



PTEROGRAM

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

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

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BREAKING NEWS! The entire CG community mourns the tragic loss of AirSta Sacramento's HC-130H CGNR 1705 and its crew of seven on the night of 29 October off San Diego. See P. 3 for details...Ed.

Pthirty-third Annual Ptero Roost Celebrated



A phlock of approximately 150 Pteros plus their significant others gathered in Elizabeth City, NC, the "Harbor of Hospitality," for this year's wonderful roost hosted by the CGAA and our devoted "in house" event planner, Anne Stoppe. There were many highlights at this annual gathering: Ancient Al transition, MH-60T ribbon cutting ceremony, award presentations, an inspiring speech by a National Air and Space Museum official, HH-65C CGNR 6505 memorial ceremony, terrific CG exhibits at the new Museum of the Albemarle, and fabulous historical presentations by Pteros Stew Graham, aviator 114, Sergei Sikorsky, CDR Joe Deer, aviator 3076B, Master Chief John Long, and

Bruce Melnick, aviator 1671. If you missed these briefings, you missed some rare highlights of CG aviation history. Fortunately, they were videoed by Ptero Vic Primeaux, aviator 1508, for posterity. Our sincere thanks to the ECity CO's (Ptero CAPT's Ed Gibbons, aviator 2761, John Hardin, aviator 2573, and Joe Mihelic, aviator 2414A) and their crews for their participation and hospitality as their duties permitted!



Pteros Stew Graham (L.) and Sergei Sikorsky sign posters after their lectures at the Museum of the Albemarle.

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 2010, PLEASE PAY AGAIN SOON TO REMAIN IN GOOD STANDING.

NOTE



Changes in dues became effective in 2008. Check out page 23 or the website
<http://www.aoptero.org/htm/newmbr.html> for the renewal application and current dues.

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A Message from 1520 (CGAA/AOP President):

My dear colleagues:

Aloha, all Pteros! Greetings to our newest Ancient Albatross, RADM Gary Blore...may you always observe righteous CG Aviation happenings around the world from your lofty perch on the Seattle Space Needle. My Roost "theme" at ECity was The Phoenix Project. The upshot is that the Smithsonian Air & Space Udvar-Hazy facility is ready to hang an HH-52A in the 2012 timeframe. For those of you who could not attend, I hope you will circulate the word far and wide that ***we are looking for volunteers*** to assist in the restoration with Aviation Logistics Center. We will need people with skillsets in airframe structures, powerplants, hydraulics, electrics, avionics, rescue equipment, corrosion control, paintwork, and the like. We will post sign up sheets on the website and send them out by ALPTERO. We will be wanting to know WHAT you are interested in doing and WHEN you are available to come to Elizabeth City to help. ***We desperately need the help of our former maintenance technicians and repair line civilians***...and for pilots like me who could once upon a time FLY these aircraft (that may be subject to dispute!), you can be re-trained in bead-blasting, acid-bathing, zinc chromate-ing, metal-bending, wrench-turning, or any other assortment of truly helpful tasks. There is a nice RV Park on base, and we will ask the Base Commander if any other "transient" arrangements can be made. And now...a word from our sponsors. We could not do our philanthropic and historical work without the generous contributions of these companies – and I could not give them the full measure of appreciation they are due at the Roost. ***So join me in thanking Sikorsky Aircraft, EADS North America, DRS Technologies, Lockheed-Martin Aerospace, CAE Simulators, Turbomeca Engines, Aerial Services, and Wyle Labs*** for providing nearly \$50,000 in contributions this past year! Their generous support, and your dues, helped us acquire HH-52A 1398, fund the HH-65C 6505 / HH-52A 1420 memorial at CGAS Barbers Point, induct Frank "Pop" Shelley in bronze into the CGAA Hall of Honor, commission a world-class "Katrina Rescue" oil painting for display to all young officers and enlisteds at the Coast Guard's foremost leadership center, provide models and artifacts for the Coast Guard Aviation Exhibit at the Museum of the Albemarle, commemorate the 50th anniversary of the first delivery of HC-130B 1339 to the Coast Guard, and make a sustaining annual contribution to the Coast Guard Aviation exhibit at Aerospace Museum of California, as well as supporting professional discourse and social activities at the 2009 Roost. Our voluntary out-of-pocket contributions are about to "put us over the top" in collecting \$10,000 to support the Jack Columbus Rittichier Memorial at Kent State University. The list goes on and on. Most of the time, I'm too busy to think about where we've been...only where we're heading! Your association has grown to 1,400 members because we are engaged with the active forces and they appreciate us! Let's work together to make our ***first-ever Coast Guard helicopter display in a National Museum*** a huge success!



Yours sincerely,



PTEROGRAM is published three times annually as the official publication of The Ancient Order of the Pterodactyl which perpetuates recognition of USCG aviation history and its personnel.

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Taps

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

AD1 Richard G. "Satch" Lee, P-2698A

Capt. Bobby C. Wilks, 735 7/13/09

CDR Calvin P. Langford, 765 9/27/09

RADM Orvan R. Smeder, 185 9/09



AirSta Sacramento HC-130H has Mid-Air With Marine AH-1W

From: Allen, Thad Admiral

Sent: Friday, October 30, 2009 10:50 AM

Subject: ALL HANDS - Loss of Coast Guard C-130 and Marine Corps Helicopter

To the Men and Women of the United States Coast Guard:



I am deeply saddened to report that one of our C-130 aircraft, CG-1705 out of AIRSTA Sacramento, crashed last night about 15 miles east of San Clemente Island off the coast of San Diego. CG-1705, with seven Guardians onboard, was searching for an overdue 12-foot pleasure craft when there was a collision with a Marine Corps AH-1 Cobra helicopter at 1915 Pacific local time. There were two personnel on the Marine Corps helicopter which was conducting a separate training exercise.

The Coast Guard, Marine Corps, and Navy have been working collaboratively overnight and throughout today in response to this tragedy. I want to ensure our workforce is kept fully apprised as well. We have been and continue to actively search for survivors. Two Navy surface vessels were on scene almost immediately after the accident. Several Navy and Coast Guard aircraft, along with a Customs and Border Patrol helicopter, are flying sorties in the area while multiple cutters including the BLACKFIN, BLACKTIP, EDISTO, PETREL, GEORGE COBB, and JARVIS are conducting surface searches. One of the Navy ships is remaining on-scene as well. No personnel have been found at this time but we will continue to work with our Marine Corps and Navy partners in this massive effort.

While we continue the search, we will fully support the men and women of AIRSTA Sacramento and their families. We are actively assisting the local field units to respond to this tragic event so they can focus on the ongoing search. This includes flowing resources and critical incident stress management teams where they are needed, supporting our fellow families and Service members, coordinating a joint military investigation, and working with our Department, the interagency, the Congress, and the media to keep people informed.

I know many of you want to know the names of the people who are missing. We are following the appropriate notification procedures and working closely with our sister Services and the impacted families to ensure the proper steps are followed. We will release that information as soon as possible.

I will provide further updates as they become available. I encourage all Coast Guard members to keep these missing Guardians and Marines in your thoughts during this difficult time and to continue looking after your shipmates.

Admiral Thad Allen, Commandant, U.S. Coast Guard



(31 October D11 Press Release...Ed) The U.S. Coast Guard continues to coordinate a joint agency search operation for seven Coast Guard aircrew and two Marine Corps aircrew missing off the coast of San Clemente Island, Calif. after a suspected mid-air collision between a Coast Guard C-130 aircraft and a Marine Corps AH-1W helicopter.

The missing crew members from the Coast Guard C-130 are:

Ptero Lt. Cmdr. Che J. Barnes, Aviator 3436, age 35, Capay, Calif., Aircraft Commander. (LCDR Barnes was one of the Elmer Stone FW Rescue Awardees at this year's Roost...Ed)
Ptero Lt. Adam W. Bryant, Aviator 3935, age 28, Crewe, Va., Co-Pilot.
Chief Petty Officer John F. Seidman, age 43, Stockton, Calif., Flight Engineer.
Petty Officer 2nd Class Carl P. Grigonis, age 35, Mayfield Heights, Ohio, Navigator.
Petty Officer 2nd Class Monica L. Beacham, age 29, Decaturville, Tenn., Radio Operator.
Petty Officer 2nd Class Jason S. Moletzsky, age 26, Norristown, Pa., Air Crew.
Petty Officer 3rd Class Danny R. Kreder II, age 22, Elm Mott, Texas, Drop Master.



The missing crew members from the Marine Corps helicopter are:

Maj. Samuel Leigh, age 35, Kennebec, Maine.
1st Lt. Thomas Claiborne, age 26, Douglas, Colo.

The search effort has saturated an area totaling 644 square miles and includes surface and air assets from the Coast Guard, Navy, Marine Corps and Customs Border Protection Air/Marine Branch. The search has been continuous since the collision occurred at approximately 7 p.m. Thursday.



ARNOLD PALMER NAMED HONORARY PTERO

by Ptero Ray Copin, Aviator 744



On August 10th, legendary golf great Arnold Palmer was presented with an honorary lifetime membership in the association. While serving in the Coast Guard prior to turning to professional golf, “Arnie” inquired about and considered applying for flight training but decided to complete his enlistment and turn pro instead. It’s fitting to say “the rest is history.” Palmer, as a golf pro, did learn to fly and became an experienced pilot, flying his own aircraft to golf tourneys. He has piloted both fixed and rotary wing, prop and jet. He has been praised for his support of the naval services.

