKS OFF
MAKE YOUR RESERVATIONS NOW!**

CGCVA Reunion 2023 will be held at the Nugget Casino Resort in Sparks, Nevada, **May 8-12, 2023**. The reunion committee negotiated a GREAT price of **\$79** per night with Group Code **GCGVA23**. You also have the opportunity to stretch your stay three nights before and/or three nights after the scheduled reunion dates to make it a more memorable vacation.

Complimentary Self-Parking and Valet Parking for all hotel guests and attendees.

The Nugget entertainment schedule for 2023 has not been completed and posted as of this writing, but check the Nugget Casino Resort website at www.nuggetcasinoresort.com/entertainment/upcoming for updates of the resort's entertainment venues during our stay.

The CGCVA has also arranged for a bus tour to historical Virginia City for \$35/person. The 19th century mining city had 25,000 residents at its peak with gold and silver mines running 3,000 feet below the surface.

Mark Twain once was employed by the Virginia City Territorial Enterprise, the local newspaper that served the residents of the city.

There are at least 12 nostalgic saloons in Virginia City, such as the Bucket of Blood Saloon.



From their webpage, the Nugget Casino and Resort destination offers the latest in exciting gaming, including blackjack, roulette, craps, specialty table games, Keno, Bingo, a full-service Sports Bar and all denominations of the newest slots and video poker. The Nugget also offers five restaurants, including Anthony's Chophouse, Oyster Bar, Rosie's Café, Island Grill, and the sports bar, Game On. The Skywalk Arcade offers a variety of non-gambling video games.

Need a powered scooter to get around? The Resort has five on a first-come basis for rental, \$30 for 4 hours or less, or \$40 for up to 24 hours. Complimentary wheelchairs are available at the bells desk.

On page 18 is the form to register your attendance for the reunion. The registration fee to attend the reunion is \$40/person. You can use the form or go to the CGCVA website and register there. **If paying by credit/debit card, a 5% fee is added to the total amount.**



The first 80 registrants will receive a complimentary 16oz beer glass, shown on the left.

We hope to see all of you at the reunion and would especially appreciate your input at the business meeting luncheon, scheduled for Tuesday, May 9th.

**THE REUNION REGISTRATION AND HOTEL
RESERVATION CUTOFF DATE IS MARCH 15TH, 2023!**

RENO 2023 REUNION MAY 8 – 12, 2023 – CGCVA REGISTRATION FORM

The 2023 CGCVA Reunion is scheduled for **May 8-12** at the Nugget Casino Resort located at 1100 Nugget Ave, Sparks, (Reno) NV. Listed below are the registration, meal, and bus tour costs. **Reunion Registration fee is \$40 per person.** **Mail all registration forms to the address below.** Make checks payable to CGCVA and include with registration form. If paying by credit/debit card, mail the registration form and go to www.coastguardcombatvets.org and look for "DONATE" PayPal button in the right column to process your online payment. **Be sure to include the 5% credit/debit card fee.** Hotel reservations made by calling **800-648-1177**, using the **Group Code GCGVA23** for the **\$79/night rate**. **Reservations and reunion registration must be made not later than March 15, 2023**, for the special rate. **The first 80 registrants will receive a CGCVA commemorative pint beer glass.**

THE COST OF ALL TUESDAY BUSINESS AND AUXILIARY LUNCHEON MEALS ARE \$35.00 PER PLATE

Entrée includes San Marzano Tomato Bisque with mini grilled cheese and Lemon Meringue Tart, Coffee, and Tea

Multiply the number of luncheon entrées by \$35.00 = Total \$ Amount

Tuesday (5/9/23) Business Luncheon (CGCVA Members Only)			Tuesday (5/9/23) Auxiliary Luncheon (Open to All)		
Cobb Salad	# of plates _____	Total Amount \$ _____	Cobb Salad	# of plates _____	Total Amount \$ _____
Fajita Beef Salad	# of plates _____	Total Amount \$ _____	Fajita Beef Salad	# of plates _____	Total Amount \$ _____

THURSDAY EVENING (5/11/23) AWARDS BANQUET DINNER – OPEN TO EVERYONE

Choose entrée below with the associated price & indicate number of meals desired at right & total the amount at right

Entrée includes Caesar salad, white chocolate cheesecake dessert, coffee, and tea

Pan Seared Salmon (\$61.00)	# of plates _____	Total Amount \$ _____	Oven Roasted Chicken (\$57.00)	# of plates _____	Total Amount \$ _____
Pork Tenderloin (\$54.00)	# of plates _____	Total Amount \$ _____	Roasted Vegetable Wellington (\$53.00)	# of plates _____	Total Amount \$ _____

Wednesday Bus Tour to Virginia City **\$35.00 per person**

(Money will be reimbursed if trip is canceled due to lack of participation)

Bus Tour (\$35 Per Person)	# of people _____	Total Amount \$ _____
Reunion Registration (\$40 Per Person)	# of Registrants _____	Total Amount \$ _____

Total Registration Fee Amounts	\$ _____
Total Luncheon Meal Amounts	\$ _____
Total Dinner Meal Amounts	\$ _____
Total Bus Tour Amounts	\$ _____
Total Amount Due to CGCVA (No added fee if paying by check)	\$ _____
If paying by credit/debit card, multiply the total amount in red above by 1.05 for final amount	\$ _____

Mail registration and check payment to: CGCVA
P.O. Box 969
Lansdale, PA 19446

**Hotel Reservation & CGCVA
Registration cutoff date is
March 15, 2023**

PLEASE PRINT LEGIBLY

NAME (FOR NAMETAGS) _____ NEED WHEELCHAIR? _____

SPOUSE/GUEST NAME _____ NEED WHEELCHAIR? _____

STREET ADDRESS _____

CITY, STATE, ZIP _____ PHONE (____) _____

EMAIL _____ VESSEL/UNIT _____ ARRIVAL/DEPARTURE DATE ____/____/____

EMERGENCY CONTACT _____ PHONE (____) _____

ARE YOU STAYING AT HOTEL? Y____ N____ ARE YOU FLYING? _____ DRIVING? _____ R/V? _____

ALL CHECKS MADE OUT TO CGCVA

FEATURED ARTICLE

THE ALEUTIAN ISLANDS CAMPAIGN

A little talked about campaign during World War II was the Aleutian Island campaign in the Northern Pacific. The string of Aleutian Islands are part of Alaska, gateway to North America, including the United States and Canada. During the early days of the war, Japan had significant interest in taking several of these islands to counter any effort of the Allies to invade Japan, or to use them for a jump off point for invading North America. Although playing a relatively minor role in the campaign, the Coast Guard's expertise about the area of operations from its many years of patrolling the Bering Sea, Northern Pacific, and Alaskan coasts was critical in the wartime planning stage.

