



PTEROGRAM

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

Sitrep 1-07 Spring 2007

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

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ROOST 2007



ROOST 2007

**“NOW HEAR THIS...The '07 gathering (*roost*) of Pterodactyls and friends
is scheduled for *27 - 30 September, 2007*”**

This roost will be very special. The gathering will be the first by our new leadership team, and at the same time will afford a chance to be close to our nation's capitol. Also for the first time, activities will include, in addition to touring sites, opportunities for attendees to mingle with and/or engage professionally with members of various CG operational specialties and corporate industry providers while also enjoying the usual social gatherings. Proximity to CG Headquarters will provide an opportunity for more CG leadership presence than normal.

Roost Headquarters will fill rapidly so don't wait to reserve your room.

Here's the Headquarters location and reservation data for the roost:

Fairview Park Marriott Hotel, 3111 Fairview Park Drive, Falls Church, Virginia 22042

Marriott Reservations toll free at (800) 228-9290

or Fairview Park reservations direct at (703) 849-9400

or (best) on line <http://cwp.marriott.com/wasfp/ancientorderofthepteros/>

Our group is booked under “Ancient Order Reunion” for a nightly rate of \$109 plus tax.

If you phone, you can also cite “rate code PTE.” There is no charge for vehicle parking during your stay.

Activity times, costs and registration form will be in Sitrep 2-07 in June.

Check out the Hotel facility on line at www.marriott.com/wasfp



DUES CURRENT ? — Please CHECK YOUR MAILING LABEL

**Your mailing label includes the JUNE DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK.
IF THE DATE READS 2007, FINE, BUT BETTER PAY AGAIN SOON TO STAY IN GOOD STANDING
Check out page 11 for the renewal application. Thanks for being part of a great mission !**



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A Message from 1520 (CGAA/AOP President):



Aloha. I'm writing to you, friends, fellow Coast Guard air men and women and supporters, to ask you to join me in a great mission. I appeal to you, especially the "next generation" of CG aviation professionals, to accept a challenge and take the baton from forerunners who created and sustained the CG Aviation Assoc. for the past 31 years. I'm calling you the "President's 300," but frankly, I'd like to see 500 or 600 of those who have not yet joined the Ancient Order of the Pterodactyls to step up

with annual dues or a life membership. For those of you who have been long time members, how about volunteering to devote some time and talent to one of our specialty areas outlined briefly below which lists the Ptero VP heading up each one?

Communications & Media Relations – Ptero Gary Gamble (g.e.gamble@att.net) in Alabama ably assisted by Ptero Tom Rich in Colorado (pteros@earthlink.net). Gary cares for our world class website www.aoptero.org. He recently developed an electronic, web-based, secure payment system for dues, Ptero store items, and annual National Roost Registration. He's developing a Ptero "Infomercial" to help tell our story to the rest of the aviation world and public. Tom transmits "Pteromail" e-mails to keep members apprised of personal and professional events that impact our members. Gary and Tom also update and manage handy rosters. Gary and Tom could use some help from you IT types out there. Ptero Ray Copin in the other Washington does the Sitrep Pterogram. You get this bargain-priced less than \$3.50 per issue magazine three times per year as only one return on your \$15 annual dues investment. Ray also links to the Daedalians, CGA Alumni Association, Naval Aviation Foundation and other organizations with our publicity..

Museums, Restorations & Artifacts - Ptero George Krietemeyer (gerickriet@aol.com), soon headed to Florida, is our "energizer bunny." Finishing a 13-year plus stint as Prez, he'll lead our museum efforts including a push to see a red-and-white CG helo into the Smithsonian Institute (Udvar-Hazy Facility) ably assisted by Pteros Bob Johanson, Tom King, Ben Stoppe and others. George is also engaged in an update of the Pensacola Naval Aviation Museum CG display, an H-52 restoration project at ECity, HU-16 "Katrina" repairs at Mobile's Battleship Park, an HU-16 restoration at CGAS Sacramento, and a search for a museum-quality H-52 for the new museum on Oahu. If you like researching and helping to restore old favorites, this is a committee for you!

Sponsors, Donors, and Benefactors – Ptero Skip Deacon (gdeacon@knology.net) in Florida has graciously agreed to help our 501(c)(3) non-profit association raise some money. Starting in 2007, we'll be knocking on doors to ask major corporations to help us collect funds for worthy historical preservation projects. Several loyal companies already sponsor our annual aviation excellence awards. We'd like to reach out to more of industry with a well-focused appeal. You writers, marketers, green eyeshade types, poker players, and entrepreneurs...here's your chance to help us out. And, for you lucky folks who landed a job in the civil flight industry, we'll be in touch, asking you to help us convince your company to join our crusade as an "industry member."