Early in 2009, the Executive Board approved a suggestion to invite Arnold to accept an honorary lifetime membership. Communications with the Palmer offices confirmed his interest and acceptance, and arrangements were made to visit him on his summer Pennsylvania turf to make the presentations.

The brief ceremony marking his induction as an honorary Pterodactyl took place in Arnold’s office adjacent to the Latrobe Country Club, the Palmer home course. President Mont Smith presented Arnie with a certificate of membership, a proclamation and other memorabilia to mark the occasion. Observing were several Pteros including the recent Vice Commandant, life member and Ancient Albatross Vice Admiral Vivien Crea, on leave, and her husband, Ptero Ron Rutledge. Also present for the presentations and the following luncheon with Mr. Palmer at the Country Club were Mont’s wife Linda, Ptreasurer Ben Stoppe, and Ptero Ray Copin and his wife Iris. Arnie expressed appreciation for the honor and provided a personal guided tour of several roomsfull of his awards and memorabilia.



“...The Coast Guard Aviation Association hereby proclaims that...”



Arnold enjoyed a tale from “Ancient Al”



Ptero Delegation with Arnold Rutledge, Crea, Ben, Linda, Mont, Iris, Ray



Arnold received a lifetime certificate, the CGAA proclamation, old and new patch, CGAA golf balls, ball cap and coin

Ancient Albatross Change of Watch Conducted

by Ptero Steve Goldhammer, Aviator 1207



(L to R) RADM Blore, VADM Crea, ADM Allen, VADM Hull, CAPT Smith, & Chaplain Cuddy await colors.

Our new Ancient Albatross (#22), Ptero RADM Gary T. Blore, Aviator 1850, relieved Ptero VADM Vivien S. Crea, Aviator 1820, at Air Station Elizabeth City on 1 October 2009. ADM Thad Allen, Commandant, officiated. He conducted VADM Crea's retirement ceremony earlier that day. ADM Allen said the Change of Watch is one of the more unique events in the CG where you can wear any uniform you want. He also remarked that we're celebrating our past and our legacy and passing what's important to succeeding generations. We continue to press the envelope doing what the country needs us to do. It's important to understand this event beyond the weirdness of it. He first met Vivien when she was the aide to President Reagan. As the "Vice," she was the only one who could walk into his office and ask him, "Are you grumpy today?" Her tenure as the Ancient Al was the icing on the cake. Her official Vice-Commandant portrait is in her "Ancient Al" garb. He noted that RADM Blore is now on the HQ "work-release" program at D13 and this ceremony is a fitting transfer of authority and "weirdness." He then read "The Albatross Song" which he converted from "The Cowboy Song" for Ptero VADM Herr's Ancient Al ceremony. It goes like this:

Flyin' planes weren't easy
like the movies said it was
And I don't recall umbrella drinks
or hotel rooms with rugs

You worked hot and tired and nasty,
Flew your aircraft too damn low
There were all the nights you couldn't sleep
Too tired, too cold, or both
And we'd sing Like A Rolling Stone and
The Sloop John B
Like the time we left our swimmer
When the fuel was running low
The wind was blowin so damn hard
We knew we had to go
And we were barely feet dry
When the back up sortied out
But when our swimmer and the second crew returned
We knew that's what counts.
And we sang Proud Mary and Amazing Grace
Or the night we lost the picture
And it took us by surprise
We couldn't tell from up or down
And saw the terror in our eyes
But we steadied out in level flight
Did our job, came home in tact
But there were those that didn't
And we never got them back
And we sang "eternal father lord of hosts"
So when you seen those albatrosses,
They're not ragged by their choice
They never meant to need those glasses
Or put that gravel in their voice.
They're just chasin' what they really love
What's burning in their heart,
Wishin' to God that they could answer
One more SAR alarm.
Singin' "Carry them safely home from the sea."



VADM Crea began by saying that her right eye always tears due to an allergic reaction and her left eye is for Quality Control; if it starts to tear, she's in trouble. She thanked

Ptero CAPT John Hardin, aviator 2573, and his crew for hosting the ceremony. She said she is honored to see her fellow "Ancients" (Pteros VADM Thorsen, aviator 776, RADM Olson, aviator 1563, and RADM Kunkel, aviator 1726), Coasties, and aviators. She said that FW and RW aviators tease each other, just like Longhorns and Aggies, and noted that the temperature for this ceremony was much cooler than last time (important when you're wearing that big old leather coat). She said we feel great pity for those mere mortals who keep their feet on the ground. Her most fond memories are of her amazing flights, which was any flight. They were incredible experiences! She mentioned her love of the excitement of transitioning to a new aircraft and she treasured the impact of the people who entered her life. She thanked CAPT Mont Smith, aviator 1520, our Ptero Prez, and all other Pteros for preserving our aviation heritage. She has the deepest respect for all CG aviators, who make us very proud and are our future. She closed by saying that Ancient Albatrosses never die; they just get older than dirt.



After donning his Ancient Al regalia, RADM Blore said "Never have I felt a greater need for Old Spice." He said it was a great pleasure to accept the distinction of Ancient Al. He thanked Vivien for her outstanding service as "Ancient Gal." He noted

that coupling story telling with professional development is something that aviators do better than others. He will use all of the Ancient Al accoutrements, except the C-130 earrings. He donned a single H-65 earring on his left ear to look like a "pilot pirate." He said this is a great time to be in CG aviation; we've never before recapitalized assets and bought new ones at the same time. Aviation is the jewel of the CG, and Elizabeth City is the gem of that jewel. The capability of ECity's personnel is truly phenomenal! He said he achieved this designation due to fate and longevity rather than his flight skills. He promised to do his best to ensure that all our contributions are known to the younger aviators.

Mont said he has a special appreciation for ECity; he transitioned from RW to FW here. He said he's reading "The Finest Hour," about a 1952 CG rescue off Cape Cod, and recommended it to all. He told us about the major "Phoenix" project of the association led by Ptero RADM Bob Johanson, aviator 869, to restore an HH-52A. It will be the first turbine-powered, amphibious helo displayed at the National Air and Space Museum Udvar-Hazy Center in Chantilly, VA near Dulles Airport and, more importantly, the first CG airframe to be so displayed. H-52 CGNR 1398 was on a truck to ECity from Arkansas during the ceremony. He read and presented the traditional Ptero proclamation and the Ptero egg to RADM Blore as the new Ancient Albatross.

VADM Jim Hull, Foundation for CG History Prez, presented Gary a Curtiss Flying Boat painting to hang in his office as an example of CG history. CAPT Emerson, representing the aviation CO's, thanked Vivien for her professionalism and presented her with a biography of Igor Sikorsky signed by all Air Station CO's.



Ptero CDR Frank L. "Pop" Shelley, Aviator 633, Inducted into CG Aviation Hall of Fame

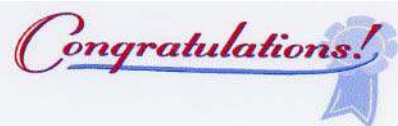


CDR Shelley accepts his award surrounded by Ptero Ancient Al's Pete MacDougall (L) & RADM Gary Blore, announcer "Bear" Moseley, Prez Mont Smith, & CG Aviation Chief Mike Emerson.

A selection committee consisting of a flag officer, two aeronautical engineer officers, two HH-52A unit commanding officers, and a senior enlisted aircraft machinist's mate, voted unanimously to induct CDR (ret.) Frank Shelley, modern aviation pioneer, into the CG Aviation Association Hall of Honor, for services as set forth below:

"Commander Frank Lawlor Shelley graduated from the CG Academy in 1949, CG Aviator #633, graduate of the U.S. Navy test pilot school, then LCDR Shelley exercising extraordinary leadership, management, and technical skills was instrumental in the acquisition, testing and development of operational flight and training procedures for the HH-52A helicopter. This aircraft established the primacy of the helicopter as a rescue vehicle, gained the acceptance of the CG and changed the face of Search and Rescue. In 1961 when no other helicopter being developed for the military met the criteria the CG opted for the Sikorsky S-62 built for the civilian market.. LCDR Shelley participated with Aviation Division personnel in a review of both the needs of the CG and the capabilities

of the S-62. LCDR Shelley established evaluation procedures and he conducted the evaluation at the Naval Test Facility at Patuxent River. LCDR Shelley's technical and people skills resulted in the completion of the evaluation within a four month period. He listed items to be corrected as well as additional equipment desired. Sikorsky agreed without issue and a contract for 99 HH-52 was initiated in January of 1962. The transition to hover equipment on all helicopters during this period was far from satisfactory. During the evaluation phase LCDR Shelley, applying principles of the turbine engine and the transitional lift of the helicopter developed a pilot implemented and controlled procedure whereby the helicopter could be transitioned from flight to a hover at predetermined altitude and location without visual reference to the ground. This maneuver resulted in the saving a countless number of lives and became known as "beep to hover." LCDR Shelly teaming with Sikorsky's Chief Pilot developed a standardized transition training procedure which was the beginning of a new training/transition policy in the CG. A formal transition team was set up which led to BOTU at Savannah followed by ATC Mobile. In 1963 LCDR Shelley, joined by LCDR Penn, planned and determined future facility locations required to completely implement the Aviation Master Plan. It is a fitting tribute that in the 40 plus year period since this assignment was completed only one of the proposed air stations has been closed and two were combined." CDR Shelley accepted his induction to the Hall of Honor at this year's Roost in Elizabeth City, North Carolina.