Most Americans have little knowledge of Alaska, and certainly many have never visited America's 49th state. In size, Alaska covers 663,368 square miles, is as wide as the lower 48 states, and larger than Texas, California, and Montana combined, but has a very small population. In 1939, the total population of Alaska was only 72,524, and it is still the least populated state today, according to the 2020 census, with 736,081 residents.



Alaska has been home to many indigenous peoples for thousands of years, and it is thought that people from Asia crossed the Bering land bridge and established the initial settlement of North America. The Tsarist Russia was the first empire to actively colonize Alaska, and established Russia America in the 18th century.. Because it was difficult for the Tsarist government to maintain control over the area,

it was sold to the United States in 1867 for \$7.2 million (US), about \$140 million in 2021 currency. The purchase was a bargain considering the wealth of oil, gold, fishing, lumber and the many other natural resources that Alaska has to offer, not to mention its strategic location in relation to the Pacific and Arctic Oceans. When first purchased, Alaska was referred to as “Seward’s Icebox” or “Seward’s Folly” after Williams H. Seward, the 24th U.S. Secretary of State. The Secretary negotiated the Alaskan Purchase with the Russian Tsar who also claimed titles of Emperor of the Russian Empire, King of Poland, and Grand Duke of Finland, Alexander II, also known as Alexander Nikolayevich Romanov. Alaska became America’s 49th state on January 3rd, 1959.

After Alaska was acquired by the United States, it was initially governed by the U.S. military. In 1884, a governor was appointed to oversee the now called “Federal District” with a district court established in Sitka. While the U.S. Army had the main responsibility for policing Alaska, the Revenue Cutter Service regularly cruised the Alaskan waters, also providing law and order to remote regions of the coast and Aleutian Island chain.

Cutters often reconnoitered the Gulf of Alaska coastal areas for locations of fishing banks and points to establish Custom Houses and navigational aids. They also were watchful for smuggling operations. A coastal survey was conducted to collect information about tides, currents and subsurface water temperatures. These patrols and surveys contributed greatly in providing the necessary planning information more than a half century later to repel Japanese naval and military forces from Kiska, Attu and Agattu of the Aleutian chain. One of the famous cutters that patrolled Alaskan waters was the *USRC Bear* under the command of Captain “Hell Roaring” Mike Healey for the years 1886-1895. Healey was a legend in Alaska. His story is well known throughout Coast

FEATURED ARTICLE

Guard history.

World War II began on September 1, 1939. Although the United States had not yet entered the war, the Coast Guard was already participating in the Neutrality Patrol of the Atlantic Ocean. However, there was talk of hostilities with Japan and steps were being taken to improve America's security of Alaska.



**USRC Bear escorting
SS Corwin into Nome Roadstead
in 1915**

(Image by U.S. Coast Guard)

At the time, the U.S. Army's military defense consisted of a small garrison of 300 men at Chilkoot Barracks near Skagway. The Navy had a seaplane station on Japonski Island with 216 men and 12 patrol planes; a radio station at Dutch Harbor; and

radio direction finder stations at Cross Sound, Soapstone Point and Cape Hinchinbrook. It wasn't until 1941 that the Army and Navy began the rapid expansion of the necessary war facilities. It was natural that the Coast Guard, having decades of experience in the Alaskan area, played a role in this new program.

The Coast Guard had extensive opportunities in reaching Alaskan native villages via their Bering Sea patrols. Therefore, the Coast Guard had the "local" knowledge for the Army and Navy to draw upon in planning the Territory's defense. The Coast Guard was the first federal agency to plead for augmenting the poorly maintained transportation system, as well as improving harbors and aids to navigation, and also for general defense needs.

As the Army and Navy commenced the buildup of forces in the southern and central regions of Alaska, the Coast Guard was tasked with the

transportation of vital war material and personnel, which made it extremely difficult, if not impossible, to continue the Bering Sea patrols. In 1941, the United States transferred ten of the newer Coast Guard cutters to Great Britain, leaving only one cutter for the Bering Sea missions. The patrol ceased entirely after the December 7th attack on Pearl Harbor.

In 1942, Canada and the U.S. established a mutual agreement for the defense of the southern coastline of Alaska with the Navy extending its chief naval base at Dutch Harbor. They also established air and submarine bases at Kodiak and Sitka, and several radio stations throughout Alaska.

The War Department replaced the Alaskan National Guard with a new Territorial Guard, equipping 20,000 Eskimos along the coastline of the Bering Sea for homeland defense.

The Army constructed roadways, including the 1,600 mile Alcan Highway, powerplants, and laid oil pipelines from the Whitehorse oil fields.

The strategic establishment of bases in the Aleutian and Pribilof Islands placed American forces within range of any Japanese effort to extend their presence in the Northern Pacific. It also served as a vital link with America's newest ally, the USSR. These bases also provided a jump off point for any offensive action against Japanese bases.

In November of 1941, the Coast Guard transferred to the Department of the Navy. Cooperating with all agencies of defense, the Coast Guard's chief contributions to the defense of Alaska was transportation. With the high demands placed upon Coast Guard cutters for supporting the Army and Navy as mobile units, they in effect became "glorified passenger vessels." Modification of scheduled operational schedules to support the emergent needs of the other service became the norm.

With the increase in military and commercial

FEATURED ARTICLE

traffic, it didn't take long to realize that the existing aides to navigation were inadequate. The U.S. Navy authorized the Coast Guard to provide new waterway navigation aides from the lower 48 states and along the routes extensively traveled by military patrol craft. Of particular concern were the regions from Sitka Harbor westward to include the Gulf of Alaska, the Alaskan Peninsula, and Aleutian Islands. The prevailing fog made the hazardous waters around Kodiak of special concern for navigation. The older aids were replaced with newer ones and additional beacons, buoys, lights and assorted minor aids were placed at strategic points. There was a net increase of 30 aids during the war, along with 93 improved fog signals, all of which were included in the final total of 1,110.

Bringing Alaska and the surrounding waters up to a strong defensive posture was a race against time, with expectations that Japan would make a move against Alaska and into the Northern Pacific in the not too distant future with the Aleutians as the probable target. In May 1942, the captain of the Alaskan Sector, Captain Ralph C. Parker, USNR, was responsible for defending Alaska and the coastwide commerce against submarine or other attack. His naval force consisted of two ancient destroyers, one 240-foot and two 165-foot Coast Guard cutters, several converted fishing vessels and ten Catalina planes. Fortunately, this pitiful force would be soon augmented.

During the defensive build up of the Alaskan forces, the Coast Guard was less involved in military operations than in other areas around the globe. Still, the Coast Guard was represented by combat units or groups in each of the amphibious landings, and performed important services in supplying bases and transporting personnel and equipment. No cutters were lost during these operations, although several small craft were lost on the beaches.