Unit Support & Agency Liaison – Ptero Art Wagner (awagner50@comcast.net) of Savannah is taking our vision to the streets with the help of the Navy League of the U. S. (NLUS). We're seeing Ptero Chapters forming at SAV, TVC, SMF/SFO, HNL, AST, CPD and elsewhere. Art recognized long ago that the strength and sustainment of our organization lay in relationships established at the unit level. You're probably wondering, what can a Ptero Chapter accomplish? For starters, the chapter can meet at the air station monthly, bi-monthly or quarterly and volunteer to help the public affairs officer archive unit accomplishments. You can cover award ceremonies, obtain



pictures of unit personnel, and document unit accomplishments. This info can be transmitted to the Coast Guard Historian and digitally archived in the Ptero database. Several units have priceless monuments or artwork that need to be listed on the National Historical Register. Ptero volunteers can offer their special skills pro bono to unit personnel with permission of the CO. Commands are always looking for community assistance with special events (air shows, Coast Guard Day, Military Appreciation Day, museum support, etc.) How about you airline guys and gals? Your Chapters can be organized around your domiciles, and you can adopt a remote air station like Kodiak, Sitka, or Borinquen, helping, if necessary, by "telecommute."

History Committee – Ptero Gib Brown (gibbrown@cableone.net) in Idaho is a living legend (check him out in the CG Aviation Hall of Fame). He gave us the Mobile simulators and went on to have a dynamite career in the electronics, avionics and flight simulation industry. He established and manages a fantastic CG aviation website which is ever expanding thanks to his effort and skill. He works diligently on projects ranging from research on the "first 500" Coast Guard aviators, the selection of an individual whose name will adorn the annual Outstanding Maintenance Technician award, to oral histories, the Roll of Valor, and a major project to honor Coast Guardsmen who have distinguished themselves through acts of "extraordinary heroism." His innovative ideas and research are inspiring.

National Roost – Ptero Paul Russell (paul.d.russell@boeing.com) in the other Washington has volunteered to head up the National Roost at Washington, DC this year. Mark your calendars... Thursday – Sunday, September 27th – 30th (the weekend before Homecoming for you Academy types) at the Fairview Park Marriott in Fairfax, Virginia. Anne Stoppe is our Event Coordinator... and has a fun-filled calendar of events coming your way so stay tuned for details and registration on www.aoptero and in the next Sitrep. In coordination with Coast Guard headquarters, we are planning to devote Friday sessions to a "Professional Discourse Day" featuring technology exhibits, panel discussions, and forums aimed at Coast Guard aviation's new challenges... homeland defense in depth, National Capital Airspace protection, Katrina-type large contingency operations, and the like. The Commandant of the Coast Guard, Admiral Thad Allen, has accepted our invitation to be our keynote speaker at the Saturday banquet. Try not to miss this!

These are challenging times for our country and our service. As we move into the 91st year of CG aviation, I hope for a continuation of the legacy of CG aviation pioneers. Let's do it together.

With awe of the past, respect for the present, and confidence in our future,

Mont Smith, 1520



BREAKING NEWS - ALERT

All Pteros are advised to keep a sharp lookout for the next Pterogram which is planned to provide a ballot involving proposed changes to the By Laws of the Order/Association which are being scrutinized, discussed and carved out for the consideration of the membership. The specifics of recommended changes are being researched by Pteros Bear Moseley, Marty Kaiser and others.

Why any changes?

Here are some answers to that good question:

1. After thirty years of success, it's time to reassess.
2. After admirable accomplishments, it's time to strive for even more relevancy to the active duty forces.
3. Our newly elected energetic leadership team has conceived organizational name and structural changes that target efficiency, membership growth and relevance to the active duty community while continuing our basic Pterodactyl lineage, tradition and camaraderie.

Standby for more specifics.



TAPS With regret, we report that the following members have crossed the bar.

LCDR Charles R. Howell, Aviator 483
CAPT Robert J. Watterson, Aviator 891

Richard G. "Satch" Lee
LTJG George H. Wittler, Jr., Aviator 435



FLYING THE BORDER WITH THE COAST GUARD—PART TWO (of two)

by Ptero Ken Freeze, PACS, USCG (Ret.)

[Sitrep 3-06 presented the first of a two part treatise on a Coast Guard border air detachment established in the nineteen-thirties. Here is the second part authored by the erstwhile CG public affairs specialist and current author/researcher/CG aviation admirer Ken Freeze. For readers and other researchers, additional documentation of this part of CG aviation history is on our aviation history website (www.uscgaviationhistory.aoptero.org/) which can be accessed directly or linked from our home site (www.AOPTero.org). On the history site, click on publications, then 621, to find a document by John Shea, former CG AOM 1st Class, CG Reserve, all about his knowledge of this interesting segment of CG aviation history.]