Ye Olde Report of the 33rd Annual Ptero Roost, 1-4 October 2009

by Ptero Steve Goldhammer, Aviator 1207, with contributions from Pteros Jim Donahue, P-2867, Gary Gamble, Aviator 1826, George Seaman, Aviator 732, Cathie Zimmerman, P-2449, Ben Stoppe, Aviator 1646, & Ray Copin, Aviator 744

The hospitality suite at the Marriott Fairfield Inn swung into high gear at 1500 on Pthursday after some early arrivals were pressed into service for some last minute administrative duties and provisions procurement.



Roost event planner Anne Stoppe (L) with helpers Marilyn Goldhammer & Ptero Ben Stoppe, aviator 1646

The Ancient Al transition ceremony/reception (see page 5) and ribbon cutting for the new MH-60T helo by Pteros ADM Thad Allen, P-3005, VADM John Currier, aviator 1877, and Ancient Al RADM Gary Blore, aviator 1850, filled the earlier portion of a beautiful CG day.



Bryan Snuffer, CG art program artist, had his wonderful works on display and for sale throughout the roost. The aviation CO's conference was held concurrently with the Roost. Some of the early Roost arrivals attended a historic neighborhood "Ghost Walk" on Pthursday evening. The ghost of Elmer Stone wasn't detected.

Friday began with the annual Roost

Golf Ptournament ably hosted/refereed by Ptero Jim Thomas, aviator 1950, on a perfect golfing day. Many dollars were spent on mulligans, which were judiciously used as needed. Some participants needed many more than they purchased. Some of the lucky players, those over 80 (years old, not handicap) were allowed to use the red tees. The aviation CO's joined the Roost golfers for a nine-hole "team building exercise" later in the morning. Prizes were awarded after a luncheon. The first place Roost team was Dan Baravik, Carl Massale, Bob Swalm, and Skip Carsten with a net of 59. Bringing up the rear for the Roost participants was ye Ancient Scribe, Cecil Berry, Jim Elliott, and Ben Stoppe with 82. There's more than one way to win a prize! The most prolific CO's were Bergholm, Pollock, Cubanski, and Bishop. The CO prize for trying the hardest went to Kenin, Cottrell, McGuire, and Youngberg.

Some of the Roost non-golfers participated in an interesting Denizens of the Dismal Swamp excursion, and ECity Walking Tour and Tea and/or an educational walk on ECity's Civil War Trail.

Ptero Jim Donahue reported that Chris Meekins, a renowned Elizabeth City Civil War Historian, provided a thorough two-hour walking guided tour for 12 people. He highlighted some of the little known history of Elizabeth City during the Civil War. On February 10, 1862, the Union Navy, under command of Commander Stephen C. Rowan, sailed a flotilla up the Pasquotank River, overwhelmed the "Mosquito Fleet" of Confederate gunboats off Cobb's Point, and seized control of the river for the remainder of the war. Many citizens were Union sympathizers and Elizabeth City did not have many of its men serve in the

Confederate Army. Local secessionists convinced Col. Charles F. Henningsen, 59th Virginia Infantry, to burn a great portion of the town rather than leave it under Federal control. Union loyalists put out the fire, but the incident left the impression that the Federal Navy had set fire to the buildings. This created a deep rift in the community between secessionists and loyalists. With no local militia, a band of local guerillas was organized to disrupt the Union soldiers that remained in the city during the war. These men, mostly farmers, chose to fight guerilla warfare rather than enlist in the Confederate Army because they did not want to leave Elizabeth City. After the Union captured Norfolk, only minor secessionist resistance occurred in the Elizabeth City area and Gen. Robert E. Lee virtually surrendered control of the Northeastern coastal region of North Carolina to the Union Army.

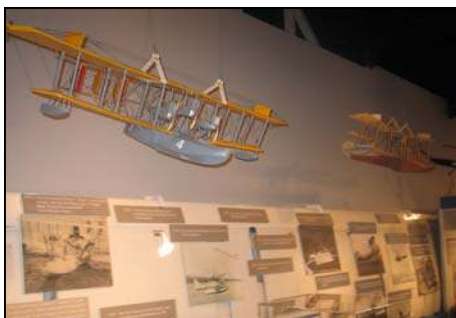
Friday's cocktail reception was held at the magnificent Museum of the Albemarle in downtown ECity.



Pteros VADM John Currier and Prez Mont Smith, aviator 1520, made



comments and participated along with museum staff in the ribbon cutting for the awe-inspiring new CG exhibit which included intricate models of a 1919 Curtiss NC-4 Flying Boat and a Curtiss MF Flying Boat built by Ptero Bob Workman, aviator 914. Don't miss it if you are ever even close to ECity!



A raffle was held for a beautiful print of a Hurricane Katrina New Orleans rescue scene by CG artist Bryan Snuffer. It was won by Helene Sajovic. The original painting, commissioned and funded by the association, is on display at the CG Academy and a copy will be provided by the association for display at the new ATTC CG Rescue Swimmer School. The reception food was excellent and plentiful. After rolling the last of the celebrants out an hour after scheduled closing, the diehards repaired to the hospitality suite until the midnight hour.

Saturday began with a series of CG historic presentations back at the museum and a festival at Waterfront Park across the street. The festival highlight was an HH-60 SAR demo "up close and personal" on the waterfront. The girlfriend of one of the rescue swimmers attended and really enjoyed it. It was great CG PR!

The first museum lecture as part of



their "Out of the Blue: Coast Guard Aviation" program was "Recollections of a Pioneer" by Ptero Sergei Sikorsky, son of Igor. Sergei said he had a special feeling for Igor Sikorsky: inventor, philosopher, and father of the worldwide helicopter industry. Igor was supported by three elder sisters and one elder brother. He was inspired at age 12 by Leonardo DaVinci and Jules Verne. He learned from the Wright Brothers and Otto Lilienthal that there were two challenges of flight: design and build an aircraft capable of flight, and stay alive long enough to teach yourself how to fly it. Seeing the photos of the Wright Brothers' flights convinced him to get involved in aviation. Back then, a good landing was if the engine wasn't damaged, regardless of any other damage. Also, back then, a healthy dog could outrun a healthy airplane. Igor realized the helicopter was going to be even more of a challenge than a fixed wing airplane, so he started building FW aircraft first. The secret to the success of his FW aircraft was the long aspect ratio of the wing. He came to the U.S. from Russia in 1919. Sergei Rachmananov donated \$5K to him to help his pioneering work. After Lindberg's 1927 trans-Atlantic flight, aviation became a profession. PanAm established the first trans-Pacific routes using Sikorsky FW aircraft. The first use of a helicopter hoist was at CG Air Station Brooklyn with CDR Frank Erickson and AMM2 Sergei Sikorsky, USCG. It's

been a brilliant and wonderful 50+ years since Igor's first helicopter flight. Igor died in 1972 very proud and with many honors. Igor said the helicopter is a unique and extremely effective vehicle for saving lives.

The next speaker was Ptero Stew Graham, aviator 114, on the "Helicopter Development Program at Elizabeth City." Stew joined the CG in 1937 as a surfman. He earned his wings in 1941 and became CG helo pilot #2 on 20 October 1943. He said that Frank Erickson told him that he was "safe for solo" after 3.5 hours of flying a helo. Stew then gave the audience a lesson on the importance of weight and balance. He said he was a test pilot of a revolutionary flying machine that he nurtured to maturity. In closing, he said "Thank you all for your attention. Amen!"

Ptero Ray Copin, aviator 744, related a story to ye Ancient Scribe that he heard from Stew later in the day. Stew was at ATTC and was looking for a building that he thought was named after him. Ray saw Stew and showed him the new Oliver Berry Maintenance Award plaque on the wall.



Stew said he had flown with Oliver and had provided much background info for the award. He and Oliver had flown an HNS-1 from Brooklyn to Philadelphia in a snowstorm back in the '40's. They had a problem with the engine and Oliver told him to set the helo down because there was condensation in the fuel tank. After landing, Oliver scraped away some snow from under the fuel tank to get to the drain. He drained out

some fuel and off they went. Stew marveled at how Oliver knew what the problem was in the early days of CG helo maintenance!