On June 3, 1942, the Japanese bombed Dutch Harbor and on June 10th, a PBV scouting plane



USCG PBV in Kodiak Bay
(U.S. Coast Guard photo)

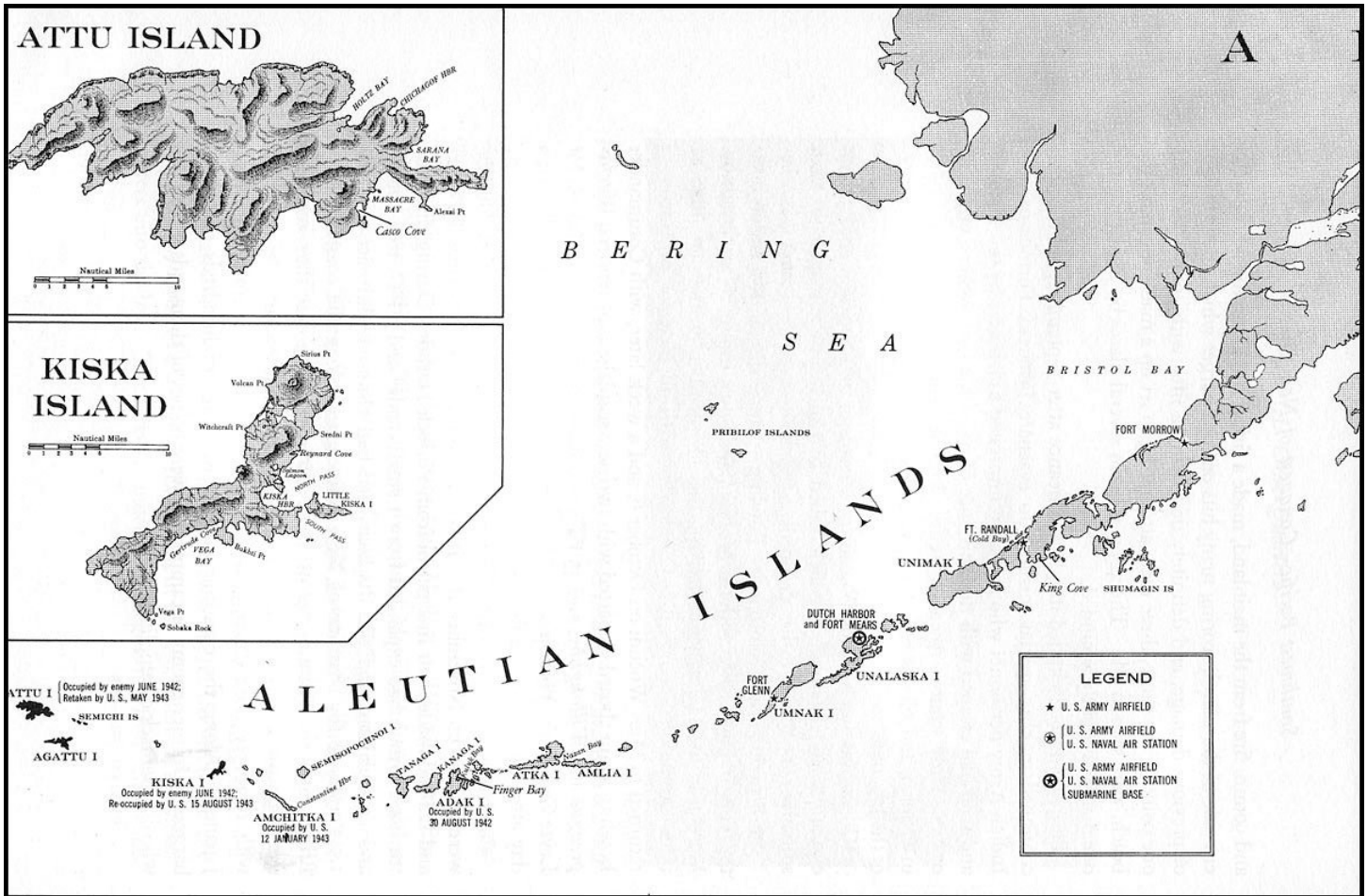
discovered two Japanese ships in Kiska Harbor and small landing craft at Attu. Japanese forces had taken advantage of the heavy fog and seized a radio station before it could transmit an alarm.

An air campaign against the invading Japanese started, weather permitting, with the Eleventh Air Force bombing two enemy cruisers and one destroyer at Kiska on June 12th, setting them afire. Plans were being made to recapture Attu and Kiska while American military strength was increasing. Aerial reconnaissance of the enemy bases was constant in order to note of effort by the Japanese to construct airfields on the islands.

On June 14th, the Japanese conducted an air raid on Atka and a week later began reconnoitering Adak, possibly with the intention of establishing an air base there.

On July 8, 1942, a Royal Canadian Air Force (RCAF) from Annette Island near Ketchikan, bombed a Japanese submarine causing probable damage. Coast Guard cutter *McLane* (WMEC146) under the command of LT Ralph Burns and a Coast Guard manned Navy *YP-251* commanded by LT Neils P. Thompsen, searched for the sub, assuming that if it had been damaged, it would seek the nearest spot, lie on the bottom, and still the engines to escape detection. Searching the charts for the most

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likely spot, *McLane's* commanding officer surmised that the sub would likely be located ten miles north of where the sub was first attacked by the RCAF, a depth of 52 fathoms. *McLane* and *YP-251* commenced a search pattern around the location with *McLane* operating on the inside leg with the only underwater sound equipment that the two vessels had available.

At 0800 the next day, *McLane* made a contact and dropped a depth charge which failed to explode. An hour later, the cutter picked up the contact again and pursued it. The contact was intermittent and zigzagged, which indicated that the sub only operated at short intervals, but the contact was lost. At 1540, contact was again made and followed for 13 minutes before the cutter dropped four depth charges, resulting in numerous air bubbles rising in the vicinity.

Since a kill of the submarine could not be confirmed, *McLane* and *YP-251* cruised about the immediate area for 90 minutes. It was then, as the *McLane* was closing astern of *YP-251*, that LT Burns, observed a torpedo pass under the bow of *McLane*. He ordered full speed ahead in the direction from whence the torpedo had originated. Spotting a periscope, *YP-251* dropped one depth charge. At 1805, *McLane* dropped two more on a contact, resulting in a large oil slick rising to the surface. At 1935, *YP-251* reported sighting a periscope and dropped another single depth charge. Turning hard right, *YP-251* bumped over the submarine. *McLane* made a new contact and dropped two depth charges. There were no more contacts, only oil and bubbles on the water. *McLane* remained on location until 0137 hours on the 10th while observing the oil and flotsam, resembling rock wool. Japanese records later

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CGC McLane was an Active class cutter, sister ship to the *CGC General Greene* shown above. (USCG Photo)

indicated that the sub *RO-32* was sunk in this encounter. Lieutenants Burns and Thomasen were awarded the Legion of Merit for their actions.