After the HH-60 SAR demo across



the street, Ptero Bruce Melnick related his experiences as the first CG astronaut. He flew 300 hours in space and 207 orbits of the earth on two missions. He retired from Boeing in 2007. He told us how a CG guy becomes an astronaut and what it's like to fly in space. He was the son of a fisherman and was inspired by Alan Shepherd in 1961 in elementary school. He graduated from the CG Academy and earned a master's degree while in flight school. One of his aviation assignments was as an HH-65 test pilot at Grand Prairie, TX. He applied to be an astronaut in 1986. Luckily, NASA was always looking for "firsts." Out of 4,600 applicants, he was one of 120 interviewed for a week. This included a psychological evaluation and checking out every orifice in your body, and creating a couple. He was selected in 1987 as the first CG astronaut among 15 in his class. He is one of less than 400 humans who have flown in space. He was assigned as a "Mission Specialist" (Flight Engineer). He first flew on Discovery in 1990 and operated the remote arm. "It was just like flying a helo," he said. His second mission was the first flight of Endeavor in 1992. He got proficiency flights in the T-38 supersonic jet, the only NASA aircraft for astronauts. The only thing he was apprehensive about prior to a mission was putting

on the spacesuit; it's very constricting. He related the astronaut prayer prior to launch: "Dear God, please make sure they don't screw this up!" There are only eight bolts holding the shuttle rocket to the pad. You're doing 100 mph prior to clearing the pad. You do Mach 5 for two minutes and 12 seconds and are accelerating at 2.5-3.0 G's for eight minutes and 33 seconds to Mach 25 (17,500 mph or 25,300 ft/sec). The orbit was at 300 miles and the shuttle only slowed down about 300 ft/sec to de-orbit. Seeing earth from space is unbelievable, e.g. the Grand Canyon and Niagara Falls, and then visiting them. It's like a full-body experience; better than IMAX. Lightning looks black from space. You can see meteoroids in the atmosphere below you. There was an astronaut who, before mixed crews, slept naked in space to "be at one with space." A lesson Bruce learned was: "If we screw up the atmosphere, we're all dead!" He said he was very lucky to achieve what he did, "...the American Dream personified."

Finally, Ptero Joe Deer and ADCM



John Long spoke about the "Pritchard, Bottoms, Howarth (PBH) Expedition" to retrieve a CG aircraft and the remains of the three occupants from under the Greenland Ice Cap. The expedition is to resolve almost a 70 year old mystery of the crash of a Grumman J2F-4 "Duck" piloted by Lt. John Pritchard, USCG and crewed by RM1 Ben Bottoms, USCG (who have buildings named after them at ATC Mobile) along with rescued survivor Cpl Loren Howarth, USA. 20 months of re-

search has gone into this fascinating and amazing story. The "Duck" crashed on 29 November 1942 while attempting to rescue Cpl Howarth, a survivor of a B-17 that crashed while searching for a downed C-53. Howarth had sent an SOS in Morse code that was heard in Maine. CGC Northland responded with the "Duck" aboard. Joe reviewed the progression of the entire rescue effort and the final flight. He said the expedition is "...a very noble cause." Ground Penetrating Radar that can see 1.8 miles below the surface located a 10-meter object at the suspected crash site. In November 2008, a Navy L-band Radar confirmed that position. The "Duck" has been located 8-12 meters under the ice surface. Joe lauded the complete cooperation by many other agencies in this effort. The next step is "boots on the ice." The future goals of the expedition are to recover the remains of the crew, recover the aircraft, and recover artifacts. The team is confident because an aircraft has been recovered in a similar fashion over 250 feet below the ice surface!

Besides the festival and museum activities, there was also a bus excursion to the Wright Brothers' Kitty Hawk encampment on the Outer Banks.

The Roost banquet was held at the beautifully transformed DRS Technologies hangar. Special thanks to Bruce Berry and Ptero Norm Scurria, aviator 1506, of DRS for providing the facility. Previous Ancient Al's Thorsen, Olson, and Kunkel attended along with fledgling Ancient Al Blore and his wife, Vera. CDR Frank "Pop" Shelley was inducted into the CG Aviation Hall of Fame for his technical and tactical development (of the HH-52A) with lasting impact on CG aviation (*see p. 6*).

He commented that this was a humbling experience and he felt kind of embarrassed; other people on the wall (of Fame) laid their lives and careers on the line doing what they did. He said some other people who

shared his achievements should be mentioned: CAPT Mike Emerson, CG Aviation Director, Lloyd "Opie" Blanchard, Sikorsky test pilot, and AMCM Clayton Rolle. Back then, helicopters were only 20 years old and, although the H-19 had been in service for only 10 years, the CG thought it was ready to disintegrate. Chief Rolle was always at work before Frank, waiting for him with two cups of coffee. Frank learned that "...you never asked a CPO where he got anything!" He noted that Sikorsky never threw anything away and the HH-52 was a collection of parts from other things.



The Chief Aviation Machinist Mate Oliver F. Berry Maintenance Award was presented to AMT2 Brandon A. Smith of AirSta San Diego.



AMT2 Smith (C) with CAPT Gibbons (R)



The CAPT Marion "Gus" Shrode Flight Safety Award was presented to LT Robert F. Fitzgerald, III (C) of AirSta San Francisco, shown with the current Ancient Al's, Prez Smith, HQ Aviation Safety Chief CDR Joel Rebholz, and CO Sam Creech.

The CAPT Frank Erickson RW Rescue Award went to AirSta Clearwater HH-60J CGNR 6033 crew LCDR Mark W. Turner, LTJG Daniel B. Cathell, AMT2 Jason A. Menezes, and AST3 Jon E. Geskus of AirSta Clearwater for the rescue of four survivors of the F/V *Midnight Sun* from 40 feet seas during category four hurricane *Ike* on the night of 7 September 2008.

The CDR Elmer Stone FW Rescue Awardees were AirSta Sacramento HC-130 CGNR 1716 crewmen Ptero LCDR Che J. Barnes, LT Randall A. Black, AMT1 Andrew T. Kasten, AMT1 Randall W. Purdy, AMT1 Jason A. Ferguson, AET2 Nathan C. LaCroix, AET2 Brennen W. Bridgeford, and AMT3 Joseph R. Mackey. The crew located and then coordinated the rescue of the survivor of a single engine aircraft that crashed in the frigid Pacific Ocean on 31 January 2009. They dropped a smoke flare and survival raft within 20 yards of the survivor and guided an Air National Guard helo to the position for the rescue.

Ptero Bruce Melnick presented a \$1 bill to Ptero VADM Howie Thorsen that he had won from Howie at the 1988 Roost golf tournament in New Orleans and flown in space.

John Burdette, Lockheed Martin representative, presented a yoke



from HC-130 CGNR 1339, the first CG C-130, to the CGAA to commemorate the 50th anniversary of the CG flying C-130s.



Ptero Jim Loomis, aviator 1179, presented the status of the Jack Rittichier Memorial trophy project at Kent State University to be presented annually to the football team MVP in memory of Jack who was a student there in the '50's. He requested donations to fund the project be sent to Ben Stoppe, CGAA ptreasurer. (*As of 10/25, donations were about \$9.1K towards \$10K...Ed*)

LT Rittichier was a former track star and football player at Kent State University who went on to greater heroics as a CG exchange pilot flying combat rescue missions in Vietnam. Rittichier served as an Air Force pilot after graduating from Kent State in the late 1950s. After his Air Force service he joined the CG, where he flew rescue missions out of AirSta Detroit. He volunteered for a joint rescue team that flew the Jolly Green Giant helicopters that specialized in plucking downed aviators from the jungles of Southeast Asia. It was on one such mission in 1968 that Rittichier and three Air Force crewmen aboard his helo were shot down and killed while trying to rescue a downed Marine. He was awarded the Distinguished Flying Cross with two oak leaf clusters, the Air Medal with three oak leaf clusters, the Silver Star, a Purple Heart, and a CG Unit Commendation. His remains weren't recovered until 2002.

He was buried on Coast Guard Hill in Arlington Cemetery.



On Sept. 26, 2009, a monument to Rittichier's service to his country and to his college was unveiled at Kent State University.



The banquet guest speaker was Mr. Roger Connor, Curator of the Aeronautics Division and Superintendent of the Vertical Flight Collection at the National Air and Space Museum. He said the museum is looking for a transformational aircraft, and the HH-52A was that. It was the first turbine powered helicopter. The installation of the HH-52A at the Udvar-Hazy Center is planned for 2014. It will be suspended from the ceiling. He said he wants to know all about the design and maintenance of helicopters and it's important to preserve legacies for future generations. Ptero Prez Mont Smith solicited volunteers to work on the HH-52A restoration project at ECity.

The banquet closed with Ptero Vic Primeaux's benediction.

The obligatory Roost business meeting was held at the AirSta wardroom on Sunday morning. During a lull in the agenda, Ptero Paul Milligan, aviator 1034 was heard to say "...when you get 1,000 hours in a helo, Sikorsky sends you a pin.

When you got 1,000 hours in a "Goat," Grumman sent you a hearing aid." Ptero Jim Dillian, aviator 536, commented that "...when I was here in '49 (at ECity), it was a little different." Prez Mont discussed the new legal guidelines for conducting Roosts and touted its positive aspects. He thanked Jeff Berry and Ptero Norm Scurria of DRS for a great banquet. Ptero Ray Copin read the roll call of deceased members in the past year and "The Airman's Prayer." Ptero RADM Orvan Smeder was a late addition to the deceased list. Referring to him, Ptero Jim Dillian said now there are only two members left from the Academy class of '39. Mont asked all present to think about recruiting new CGAA sponsors. Ptero Ben Stoppe, aviator 1646, didn't have a formal Ptreasurer's report due to recent hectic events. He said the treasury is very fluid and we're not doing too bad. He reported that the CGAA had purchased HH-52A CGNR 1398 on eBay for \$8.7K and that it had arrived safely at ECity from Arkansas. He confirmed that the lock washer is still in the Petty Cash fund, along with two items added this year by Ptero Howie Thorsen.

Secretary Ptero Cathie Zimmerman, P-2449, reported that the CGAA now has 1,392 members with 61 added this year.

Historian Ptero Bear Moseley, aviator 743, reported that he has completed his CG Aviation History, 1915-2008 project. It took five and one half years, 6,000 hours, and he talked to 245 people. He thanked Ptero Bob Workman for all of his help. It will be put on five CDs.

There was a long discussion about the location of the next Roost: Mobile, Miami, or Jacksonville. Agreement was reached to delay Mobile until 2011 to coincide with the 100th anniversary of Naval Aviation.

Prez Mont said he doesn't know why but he agreed to serve as Prez for two more years and his officers graciously acceded to continue serv-

ing with him. He and his staff were re-elected by acclamation. However, he said this will be his last term as Prez and suggested his replacement be someone younger who is "retired-retired."

Pteros RADM Bob Johanson and Ray Miller briefed on the "Phoenix" project to restore an HH-52A. It's a collaborative effort between the CGAA, ALC, and ATTC. The project started in 2005 when former Prez George Krietemeyer suggested the idea. H-52's 1382, 1392, and 1425 were re-acquired from Aberdeen Proving Grounds in '05 and '06 and sling-loaded to ECity. Ptero Jim Thomas has been a big help at ECity and will be the on-scene coordinator. A Gratuitous Services Agreement was signed (with RADM Johanson observing) at the meeting by CGAA Prez Mont and Ptero CAPT Ed Gibbons, aviator 2761, CO of ALC to legitimize the project.



It was determined that none of the three aforementioned H-52's were in good enough shape to serve as the restorable airframe. So, Ptero Mont purchased HH-52A CGNR 1398 for the CGAA for \$8.7K on eBay! It arrived safely at ECity via truck from Arkansas on 2 October and has been "gifted" to the CG.



Hopefully, it will be able to serve as the restorable airframe and enough parts will be available from all of them to create a museum-quality exhibit that we can be proud of. If you have any old H-52 parts or instruments (cyclic sticks?) that you're willing to part with (no questions asked), please let Bob Johanson know ASAP.

After some more debate about having the next Roost at Miami or Jacksonville, Ptero CAPT Joe Baker, aviator 2511 made the most convincing case and the vote was for HITRON Jacksonville.

Ptero CAPT Mike Emerson, aviator 2799, CG Aviation Forces chief, gave a short briefing on the state of CG aviation. He reported that Ptero CAPT Brad Bean, aviator 2460, CO of Barbers Pt., has a large spot on his pancreas and is being treated at Naval Hospital, Bethesda, MD. Mike said we're modernizing the CG, but you don't know when you're done. We're getting the technology and the capabilities that we need. There may be a West Coast deployment center set up for HITRON.

The phlock then migrated to the base chapel for a moving HH-65C 6505 memorial service and unveiling of the names of the crew on the CG Aviation Memorial. Mrs. Thomas Nelson, spouse of Barbers Pt. XO CAPT Thomas Nelson, attended the service along with family, friends, and shipmates of the other crewmembers: LCDR Andrew Wischmeier, AMT1 Joshua Nichols, and AST1 David Skimin.



CDR Chris Moss, CO AirSta Houston and former AirSta Barbers

Pt. Ops officer, was the featured speaker.

The ceremony concluded with a "missing ship" formation flyover.



The Roost concluded with the usual farewell barbecue picnic under clear skies. The excellent vittles were provided by "Capt. Bob's" catering service and a good time was had by all. Departure was orderly with no one jumping ahead in the "hold short" line.

Hope to see y'all next year in Jacksonville for Roost # pthirty-four!



Dave Cooper (L), Mike McCormack, Jeff Davis, and Zoran Sajovic at Hospitality Suite.



Golfers Stu White (L), Dave Arnold, Billy Richardson, Christa & Sperry Storm.



CO's Rick Kenin (Miami) and Donna Cottrell (Savannah) complete their "team building exercise."



Howie Thorsen (L), Art & "Gus" St. John, JoAnn Amaral, Roger Coursey, Jay Crouthers, and Christine Hunt at Dismal Swamp lecture.



"Gus"(L) & Art St. John, Lucinda Richardson, & Marilyn Goldhammer at the town festival.



Sergei Sikorsky autographs CG artist Bryan Snuffer's print of an HH-60 for him.



Stu White (L), Jay Crouthers, Cathie Zimmerman, Jim Olson, Art Ross, Bill Hall, and Cecil Berry enjoy business meeting breakfast.



Ye Ancient Scribe Emeritus, Ray Copin (L), & current Ancient Scribe.



Elena & Sergei Sikorsky (L), Linda & Dan Libertino (Sikorsky Historical Archives President) at reception.



Erickson RW Rescue Awardees Turner, Cathell, Menezes, & Geskus flanked by Ancient Al's, CAPT Emerson, & Prez Smith.



Don Bellis proudly displays his HC-130 model.



Ancient Al Gary Blore & wife, Vera, at Museum of the Albemarle CG exhibit.



Stone FW Rescue Awardees Barnes, Ferguson, Purdy, & LaCroix flanked by Ancient Al's, announcer Skip Deacon, Prez Smith, & CAPT Emerson. (Awardees Black, Kasten, Bridgeford, & Mackey not present.)



Art & Edda Ross (L), Mona Wood, Bill Hall, Howie Thorsen, and Merrill Wood enjoyed the picnic.



Ova Jean Siemens, RADM Abe Siemens, & Ray Copin enjoy Friday's reception.



Ptreasurer Ben Stoppe sells CG artwork raffle tickets at museum reception.



So did Steve Csintyan (L), Joe Amaral, JoAnn Amaral, Fay Seaman and Pat Csintyan.

See Pp. 16 & 19 for more Roost Coverage

Coast Guard Air Station Savannah “Low Country Lifesavers”

By Ptero Lt. John Ferreira, Aviator 4170

AirSta Savannah HH-65C conducting Space Shuttle Launch security patrol along the shore of Cape Canaveral, FL.



Since 1963, Air Station Savannah has provided continuous Search and Rescue (SAR) coverage 24/7 along the Atlantic coast from the northern border of South Carolina to Melbourne, FL, an area that spans 511 miles and includes three of our nation's critical and strategic ports. AirSta Savannah, GA and its Air Facility in Charleston, SC average more than 250 SAR cases a year, saving or assisting 115 people annually. Our aircraft are also routinely deployed aboard CG cutters throughout the Atlantic Ocean, Gulf of Mexico, and Caribbean to carry out many of the other CG missions. Our deployments also take us to Washington, DC to protect the nation's capital from potential terrorist threats and to Cape Canaveral, FL to provide security and to enforce the temporary flight restrictions established during space shuttle launches.

Aviation Standardization and unit training programs are the foundation for our crew's performance in the air. AirSta Savannah won the coveted ATC Mobile H-65 Standardization Excellence Award, an annual competition measuring the Aviation knowledge and aerial performance of all seventeen CG H-65

Air Stations, in 2004 and again in 2007. What is even more amazing today than even 5 years ago is the breadth of missions our aircrews can perform as a result of our constant push to advance the technology of our aerial assets. Some of those new capabilities include rotary wing air intercept (RWAI) utilized during missions to Washington DC's National Capital Region, NASA's shuttle launches in Cape Canaveral, and a myriad of NSSEs, along with airborne use of force (AUF) a new capacity used for counter drug/migrant operations. A typical aircrew at Air Sta Savannah is fully qualified on instrument flight, night vision goggles (NVG), search and rescue, ship-board operations, and RWAI.

Recently, AirSta Savannah received updated helicopters converting them from a primarily search and rescue aircraft to a multi-mission platform. Added capabilities of the new "MH-65C" include increased radio frequency ranges for communications with a myriad of state and local agencies, as well as the ability to arm the helicopter in the event of a homeland security threat. Also included in the upgrade package is the Electro optical Sensor System (ESS)

an electronic sensor that provides the helicopter crew the ability to scan the environment in both the visual and infra-red spectrums with exceptional zooming capabilities. The added benefit from this equipment will be to locate and identify a multitude of different vessels, increase the likelihood of detecting survivors at sea, and keep an eye on those looking to break the laws of the United States. With these upgrades combined, crews from Air Station Savannah are now better equipped to engage in everything from Search and Rescue to Homeland Security.

As our crews are asked to perform a larger variety of missions that require different capabilities, the importance of joint operations with other agencies and organizations becomes increasingly evident. Partnerships have always been a key to success for our service. We work very closely with our Department of Defense partners as well as the CG Auxiliary. Locally, the all-volunteer Auxiliary consists of 70 members and 11 aircraft, which augment CG assets on patrols, logistic flights, and personnel movement.

As the CG forges ahead through the twenty-first century, AirSta Savannah will continue to adapt to the latest technologies, the newest capabilities, and whatever new missions the world has to throw at us, all while keeping true to our traditional duties as guardians of the coast and saviors to lives at sea. The men and women of AirSta Savannah are proud to call this area home and even prouder to serve as the area's "Low Country Lifesavers." Semper Paratus!