During the summer there were small amounts of activity, including a naval bombardment of Kiska harbor, without inflicting damage on the enemy. However, on July 4th, American submarines sank three Japanese destroyers and on August 31st, five survivors of a torpedoed Japanese submarine were taken prisoner.

In August, the Japanese decided to abandon Attu and concentrate their forces on the more strategic Kiska. The Japanese submarine, *RO-61*, torpedoed the seaplane tender *Casco*, killing five and wounding 20. Later that day, a Catalina depth bombed *RO-61*, opening seams that allowed a stream of oil to signal its location. The destroyer, *USS Reid*, picked up the trail and conducted two depth charge attacks, forcing *RO-61* to the surface where she was destroyed by *Reid's* gunners.

That same month, an American task force landed unopposed on Adak, located 200 miles east of Kiska. Americans were able to conduct air attacks on Japanese held Kiska, the first of which occurred on September 14th. The task force strafed three midget submarines and a flying boat, sank a couple of mine sweepers, and scored several direct hits on enemy cargo ships. Americans also landed a second force at

Atka, 60 miles east of Adak, and were able to build an airfield there.

The following year, January 1943, Americans landed 2,100 troops on the muddy, flat and uninhabited Amchitka Island, where a fighter plane landing strip was built. This strip was 250 miles east of Attu and only 60 miles southeast of Kiska. In preparation for the landings on Amchitka, heavy air attacks were conducted on January 5th at Kiska and Attu, sinking two Japanese ships. The *Montreal Maru* and *Kotohiro Maru* were carrying troops and weapons.

One of the transports engaged in the Amchitka landing, *USS Arthur Middleton* (APA-25), was commanded by Captain Paul K. Perry, USCG. Carrying Army personnel consisting of 102 officers and 2,060 enlisted, she slipped quietly into Constantine Harbor on January 12th. 36-foot Higgins boats and 50-foot tank lighters were quickly loaded and away for the first wave.

The beach assault went well through the morning, but later that day a fierce “williwaw” (which is a violent gust of cold wind blowing seaward from a mountainous coast), threatened the landing craft. Barges were capsized and sunk, or broached on the beach. As a result of the loss of the barges, unloading was required by hand. In an effort to save the boats, men donned rubber suits and waded up to their armpits in the freezing water to offload supplies, passing them hand over hand in an attempt to keep them dry. The winds increased to gale force, wrecking most of the barges despite the effort to save them.

USS Worden, a destroyer, was swept onto a pinnacle at the harbor entrance by the strong winds and treacherous currents. The crew had to abandon ship, resulting in 14 sailors drowning. The Coast Guard manned transport, *Middleton*, rushed to the scene, pulling other boats near the sinking destroyer. Along with whaleboats from the destroyer, *USS Dewey*, the rescue of six officers and 169 enlisted

FEATURED ARTICLE

men was made possible. Because of their heroic actions, five Coast Guardsmen received the Navy and Marine Corps medal. They were Ensign J.R. Wollenberg, Coxswains Russell M. Speck, Robert H. Gross, George W. Prichard, and Signalman John S. Vandeleur.

It was only a matter of time in fighting the gale force winds that *Arthur Middleton* would become grounded. However, her boats continued their off-load operations. The ship remained stranded until April 6, despite salvage efforts. During this time, *Middleton* was able to repel air assaults by Japanese float-type Zeros from Kiska without suffering a single hit or scoring hits on the attacking aircraft. After 84 long days aground, she was finally freed and escorted to Dutch Harbor for intermediate repairs before continuing on to Bremerton, Washington, for drydocking and repair.

With the Americans now at Amchitka, allowing for the bombing of Kiska and Attu, the Japanese positions were vulnerable. This left the Japanese with two decisions to consider, evacuate the Aleutians, or strengthen their garrisons and airfields and attack the American supply line. However, with the on-going battle in the Solomons at Guadalcanal, sufficient surface vessels were not available. They refused to leave the Kuriles open to attack, so in February, the Japanese decided to hold the Aleutians at all costs and to make preparation for war.

For months, American forces conducted air raids on Attu and Kiska which, in addition to a poor terrain, prevented the Japanese from completing their airfields. Kiska often sustained 500 to 600 tons of bombs in a single month.

A blockade of the Aleutians by Task Group 16.6, composed of six vessels, proved very effective in preventing the resupply of the Japanese after March 1943. The Japanese, in turn, conducted little offensive operations, choosing to reinforce their defensive installations and airdromes.

The American occupation of Amchitka allowed

for Japanese occupied Kiska to be by-passed in favor of attacking Attu. Occupying Attu created an opportunity for a pincer operation from both sides of Kiska, eventually resulting in the complete removal Japanese forces from the Aleutians.

The invasion of Attu was initially scheduled for the end of April 1943, with the main landing force comprised of elements from several units including, 7th Infantry Division, 17th and 32nd Infantry Regiments, two battalions of field artillery, the 11^{5th} Engineers, and medical units and service troops.

Foul weather played a role in delaying the start of the attack until May 4th. Twenty-nine ships under the command of Rear Admiral Francis W. Rockwell, USN, sailed to Attu via the Bering Sea and arrived off Attu on May 7th. Foul weather delayed troop movement for a beach assault until May 11th.

Japanese forces were on the alert having been given prior warning of a pending attack on Attu, scheduled for some time between May 3rd and the 9th. But when the attack didn't occur, the Japanese returned to routine operations. They were taken completely by surprise when the attack commenced at 0200 hrs on the 11th.

The Japanese had intended to reinforce Attu prior to the American assault. Japanese Admiral Hosogaya sailed with a large task force toward Attu with a fleet of four cruisers, five destroyers, two fast merchant cruisers acting as transports, and a freighter. The American task group, under the command of Admiral McMorris, had been cruising the waters on a north-south line for several days before the attack with the intention to intercept any Japanese effort to reinforce their garrison on Attu. With a smaller fleet consisting of two cruisers and four destroyers, the American detected the Japanese on March 26th, while steaming 180 miles west of Attu and 100 miles south of Komandorksi Islands. Sending his transports and freighter on to Attu, with twice the size and fire power of the American fleet, Hosogaya turned his force to engage. The battle commenced at 20,000