"To invent a helicopter is nothing. To build one is something. To fly one is everything!" Otto Lilienthal

Air Station Barbers Point Memorial Dedicated

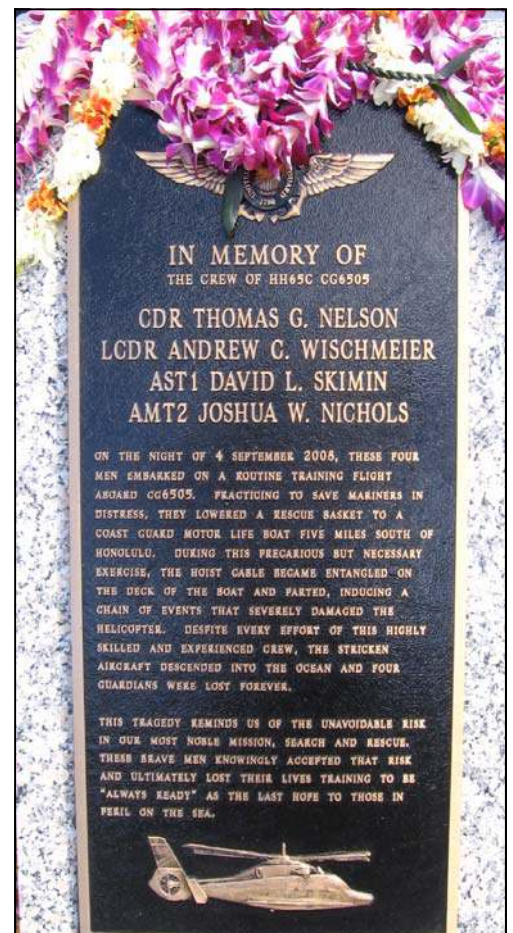
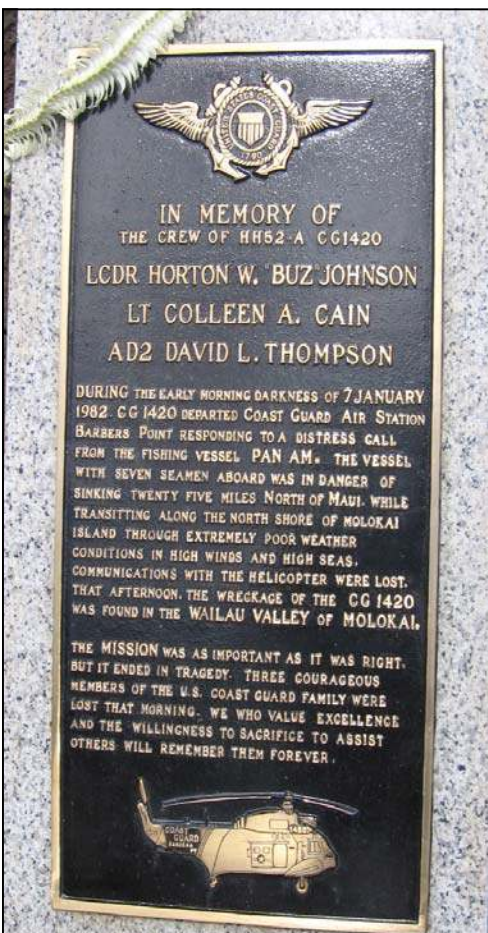
by Ptero Gary Gamble, Aviator 1826



On Sept. 4th 2009 CGAS Barbers Point dedicated the memorial to the aircrews of HH-65A 6505 who were lost on the evening of 4 September 2008, and HH-52A 1420 who were lost on 7 January 1982. It was the first anniversary of the loss of 6505 while conducting a training mission south of Honolulu International airport. The CGAA – AOP was thanked numerous times for making it happen by D14, the Vice COMDT

VADM David Pekoske (senior official), Capt. Vogt and Capt. Bean. VADM Jody Breckenridge (PACAREA) and Ptero Ben Stoppe unveiled the main part of the memorial about half-way through the ceremony. The memorial is a fitting tribute to our Hawaii-based crews and has been officially gifted to the 14th Coast Guard District in perpetuity.

(L to R) Frank Tabata, Bill Porter (1765), Bill Hodges (1494), John Pepe (1706), and Pterosaur Ben Stoppe (1646)



Legendary Pteros Celebrate Their 92nd Birthday !!!

On 9 September 2009, Ancient Order founder Norman Horton turned 92 years young! Born the year after the birth of CG aviation, Commander Horton, aviator 187, helicopter pilot 246, is the remaining of the four original founders of the Ancient Order of the Pterodactyl. Today's membership and, indeed, the Coast Guard and nation, have benefited from the vision, energy and persistence of Norm and his buddies in turning over our first engine and getting the association airborne.

During his CG career, Norm flew at seven air stations and commanded CGAS Salem, Mass. After retirement, he became a professor teaching accident investigation and prevention, mentoring many CG flight safety officers who attended the Aerospace Safety Course at the University of Southern California. He was also successful in aircraft accident analysis consulting for many years.

Norm attended the last two roosts but was unable to be present at the roost in Elizabeth City. We're sure he would appreciate hearing from fellow Pteros, especially those who flew with him or were his students. We have learned that he is not regularly checking his Email these days, but if you would like to send him a greeting, his postal mail address is:

895 N. 5th Street, #123B Jacksonville, OR 97530



Ptero co-founder Norm Horton, Aviator 187, at the 2008 Roost

Commander Stewart Graham, USCG (ret.) celebrated his 92nd birthday on Friday, September 25th, 2009! He was designated Coast Guard Aviator #114 in 1942 and Coast Guard Helicopter Pilot #2 in 1943. He was the leading pilot in pioneering helicopter Anti-Submarine Warfare tactics, and trained Navy pilots to conduct these critical missions. Commander Graham was awarded the Distinguished Flying Cross, 2 Air Medals, and was commissioned a Knight of the Order of Leopold of Belgium for helicopter rescues.

Receiving his wings as an enlisted pilot, Commander Graham pioneered the introduction and development of rotary wing aircraft in naval aviation. As the Coast Guard's second helicopter pilot, he laid the groundwork for the shipboard operation of helicopters at sea in flights from the British freighter *Daghestan* during a transatlantic convoy in World War II. Subsequently perfecting the techniques employed by helicopters in the search and rescue role, he performed both the first night helicopter medical evacuation and night hoist pick-up. He helped shape the future of antisubmarine warfare role by experimenting with, and instructing fellow helicopter pilots in the techniques of employing dipping sonar for the detection of submerged submarines, which in ensuing years became an important capability in Cold War operations against the Soviet Navy. Commander Graham became a leading figure in the development of rotary-wing aircraft. His dedication and perseverance ensured a prominent role for the helicopter in peace and war.



CDR Graham was inducted into the Coast Guard Aviation Association Hall of Honor on August 4th, 1995 and National Museum of Naval Aviation Hall of Fame on May 6th, 2004 (photo at left).



The 1,400 members of the Coast Guard Aviation Association salute Norm Horton and Stew Graham!!!



The Ptero "Paparazzi": Steve Goldhammer (L), Vic Primeaux, & Gary Gamble. (Photo by Ptero Drew Gerfin)

Bob Workman, aviator 914, & the NC-4 model, one of his "labors of love."



Hurricane Katrina Painting Unveiled at CG Academy



RADM J. Scott Burhoe, Academy Superintendent, thanks Bryan Snuffer for his artwork contribution to the Academy.

On September 25th, CG artist Bryan Snuffer's 4 feet by 4 feet "Katrina Rescue" painting was dedicated at the CG Academy. This painting conveys the trauma, pathos, dedication and perseverance associated with Katrina ops far better than any single photo! It is based on the collective experience of the participants, both aviation, active duty Cutters, Small boats, Marine Safety, Reserve Port Security, Auxiliary and other specialized units mobilized to support Katrina Ops. It's displayed at the CGA Alumni Association building foyer, across from the "M/V Prinsendam" painting, where Academy cadets, OCS cadets, DCA's undergoing "indoc," and petty officer leadership classes can admire it!

The painting was commissioned and funded by the Ancient Order and a copy will be provided by the CGAA for display at the new ATTC CG Rescue Swimmer School. The description of the scene in the painting is as follows:

"One of the largest search-and-rescue operations in the history of the United States occurred in the late summer of 2005 when the Category 4 Hurricane Katrina wreaked havoc across a great swath of the nation's Gulf Coast. Coast Guard preparations began well before Hurricane Katrina struck the coast of Florida.

Aircraft were scattered to safe airports out of harm's way but close enough to permit them to respond quickly as the hurricane withdrew. As the storm approached the Gulf Coast, the Coast Guard assembled helicopters, fixed-wing aircraft, and cutters, many brought in from other Coast Guard districts, near the area where the massive storm was expected to make landfall. During normal conditions, there are 15 helicopters assigned in the area, along with four fixed-wing aircraft and 16 cutters. Within 12 hours of the storm making landfall, there were 28 helicopters, 8 fixed-wing aircraft and 24 cutters assigned to the area to support rescue operations. Rescue operations began as the hurricane moved inland. Cutters had trailed the hurricane as closely as they could and began rescuing those offshore while helicopters (HH-65 Dolphins and HH-60 Jayhawks) were launched as the hurricane's eye passed over the city of New Orleans. Dispensing with peacetime regulations on the amount of time needed to rest between flights, aircrews worked around the clock to pluck survivors from rooftops while maintenance crews kept the aircraft in service. When rescue swimmers found victims trapped in their attics with no way to escape

the rising waters, axes were used to chop through rooftops. Urban search and rescue techniques were developed on the fly, since few aircrews had experience of flying night sorties through a flooded city where high winds and hanging power lines added to the danger. Coast Guard cutters and small craft too entered the fray, rescuing people from small islands

of dry land, flooded overpasses, inundated homes and buildings and transported them to safety.