FEATURED ARTICLE



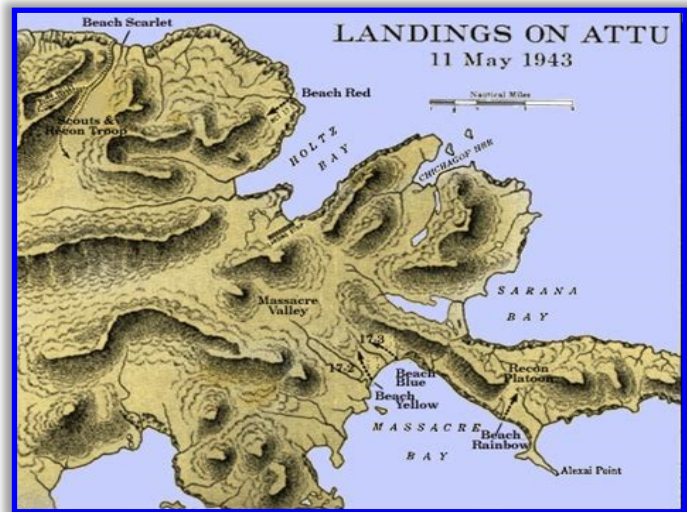
yards, lasting three and half hours over a range of 8 to 12 miles. This was a ship to ship slugfest without any support from aircraft or submarines. The battle ended when Hosogaya broke it off and headed on a westerly course.

Against all odds, Admiral McMorris fought a brilliant battle against all odds that allowed all his ships to return "home" under their own power. *USS Salt Lake City* suffered the greatest damage, but neither side sustained significant harm. Of course, Tokyo proclaimed a great victory, but the Japanese were defeated in their effort to reinforce the 2,400 troops on Attu. Their troops now had to fend for themselves with no further intention by the Japanese to resupply the island.

Attu is a rugged, mountainous island, measuring 35 miles long and 15 to 20 miles wide. The terrain ranges from moss-covered tundra in the valleys with muddy marshes underneath, to sharp crags and snow-summit peaks, some as high as 3,000 feet, making it a place that could be easily defended.

The invasion plan called for four landing points. The first was at Red Beach on the west arm of Holtz Bay. The airfield at the east arm of Holtz Bay was still unfinished, but the beaches along the bay were well defended. The second landing point was at Massacre Bay in the Chichagof sector and subsidiary landings, where the high ground at the north end extending inland 3,000 to 4,000 yards and was well defended. Although there were no beach defenses in

that area, well camouflaged positions, caves, and fox holes dotted the entire northeastern part of the island. The third was at Austin Cove on the undefended coast north of Holtz Bay, and the fourth at Alexi Point, east of Massacre Bay. The strategy was to push the Japanese force into the Chichagof area and divide it into two segments.



In late April, Admiral Morris' cruisers, along with six destroyers, provided a 20 minute preparatory bombardment of enemy installations on the east end of Attu in the Holtz Bay and Chichagof areas. The main landings commenced at 1530 hrs on May 11th with remarkable precision and expedition, despite the most unfavorable weather conditions. The months of training were well repaid.

Strong naval and air assaults on the Holtz Bay and Chichagof area accompanied the initial assaults in that sector. The Coast Guard was represented on Attu only in the landing operations, although a number of Coast Guardsmen were attached to the Navy transports, which included *J. Franklin Bell*, *Grant Chirikof*, and *Perida*. After the landings had been effected, boat crews were busy carrying the wounded back to the ships.

Within hours, American forces advanced inland some 3,000 yards and a beachhead was finally secured at Massacre Bay, after a fierce fight in which 10 of the 27 American landing barges were sunk.

FEATURED ARTICLE



The two main American forces in the Holtz and Massacre Bay areas were about three miles apart, separated by a ridge in the mountain area.

The fiercely contested battle to enlarge the positions and effect a juncture, raged for several days with little change. The Japanese had expected the reinforcements that had already been intercepted by Admiral McMorris' fleet. The only assistance they received were two easily repulsed air attacks staged from Kiska 11 days after the fighting began.

On the 14th of May, the weather cleared some, allowing for greater air support for American ground forces. On May 17-18, the two main forces were united and the principle fighting was over.

The Japanese withdrew to the ridge around Chichagof Harbor. On May 19th, they launched a counter attack and were repulsed with heavy losses. The Americans, with remarkably light casualties, encircled Holtz Bay, occupied the landing strip, and attacked and secured the pass connecting Holtz Bay with Chichagof Harbor. By the 25th, the Massacre Bay force reached Lake Cories, near the village of Attu at Chichagof Harbor. After the final drive, all resistance had collapsed and Tokyo admitted that Attu had been lost.

As had been experienced in other island campaigns, the desperate and defeated Japanese gathered their troops, including the sick and wounded, for a counterattack on May 29th. Those unable to participate were killed by their officers. Since the Japanese were running low on ammunition, they used makeshift weapons, including spears and bayonets affixed to long poles.

Colonel Yamasaka led some 500 troops into the valley, staging a heroic, fanatical attempt to rout the

American forces. Moving through the fog with the insane zeal to kill or be killed, they surprised many isolated detachments of American troops, slaughtering them before reinforcements could arrive. "The Japanese rushed into sweeping gunfire that mowed them down as they danced a frenzied and ghoulish dance of death." After seven hours of fighting, 50 Japanese were trapped, where they fought and died together, taking their own lives, leaving four to be taken prisoner.

Out of a landing force of 11,000, total American losses on Attu were 552 killed, 1,140 wounded, and 85 missing. Japanese losses were 2,350 killed and 24 taken prisoner. There were no Japanese wounded survivors.

With Attu secured, the island was made ready for further operations against Kiska and Japan proper. American forces increased their presence on Attu to 1,880 Navy and 14,900 Army personnel. On July 10th, American aircraft attacked Paramushiro, the Japanese naval base in the Kuriles.

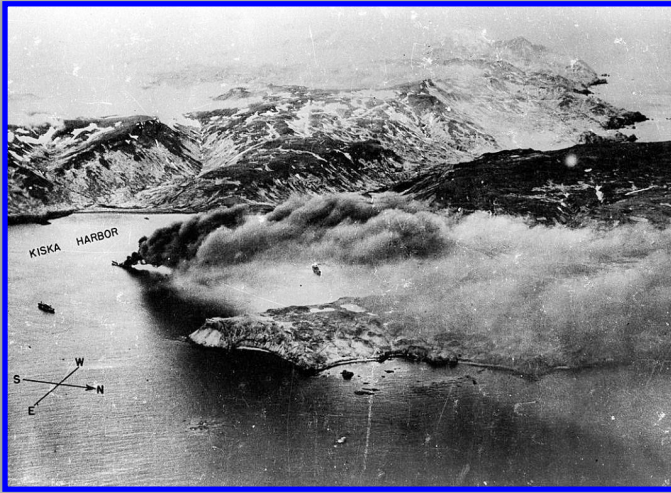
With Attu in American hands, Kiska was entirely isolated. In July and continuing into August, American air attacks rained 4,500 tons of bombs on Kiska, the last Japanese stronghold in the Aleutians. Between July 6th and August 15th, surface bombardments pummeled the island, which the Japanese correctly interpreted as preparation for an invasion.