Search and rescue operations alone saved 24,135 lives from imminent danger, usually off the roofs of the victims' homes as flood waters lapped at their feet. Coast Guardsmen "evacuated to safety" 9,409 patients from local hospitals. In total, 33,545 souls owed their lives to the men and women of the nation's oldest continuous-going sea service, nearly equaling the number of persons the Coast Guard saves during a calendar year.

In this painting, a Coast Guard rescue swimmer on a residential home rooftop in suburban New Orleans signals to the helicopter above to hoist a young child. While the HH-60 aircraft above hovers consistently, it is low on fuel but has room for several more passengers. The swimmer decides to hoist the child without a basket to save precious time. Another helicopter is seen in the background, as there are no set patterns or grids to fly in. Below, nearly 14-foot-deep flood waters allow waterborne craft to navigate right to rooftops."



Enlisted Ancient Al, Ptero Pete MacDougall, P-2900 (L), with CG Artist Bryan Snuffer and his "Katrina Rescue" painting.

Mail Call!

This issue's mail is brought to you by
a CG PH-3 operating out of AirSta
Brooklyn



Correction to Source of funding for Monument to a Century of Flight in Pterogram 2-09

I cannot but offer a correction to one description of the tour set for Saturday (P. 10) to see the Monument to a Century of Flight. The pylon which is dedicated to the men and women of the Coast Guard was not a fund-raising project of our organization. A brief history.....

Tom King, then chief of aviation forces, sent an email to George K and me, telling us of the monument that was going to be constructed and asking for our help in raising funds to sponsor a part of it. Three things quickly resulted.....first, Tom was chastised by someone in HQ for participating in a fund raising effort while on active duty and told to cease and desist. Second, George, as president of the Pterodactyls declined the request, saying that was not something the ptero organization could take on. Third, upon hearing of the first and second happenings, Marilyn turned to me and said, "Well, you are just going to have to do it, yourself." Now, understand that she had routinely been telling me to not get involved in any more activities.....pro bono or remunerative.....so it was both a shock and a directive. I saluted and went forth.

A few days later, I was scheduled to meet Bob Johanson at a Starbucks to talk about the ptero history initiative, and at the conclusion of our first topic, I asked him if he would join in the effort. He readily agreed (difficult to say no to a classmate) and that was the beginning. We quickly agreed that the tallest pylon

remaining....16 ft as I recall, the third tallest....was the most appropriate goal, and we sent a letter to the Icarus Foundation, pledging the \$60,000 to claim naming rights. At that time, we had no funds. Zero. He and I designed and had brochures printed, mailed them to each and every ptero (over a thousand, using the membership list provided by Gary so I could print them out on labels) with a request for a donation. The individual response was not as great as we had expected (something on the order of 120-150; not a great percentage, but the average donation was over \$100.) We also sent out brochures to all Air Stations, as well as Groups (250) with a similar request.....and there was zero response. We approached Sikorsky, Lockheed, and the Aerospatiale parent, suggesting that their long association with CG aviation should be included in the dedication block at the base of the pylon. Each was solicited for \$10,000....if they provided that sum, would be recognized by the silhouette of their aircraft on the block. The Ancient Order of the Pterodactyl did not fund for more than the \$5,000 George had indicated, and Bob and I had some serious discussions about whether or not to include the Ptero logo on the block, since the organization would not pony up the same amount as our corporate benefactors had to in order to be so recognized. In the end, we decided it would be in the best interests of all concerned to do so. It was not a slam dunk decision.

When we began the fund raising, we realized we needed a tax exempt organization to 'front' the project. As chairman of The Foundation for Coast Guard History, I could offer that organization's status....because the project fit within the missions and goals of the Foundation. The Foundation handled the administration and included a free year's membership to donors over a certain level (and we gave plaques and posters to donors at certain levels).

That is the true history of how the pylon at the Monument to a Century of Flight, which is dedicated to the men and women of the Coast Guard, came to be. I am a strong supporter of the CGAA and look forward to participation in matters associated with it, for as long as I am able. But, let's not claim CGAA success, or victory, unless we deserve it.

Integrity is essential to the future of our organization, and it is a sign of strength to give credit to others for their efforts.

Ptero VADM Howard Thorsen, Aviator 776

(Thanks, Admiral, for taking the time to offer the correction and for spearheading the project...Ed)

CG Trivia Question

While surfing cable TV, I caught and watched the end of the 1953 flick "Niagara" with Marilyn Monroe and Joseph Cotton. A murder mystery set at the falls. Perhaps you saw or know of the film. Anyway, a yellow CG HO4S plucks a distressed gal off a rock near the end of the movie...if she hadn't climbed on the rock she would have been swept over Horseshoe Falls. The bird is shown "scrambling" from a small Air-Sea facility (sign on building) and was clearly number 1258. The resolution wasn't good enough for me to make out who the pilots might have been climbing to the cockpit. The hoist used a makeshift web lawn chair. Anyway, having flown 1253 and several numbers higher than 1258, it got me to wonder who were the pilots and crew. Incidentally, the gal ended up on the rock, sort of put there by Joseph Cotton who was trying to escape authorities after having murdered Marilyn -- Joe was swept over the falls in the remains of his getaway cabin cruiser.

Ptero Ray Copin, Aviator 744

Father/Son Rescue Swimmer Addendum

I read with interest your article in the latest Pterogram (sitrep 2-09) pg. 8 about the father/son rescue swimmers (ASTCM Farmer and AST1 Farmer). I am very sure that in fact they are not the only father/son team, as I believe that AST1 Bob Watson (USCG Ret) and his son AST3 Nick Watson also share that honor. Also, AST1 Watson is still the most decorated R/S, with the following awards: (2) DFC's, (1) MSM, (1) AM and (1) CGCM. Both Bob and Nick were interviewed in the ending of the movie the "Guardian."

Ptero Michael Mumford, P-2888

Replacement Airman's Certificate Available

I recently learned that one can get a new replacement Airman's Certificate (FAA Pilot license) that replaces the old paper certificate with a credit card sized plastic certificate which is currently used for new issuances. The website is www.faa.gov, where you click on the "Licenses and Certificates" tab, which in turn brings up a page where you can go through the steps to get a replacement certificate. It costs \$2 via credit card, and I got my new card within 2 weeks. At my age, I don't need it, but it is neat to have the latest FAA certificate. Perhaps other old-timers would be interested in updating theirs as well.

Ptero Jerry Mohlenbrok, Aviator 951

Ptero CDR Frank Shelley's Induction into CG Aviation Hall of Fame

I thank Ptero Historian "Bear" Moseley from the bottom of my heart for bringing Frank Shelley's achievements to the fore, and I thank the Selection Committee for a job well done. Let me add my heartfelt congratulations.

I amassed a relatively few HH-52A hours, but I flew her on shipboard sorties from Alaska, to Antarctica and from New England to the Caribbean. I flew the HH-52A in the Icebreaker Section at AVTRACEN Mobile (Westwind, Burton Island, and Glacier) after graduation from flight school in 1971. Then I flew her at CGAS Cape Cod before transitioning into the HH-3F. I have 1,360.2

hours in the HH-52A and consider her to be one of the most remarkable aircraft ever developed, considering the rapid growth in technology. She fulfilled a proud 25-year career in Coast Guard Aviation, and if I have anything to do with it, she will soon take her place among the great aircraft of the United States in the Smithsonian Air & Space Museum (Udvar-Hazy Facility). I may not remember all of the "numbers" just right, but I have great respect for the accomplishments of this aircraft in the hands of the highly competent men and women who flew and crewed her.

Ptero Mont Smith, Aviator 1520

REMINDER!! Ptero CDR Lonnie Mixon, Aviator 878, to be Honored on TV Show



On June 17, 2009, the U.S. Air Force Band taped a musical tribute to veterans that will air on National Public Television during Veteran's Day

weekend. CDR Mixon, who flew USAF H-3's in Vietnam, was the CG honoree (*See story in Pterogram 2-09, p. 9 and check your local listings for time and station...Ed.*).

Roost Report, continued.

The Kittyhawk excursion visited the National Park Service's Wright Brothers Memorial, took in the ranger's 45 min. presentation, then stopped at the Monument to the Centennial of Flight (below), where CG Aviation is depicted on the third highest pylon w/ Elmer Stone's NC-4 flight across the Atlantic.



PTEROS AID EXHIBIT

Association members contributed heavily to the super CG aviation exhibit at the Museum of the Albemarle in "ECity" which opened for the first time during the 2009 roost. Look for specifics about the exhibit and our association's mission accomplished in the next Pterogram and other places. Here's a peek at one of the very innovative interactive displays.



CALL ME JAY—COME INSIDE AND PLAY

Hi—I'm an HH-60J "Jayhawk" helicopter. You can call me Jay!

I work over land and sea with my helicopter crew friends in the Coast Guard. During the day, my Coast Guard friends clean and polish my aluminum surface. They give me a daily check-up and fill me with fuel so I can fly straight up, sideways, backward, or forward. It's great fun!

I pride myself on being "always ready." That's the motto for all of us who serve in the United States Coast Guard. I'm always ready to fly on search and rescue (SAR) missions, which are trips to look for people who are in trouble and need our help. Sometimes we rescue people stranded on rooftops, rocks, cars, and boats that have turned over in the water or are sinking. I'm a helicopter of many talents with lots of jobs to do.