On July 28th, Rear Admiral Kimura arrived with orders to evacuate Kiska, transporting 5,183 Japanese to Paramushiro without the knowledge of the Americans. Kiska radio went off the air and American air reconnaissance misinterpreted heavy damage to the buildings to be from the previous bombardments, when, it was in fact, from the Japanese destroying the structures. Several more bombardments were carried out on the now deserted island.

American forces now rendezvoused at Adak in

FEATURED ARTICLE

preparation for invading Kiska with Vice Admiral Kinkaid in command of the fleet. An amphibious force of almost 100 ships, under the command of Rear Admiral Rockwell prepared to attack. Major General Charles H. Corlett, USA, commanded the ground forces totaling 34,426 troops. On August 15th, the invasion began with a heavy bombardment. Unknown to the Americans however, the island was now completely abandoned.



Kiska Harbor

Although the landings went unopposed, there were casualties. Friendly fire took the lives of 25 men and wounded 31 before it could be ascertained that there were no Japanese remaining on the island. The destroyer *USS Amber Read*, under the command of Commander Thomas Burrows, USN, struck a floating Japanese mine and lost her stern, resulting in the loss of 70 men killed or missing, and 47 wounded.

The pre-invasion bombardments, aerial bombings, and Japanese demolition had wrecked all roads and enemy equipment, leaving tanks, trucks, midget submarines, and surface craft strewn about around the harbor. Practically everything was bullet-ridden.

The American occupation had been a triumph for naval bombardment and an achievement in strategy. The United States had acquired and maintained an



Kiska Landings (Photo: Life Magazine)

unbroken string of naval and air bases stretching from Ketchikan to Attu. There were no Japanese left in the Aleutians. Although unknown at the time, the Aleutians had ceased to be of military or historical significance for the rest of the war. Nevertheless, the campaign furnished bases which added measurably to the security of Alaska and the west coasts of Canada and the United States, and gave the United States the initiative into the North Pacific area.

The information contain herein is directly attributed to Malcolm F. Willoughby's book, "The Coast Guard in World War II," although some of the narrative has been abridged. Photos were obtained from internet sources, without knowledge of origin.



VETERANS ADMINISTRATION BENEFITS

THE VA INTEGRATES THE “WHITE HOUSE VA HOTLINE” INTO ITS “FRONT DOOR” TOLL-FREE NUMBER 1-800-MYVA411 (800-698-2411) IS NEVER THE WRONG NUMBER

On November 3rd, the U.S. Department of Veterans Affairs (VA) successfully integrated the White House VA Hotline with VA’s main call center (1-800-MyVA411) — making it easier for Veterans and their families to get information, access earned VA benefits and services, and raise concerns using one phone number. To ensure a seamless transition for Veterans and their families, the White House VA Hotline number now automatically redirects to 1-800-MyVA411.

This integration improves VA’s customer service and underlines the importance VA places on addressing customers’ concerns. The purpose of the White House VA Hotline had been to provide Veterans and their families with an outlet to share concerns and recommendations with VA. Those concerns can now be shared through VA’s primary call center, rather than a separate hotline. 1-800-MyVA411 has historically received three times the call volume compared to the WH hotline, so this integration will greatly increase awareness of the option to share concerns with live agents, 365 days, 24 hours a day, 7 days a week.

This integration also simplifies the customer access to VA as the Department implements the Sergeant First Class Heath Robinson Honoring Our Promise to Address Comprehensive Toxics (PACT) Act. As part of both this integration and the PACT Act, VA is increasing staffing to reduce wait times and to improve customer experience when calling MyVA411.

Callers to 1-800-MyVA411 can now press the new “Option 9” to connect directly with a VA service recovery specialist — the same experts that have staffed the hotline — to share concerns, make

recommendations, or ask a question. The caller will be routed to the appropriate subject matter expert with VA or receive a case number and updates throughout the concern resolution process.

1-800-MyVA411 was established in 2020 in response to customer feedback that VA had too many phone numbers. Moving forward, 1-800-MyVA411 will be shared as VA’s “front door,” the one number all Veterans, their families, caregivers, and survivors may use to access VA resources.

For more information, contact:

www.vets-experience@va.gov

VA WELCOME KIT

Whether you’re just getting out of the service or you’ve been a civilian for years now, the VA Welcome Kit can help guide you to the benefits and services you’ve earned. Based on where you are in life, your VA benefits and services can support you in different ways. Keep your welcome kit handy so you can turn to it throughout your life—like when it’s time to go to school, get a job, buy a house, get health care, retire, or make plans for your care as you age.

Go to the VA Welcome Kit website at: www.va.gov/welcome-kit. The VA website also provides links to several other websites offering information to VA services for you and family members.

VA TO START PROCESSING PACT ACT CLAIMS COMMENCING JANUARY 1, 2023

When VA can begin processing all PACT claims Jan. 1, 2023, VA will continue to prioritize the processing of PACT Act claims for terminally ill Veterans. At that point, VA will also prioritize PACT Act claims filed by Veterans with cancer, Veterans experiencing homelessness, Veterans older than 85 years old, Veterans experiencing financial hardship and Medal of Honor and Purple Heart recipients.

NEWS AND NOTICES

RECOGNIZING CENETARIAN AND CGCVA MEMBER, SEYMORE GREENBERG

The CGCVA was founded by Vietnam War veterans in 1985, but also has had a good number of World War II veterans in its ranks as well. Born in April 1922, Seymore Greenberg served in the Coast Guard during World War II and is now 100 years old!



Seymore Greenberg

A native of Brooklyn, NY, Seymore is a D-Day veteran and Higgins Boat coxswain and assigned to the *USS General William Mitchell* (AP-114). He has been a member of the Coast Guard Combat Veterans Associ-



Seymore Greenberg at 100 years of age. We should all look that good after a century of living.

ation since 1996.

Happy belated birthday Seymore! And as we approach April 2023, we wish you a happy 101st birthday as well.

COAST GUARD TRIVIA

The Coast Guard has always classed its smaller cutters by size, such as 38 footers, 87 footers, or 95

footers, etc. In fact, they are identified and named by size such as CG83234. The CG indicates it is a Coast Guard vessel, the 83 tells you it is 83 feet long, and 234 says it is the 234th boat of that class built. The 83 boat class, built in the 1940's, mostly during the WWII years, had a very distinguished history well into the 60's.



Two 83 footers at Omaha Beach. Notice the hull numbers are in the one to sixty range.

The cutters were built at the Wheeler boat yard in Brooklyn, NY, between 1940 and 1945. The cost, fully equipped, was about \$125,000 apiece. A little over two-hundred of them were built and only one remains, CG83527 on display in Puget Sound, Washington. They were wooden hulled, with twin gasoline engines driving twin shafts.

They gave yeoman service during their active duty service in the Coast Guard but their shining hour was during the Normandy invasion in June of 1944. Sixty of the 83 footers were shipped to England as deck cargo because they did not have the capacity to sail across the Atlantic on their own. The original hull numbers were erased, and they were given numbers from one to sixty and assigned to the invasion beaches as a rescue flotilla. They were credited with saving the lives of over 1500 allied soldiers and sailors in the course of this assignment. One of the cutters was sunk during the invasion.

After the invasion, about thirty of the cutters were returned to the states for further duty with the Coast Guard. They lasted until the middle sixties when the last of them was decommissioned and they were replaced with a new class of 95 footers.

NEWS AND NOTICES

MCPO-CG PATTON GRAND MARSHALL OF NYC VETERANS DAY PARADE

New York City hosts the largest Veterans Day parade in the nation. On a rainy day in November 2022, the 103rd Veterans Day parade started along 5th Avenue in Midtown Manhattan. The parade featured 20,000 marchers of more than 280 units, along with 25 floats and 150 vehicles. It was an impressive event that honored the men and women of the Armed Forces, past and present, and their dedicated military service. This year's parade spotlighted the U.S. Coast Guard with the eighth Master Chief Petty Officer of the Coast Guard, Vince Patton, (1998-2002), serving as Grand Marshal.



Local U.S. Naval Sea Cadets announcing MCPOCG Vince Patton as Grand Marshal

Master Chief Patton is a member of the CGCVA and proudly wore his CGCVA garrison cap during the parade and his Veterans Day speech. He intended to bring attention to the Coast Guard's military service, and its contribution and participation in every war since 1790 of which many are unaware.



MCPOCG Patton with NY City Mayor Eric Adams at the wreath presentation ceremony



Vince Patton shaking hands with Secretary of the Navy, Carlos del Toro

The opening ceremony had been altered to allow only a select group to participate in the Eternal Light wreath procession in Madison Square Park where the

Grand Marshal, Vince Patton, gave his opening remarks.

As expected, Sector New York staff attended the parade, a great representation of the Coast Guard.



Left to right are: CAPT Daniel Mode, Chaplain of the CG; CAPT Zeita Merchant, Commander CG Sector NY; Vice Commandant ADM Steve Poulin; Mr. James Hendon, Commissioner NYC Veterans Affairs; Grand Marshal MCPO Patton; MCPOCG Heath Jones; unknown person; Italian attaché officer from the UN



MCPOCG Patton and CGCVA member and parade volunteer, Mark Sullivan



Coast Guard service members carry an American flag during the Veterans Day Parade on Nov. 11, 2022, in New York. (Photo by Michael Brochstein)

NEWS AND NOTICES

THE PACT ACT

The PACT Act is a new law that expands VA health care and benefits for Veterans exposed to burn pits and other toxic substances. This law helps the VA to provide the generations of Veterans from the Vietnam era, Gulf War era and the Post 9/11 era, and their survivors, with the benefits they've earned and deserve.

PRESUMPTIVE ILLNESSES

Presumptive illnesses are those that the VA has associated with the toxic materials that the Veteran might have been exposed to in designated operational areas during specific time periods. The Veteran only needs to prove that they were there.

For more information about presumptive illnesses that are covered by the Act and operational areas in question, see: www.publichealth.va.gov/exposures/benefits/PACT_ACT.asp.

NEW CHALLENGE COIN FOR PHYSICALLY FIT RECRUITS AT USCG TRACEN CAPE MAY

For many years, the CGCVA has recognized the most physically fit male and female recruits upon graduation from Recruit Training with the CGCVA Physical Fitness Award. Rather than providing a CGCVA watch to the deserving recruits, it was decided to provide their first challenge coin. The coin has been minted in honor of Jack Campbell, who for many years went to the TRACEN each Friday to make the presentation at the graduation ceremony. It is only fitting that this award be made in Jack's name.

Jack Campbell was a former CGCVA National President and a World War II veteran, having served as a Gunners Mate on board an 83-foot rescue boat (USCG-49) of Flotilla One during D-Day operations at Normandy, France, on June 6, 1944. The Rescue One Flotilla was credited with the saving of more

than 400 soldiers that day, and by the time the unit was disbanded in December, 1944, that number rose to 1,438. Sixty years later, on June 6, 2004, Jack was one of 100 American World War II veterans to receive the French Medal of Honor from the French President Jacques Chirac, in recognition of their wartime service in the liberation of France from Nazi occupation.

A very active member of the CGCVA, Jack served in several leadership positions and spearheaded efforts to formally recognize the Coast Guard's many wartime contributions. In his capacity, he oversaw the erecting of monuments at Grand Haven, MI, Utah Beach in France, and in Poole England.

The Physical Fitness Award challenge coin portrays a 83-foot cutter on the front of the coin, depicting the rescue craft used by the Rescue One Flotilla. The back side of the coin is the CGCVA logo. The coin will be something the recipient will proudly display.



Past National President
John W. "Jack" Campbell



NEWS AND NOTICES

FREE MILITARY PASS FOR NATIONAL PARKS APPROVED

A free **Military Annual Pass** is to thank U.S. Military and their dependents. A free **Military Lifetime Pass** is available for Gold Star families and Veterans for their service to the country. The passes provide free access to more than 2,000 federal recreation areas, including national parks, wildlife refuges, grasslands and forests. The pass waives entrance fees and the standard amenity fees (day usage fees) but **does not cover** expanded amenity or user fees for activities such as camping, transportation, special recreation permits, reservation fees or special tours.

Those who are current members of the Armed Forces and their dependents are eligible for the Military Annual Pass. Those veterans of the U.S. Military, including the Reserve and National Guard, are eligible for the Military Lifetime Pass. They must present one of the following forms of identification:

- Unexpired DoD Identification Card (DD Form 2, DD Form 2765, or Next Generation USID replacement).
- Veteran Health Identification Card (VHIC)
- Veteran ID Card
- Veterans designation on a state-issued U.S.

drivers license or identification card.

Gold Star Families are next of kin of a member of the U.S. Armed Forces who lost his/her life in a "qualifying situation," such as a war, an international terrorist attack, or a military operation outside of the U.S. while serving with the U.S. Armed Forces.

Gold Star Family members must download and print a voucher BEFORE they visit a national park, which they will present to the park staff in exchange for an Interagency Military Lifetime Pass: www.nps.gov/customcf/goldstar/voucher.htm. They can also obtain their pass through the USGS Online Store.