We fly a lot, especially during bad weather. When people need our help, I carry the pilots, rescue swimmers, and flight mechanics to help them. The places we fly are very exciting, sometimes dangerous, and difficult for others to find. I have radar, radio, and computer-driven navigation equipment to guide pilots to the people in distress.

Climb aboard!

Step into my crew cabin, sit down, and look around it. Try out the rescue hoist. That's the rope with the basket attached. It's what we use to pull people to safety.

1. Turn the crank to lower the basket down, then load the bear into the basket. This is how rescue swimmers load someone in a real rescue.
2. After the bear is safely inside the basket, crank to lift the basket back into my crew cabin. Carefully remove the bear and put it in a safe place for the return flight.
3. After the rescue, push the GREEN button to signal the crew that we're ready to "get underway." The rear rotor blade will start to spin and the button will flash for one minute before we take-off. Then away we go to take our rescued person to safety!

Thanks for learning about me today! Please wave to me when you see me flying above your neighborhood. I'll always be glad to see you and to know that you are safe.

Captain Frank A. Erickson, USCG, Inducted into International Forest of Friendship

Adapted from the July 1, 2009 issue of "The Coast Guard Compass"



On June 20, 2009, Captain Frank A. Erickson, USCG, was honored with membership in the International Forest of Friendship. He joins the list of internationally recognized aviation superstars such as Amelia Earhart, Charles Lindbergh, the Wright Brothers, Sally Ride, Eileen Collins, and Chuck Yeager. The Forest, located in Atchison, Kansas, is a living, growing memorial to the world history of aviation and aerospace.

Frank Erickson was an aviation pioneer who led the CG's acquisition and development of rotary-wing aircraft. He was instrumental in convincing the armed services of the U.S. and Great Britain of the helicopter's potential, particularly for search and rescue and combat operations. He risked his own career by openly supporting what was then an untried and unproven technology.

Erickson earned his wings in 1935 and made his first open-ocean rescue the following year. He piloted amphibian aircraft attached to a newly commissioned class of CG cutters to test combined aircraft-cutter operations. He was then ordered to the Sikorsky Aircraft Company's plant at Bridgeport, CT, for training in the new helicopters being manufactured there, thus forming the first CG Helicopter Detachment. He was designated as CG Helicopter Pilot No. 1 and became an instructor.

He organized and trained pilots who participated in joint US and British evaluation trials in November 1943 to determine the feasibility of helicopter flight operations aboard ships at sea. He also trained 102 helo pilots and 225 mechanics from diverse US and British armed forces.



Captain Erickson is pictured on the left standing in front of a CG HO-3S helo.

On January 3, 1944, he flew the first ever rescue flight by helicopter when he piloted a Sikorsky HNS-1 with two cases of blood plasma from New York City to Sandy Hook, New Jersey, during a violent storm to treat Navy crewmen from a destroyer which had exploded and burned. He developed equipment such as power hoists, rescue slings, and floats that let helicopters land on water, and pioneered landings and take offs from vessels at sea and hovering in all weather conditions. These advances enhanced the helicopter's utility, leading to its use around the globe. His impact on the development of the helicopter and all its uses is beyond estimation.

The International Forest of Friendship was a gift to America on the Nation's 200th birthday (1976) from the City of Atchison (Amelia Earhart's birthplace) and the Ninety-Nines, the International Organization of Women Pilots. It is made up of trees representing all 50 states and 35 countries around the world, including a "moon tree" grown

from a seed taken to the moon on Apollo 14. The Forest honors more than 1200 people for their contributions to aviation and aerospace.



(Incidentally, in 2008 our own VADM Vivien Crea, recent past Ancient Albatross, was included in the Forest of Friendship by the Ninety Nines, and Iris Copin, wife of Ptero Ray Copin, was included in 2000 as one of the first two flight attendants to be so honored...Ed)

Ptero Prez Mont Smith, Aviator 1520, provided the following comments on the article:

"I speak for the 1,400-members of the Coast Guard Aviation Association (current and former members of, and those who support Coast Guard Aviation. I had the pleasure, as a young officer and H-52 helicopter pilot, of meeting Captain and Mrs. Erickson at Aviation Training Center Mobile, Alabama during the dedication of Erickson Hall – the VCTS training facility. I remember CAPT Erickson as a humble person. You could sense his determination to make the helicopter a practical tool for sea and land rescue. The 1946 rescue of Sabena Airline survivors from the Newfoundland tundra demonstrated once and for all that helicopters should become a vital part of the military's array of rescue vehicles. The Coast Guard Aviation Association honors CAPT Erickson's memory by awarding an annual rescue trophy to the most outstanding Coast Guard helicopter rescue crew. It is fitting that a Coast Guard aviator of Amelia Earhart's generation be inducted to the International Forest of Friendship."



A Salute to our Wonderful 2008-2009 CGAA Sponsors!!!

The Coast Guard Aviation Association, Ancient Order of the Pterodactyl, salutes and thanks the following organizations for their generous contributions to and support of the CGAA.

Platinum Supporters (\$10K+): EADS North America (EADS CASA, American Eurocopter), Sikorsky Aircraft Corporation, & DRS Technical Services, Inc.



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Aviation Technical Training Center Honor Graduates



The CG has three aviation ratings: Aviation Maintenance Technician (AMT), Avionics Electrical Technician (AET), and Aviation Survival Technician (AST). The AMT School is 20-weeks long and a typical class has 20 students. The AET School is 20 weeks long and typically has 20 students. The AST School is 18-weeks long and a typical class consists of 12 students. In recognition of active duty aircrews, the Executive Board approved special recognition for ATTC school honor graduates with a dues-free initial year of membership in the association. Here listed are mid-2009 Honor "grads" which we are proud to salute. In honor of the dedication and skill of every CG aviation air crew member, we congratulate the honor graduates. We view each of them as representing all their respective classmates. We welcome them all to the exciting and rewarding world of CG aviation and extend our heartiest wishes for many satisfying years of performance in their vital roles in the rich and continuing CG aviation history ahead. We recommend and hope the graduates listed here will continue as members and will help grow the association with new members. **Congratulations and Welcome Aboard!!**

<u>Honor Graduate</u>	<u>Assignment</u>	<u>Honor Graduate</u>	<u>Assignment</u>
AMT3 Daryk T. Brekke	Corpus Christi	AST3 Jason Flynt	Atlantic City
AET3 Timothy Goytowski	Traverse City	AMT3 William Jones	Astoria
AST3 Luke C. Johnson	Borinquen	AMT3 Dane McCollister	Atlantic City



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>
4182 Lewis Johnson	Pensacola	4183 Jason T. Gross	Barbers Point
4184 Paul E. Arredondo	Clearwater	4185 Edward L. Dipierro	Traverse City
4186 Bryce G. Ettestad	Cape Cod	4187 Brian C. Schmidt	Corpus Christi
4188 David Wright	Pensacola	4189 Randall J. Slusher	Port Angeles
4190 John H. Walters	Atlantic City	4191 Michael L. Flint	Detroit
4192 David C. Thompson	Miami	4193 Sawyer M. Mann	Miami
4194 Stephen M. Simpson	Miami	4195 Nelson W. Cable	Savannah
4196 Scott R. Koser	Cape Cod	4197 Gregory R. Lynch	Borinquen
4198 Hector R. Ramos	Borinquen	4199 Ernest A. Saponara	San Diego
4200 Amy E. Harmel	Miami	4201 Brian L. Ward	Detroit
4202 Travis R. Gagnon	Corpus Christi	4203 Austin Montanez	Cape Cod
4204 Tamara B. Whalen	North Bend	4205 Zachary D. Fuentes	Miami
4206 Steven B. Vanderlaske	Corpus Christi	4207 Alex J. Drake	Savannah
4208 Bernard C. Garrigan	Humboldt Bay	4209 Scott E. Opheim	Cape Cod
4210 Andrew H. Zuckerman	Atlantic City		



Photo at left contributed by Ptero Ray Copin, Aviator 744. Who does that anonymous person resemble?

Photo at right shows Ye Ancient Scribe enjoying the latest issue of the "Pterogram" at the ruins of Pompeii, Italy with Mt. Vesuvius in the background while on a cruise in August.



Dues are tax deductible

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Sign me up for:

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Radio-controlled HH-65C Model Takes to the Air

Over the past few years, several local communities have gotten a closer look at the Coast Guard's HH-65 Dauphin helicopter. However, this Dauphin is not assigned to an Air Station, but is a remote control helicopter owned by AMTCM Rich Schultz. The model is fully detailed to be an exact replica of the HH-65C model now flying throughout the Coast Guard. AMTCM Schultz started the project while assigned at Air Station Miami after receiving parts of the model from a crash by its prior owner. Rebuilding of the model took over three years to complete. The model measures over four feet long and is outfitted with retractable landing gear, operating navigation lights and a searchlight. The remote control helicopter requires seven different controls for operation and is said to be harder to fly than the real



version. Schultz says “It has always been a dream to have a working model of the HH-65 since I started in remote control.” Schultz has competed in several Radio Control Helicopter competitions and received a third place award at the International Radio Control Helicopter Association's competition in Muncie Indiana. AMTCM Schultz is currently stationed at Coast Guard Headquarters as the AMT Rating Force Master Chief.



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