The free Military Lifetime Pass admits the veteran or the holder of the Gold Star Family voucher, as well as occupants of a single, non-commercial vehicle OR the Veteran or voucher-holder, and three persons (16 years and older), where per person fees are charged. Passes are non-transferable.

If you already have a Military Pass, or one of the other Interagency Passes, simply use those passes for access. There are no refunds for passes already purchased. Interagency Passes are not transferrable.

For more information, and to obtain the Annual or Lifetime Military Pass, go to:

<https://store.usgs.gov/MilitaryPass>

SEA STORIES

REMEMBERING CON SON

By Paul Balmer

Traditionally, the Coast Guard had built and maintained the LORAN stations (Long Range Aids to Navigation). In Vietnam, the Coasties maintained a LORAN "C" station that the foot soldiers used to find out where they were (the system was accurate to within ten yards). One of these stations was on the island of Con Son. We set up radio communications with them and the C.O. of the base invited us to pay

them a visit. The arrangement was, as I heard the C.O. say over the radio, "If you have the steaks, we have the beer!" This sounded like a hell of an idea to the Old Man and the crew, so we headed for Con Son for an old-fashioned steak and beer cook out on the beach.

Being in radio central and having the freedom to continue the conversation with the "Con Son Coasties," we digressed from the cookout to other activities that we could participate in, such as playing football on Back Beach, and water-skiing off

SEA STORIES

of Front Beach. My ears perked up! I said, "Water-skiing?" They said, "Sure we have a fourteen-foot Boston Whaler with a fifty-five horsepower Chrysler outboard."

I said, "Where is Front Beach," they responded that we were going to pull into front beach. Therefore, Back Beach had to be on the other side of the island. The only thing that separated them was a small airstrip in the middle of the island. I said that I would very much like to go water-skiing! They responded that they would have a beer and the boat ready when we dropped anchor.

When we finally made it ashore, I headed for the Boston Whaler and I introduced myself, cracked the beer, which they did have waiting and took off water-skiing. I always wanted to pull a "McHale" and go water-skiing in a war zone, drinking a beer, which is what I did! What a war . . . I mean conflict.

After my water-skiing adventure, I was hungry and wanted some more of that "three two" Budweiser (3.2% alcohol), so we traversed the length of the hot asphalt and sand airstrip, sweating our way to Back Beach. We met the rest of the crew just as they were drinking and chowing down on some char broiled sirloin steaks. Even the cheap military steaks tasted good on the open pit fire.

Checking the place out, I noticed the C.O. of the base was surrounded by a couple of my shipmates, and what looked like some island natives. I wandered over to see what was going on. As I approached them, I noticed some beautiful hand-carved walking sticks and I quickly surmised that there was some bartering going on. Apparently, a Vietnamese native wanted ten dollars for a walking-stick that he had made, and the C.O. was talking to him in Vietnamese, trying to knock the price down to five dollars. An agreement had been reached and the walking stick changed hands.

I asked my fellow shipmates, if they felt bad stealing that hand carved walking stick for five

dollars. Can you imagine the time that Vietnamese native put into that for only five bucks? The C.O. overheard me and said that was no Vietnamese native, that was a Viet Cong prisoner.

I asked, "V-V-V-Viet Cong what?" He replied, "Yes, you heard me, they are V.C. Prisoners!" Then he went on to explain that besides being a LORAN "C" station, with a small air strip, the island was also a prisoner of war camp for the V.C.!

The next question out of my mouth was. "You mean to tell me that you let these prisoners/people wander around the island with weapons such as pocketknives? What are you, nuts?"

He laughed and said, "First, if they wanted to escape, the nearest point of land is eight miles away." Even if they could swim the distance, the water snakes and sharks would get them before they reached the mainland. Second, most of these folks do not want to fight anymore, and finally, this is the best they ever had it! The prisoners get three meals a day, do what, and go where they want. However, the only stipulation they had was that they all must be in for bed check at 8:00 p.m., that is when we lock them up. *This was indeed a McHale's Navy Island!*

After the cookout and a few beers, it was time to play water football on Back Beach. It was the ship's crew against the Island Coasties. Of course, we all were pretty much wasted, and I know I had a warm glow to go with the warm night and warm beach water. When the game was over, I noticed that along the shore looking toward the point was a hut. Yes, a hut that looked like a Robinson Crusoe hut just sitting on the line where the edge of jungle and the beginning of the beach met. It looked neat and as we pulled up anchor, I thought Con Son with its Back Beach was a very pretty place. To me it looked more like a tourist beach resort than a war zone.

(Editor's note: Paul Balmer responded with his story after reading about the LORAN stations in the 2nd quarter QDL.)

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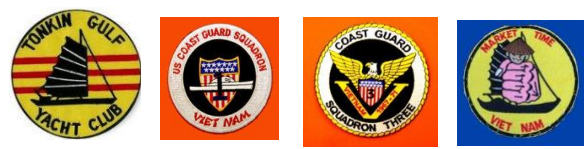
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COAST GUARD COMBAT VETERANS ASSOCIATION



MEMBERSHIP APPLICATION

(Please Print Legibly)

PERSONAL INFORMATION



Last Name		First Name		MI	Suffix	DOB
Street Address			City	State	Zip	
Telephone:	Cell	Home	Other	Email		

For those with a second address, please submit that address to cgcva@comcast.net. When switching between the primary and secondary addresses make sure that you notify the CGCVA of the address change so that you will continue to receive the Quarterdeck Log. To notify the CGCVA of a permanent address change, send an email with the new address to cgcva@comcast.net.

MILITARY SERVICE INFORMATION

Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge or Retirement
(Indicate broken service or other service affiliation below: (continue on reverse, if necessary))	
Service Branch and Dates of Service	Grade, Rank, Rate at Time of Discharge or Retirement

Qualifying Service Medal Awarded (See Ribbons above)	Dates in Theatre of Operations and Name of Campaign / Operation	Ship(s) or Unit(s) Assigned at Time of Deployment

IMPORTANT INFORMATION FOR MEMBERSHIP

This application MUST be accompanied by a copy of one or more of the following documents indicating applicant's participation in, or in direct support of, combat contingency operations: DD-214 (all pages), DD-215, NAV/CG-523, Letter(s) of awards or other "official" documentation stating participation WHILE A MEMBER OF THE U.S. COAST GUARD. If necessary, a certified statement from a former shipmate who is a member of CGCVA and in "good standing" stating that they served with applicant in a specific unit during a deployment location and timeframe that qualifies for membership

Dues: \$40.00 for two-year membership. Current active duty, including SELRES on Title 10 or long-term ADOS receive a four-year membership for same price.

Send application and payment to:
CGCVA
P.O. Box 969
Lansdale, PA 19446
Make checks payable to: CGCVA
Questions: 410-690-8000

Print Name of CGCVA Sponsor or Referral

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Date

Check appropriate box: Regular Membership

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