A new CO for El Paso

In August 1937, Lieutenant Perry S. Lyons took command of the detachment. Lyons had served at Air Station Salem, arriving there in May 1935 after flight training at NAS Pensacola. During his time at Salem he won high praise for a number of “mercy” flights he had flown going to the aid of ailing seamen off the New England coast and again for numerous rescue flights during floods in the New England and the Ohio Valley floods of 1937.

December 19, 1938

It was Christmas-time in El Paso and as often happen, people head home for the holidays. Ensign Clyde H. Teague and Army Corporal George B. Latham were no different than most people.

Ensign Teague, with his wife Mildred and their one-year-old daughter, were visiting family in El Paso. Teague was on 30 days leave from San Diego where he was assigned to the Coast Guard Cutter *Itasca*

Cpl. Latham was assigned to the Army Air Corps at Fort Bliss. He had been granted a pass from duty and was looking for a way to get to San Antonio to spend some time with his mother who lived there.

That Monday, Lt Lyons made plans for a flight to Houston with a return trip the following day flying V-157, a Waco J2W, with AMM1 Germaine to handle the radios.

Ensign Teague’s wife told authorities that Lt Lyons had asked her husband to come along for the ride. “He just went along as a sort of pleasure trip at Lt. Lyons’ invitation,” she said, while Cpl. Latham had learned of the flight and was also going along as a passenger.

At 4 p.m. the afternoon, the plane headed skyward with the four souls aboard.

Several hours later, near Boerne, Texas, the plane was in trouble. Witnesses in Boerne spotted the plane on fire and flying low over the town just before 10 p.m. Justice of the Peace H.L. Davis said he heard the plane fly low over his home followed by the sound of the crash. He rushed out to see what had happened and found the crash site about 100 yards from his home and only a few feet from a busy highway. Parts of the plane were scattered over a two-acre area.

When word finally reached Mrs. Lyons of her husband’s crash and his death she said, “If he had to go, I’m glad he went that way.” They were just days from celebrating their first anniversary together.

The board of inquiry was never able to determine the exact cause of the crash, perhaps due in large part to the fact that little remained of the Waco after the impact and fire. And, while some witnesses said the plane was on fire before the crash, others reported that it wasn’t on fire

but had exploded on impact. One fact that was certain was that something was terribly wrong and Lt. Lyons was trying to land the plane without injuring anyone on the ground.

Work at the detachment had to go on. Machinist W.D. Pinkston was temporally in charge of the detachment until a new commanding officer could arrive.


LT Grantham Takes Command

Soon Lt. Robert Leven Grantham, stationed at Air Station San Diego, had orders to proceed to El Paso to become the new commanding officer. Lt. Grantham had graduated from the Coast Guard Academy in 1932 and in 1937 became Coast Guard aviator #49 after completing training at NAS Pensacola.

On Feb 3, 1939, Lt Grantham assumed command of the Air Detachment and within a couple of days flew his first aid mission, when he flew 250 pounds of food and dropped it to the small snow bound community of Las Taplas, 62 miles from Albuquerque.

A few months later on the morning of Thursday April 6, 1939, Lt Grantham took off in Waco V-158 from Briggs Field with three others onboard, Radioman James A. Dinan, Electrician’s Mate Robert A. Paddon and Army Private Clifford J. Hudder.

Just minutes after the plane was airborne headed for Galveston, a severe storm hit. In spite of the storm dogging the plane, Lt Grantham handled the plane well, but, two hours into the flight, severe icing began to form on the wings and struts of the plane.

Around 12:30 in the afternoon, a railroad maintenance worker spotted the plane flying low near Alpine, Texas. The plane never arrived in Galveston. 

Soon after, it became apparent that the plane was missing, and a search commenced. Eventually, three Coast Guard and five Army planes searched from El Paso to Galveston.

When search aircraft failed to turn up the missing plane, some hoped that they had headed south into Mexico to avoid the storm. But then on Saturday, Dinan, Paddon and Hudder wandered out of the wilderness to a ranch house 30 miles southwest of Alpine, Texas. Although no one was home, there was a phone, so they were able to call for help. The three were uninjured except for suffering from exposure.

Private Paddon told how Lt Grantham battled the storm until ice build up on the wings and struts made it apparent that the plane could not stay airborne. Lt. Grantham ordered the men into their parachutes, and then to jump out. After the men were free of the plane, Lt. Grantham planned to jump himself.

When the three landed, they searched and found the plane a short distance away. Lt. Grantham's

parachute had apparently fouled in the plane's strut and he went down along with the ill-fated plane.

Once again, the commanding officer of the Air Detachment had been lost during a flight.

A few months later, in October 1939, the last Waco, V-159, was lost in a crash. Fortunately, no one was killed in the mishap. However, it may have been just too much for the small detachment. Officials in Washington, D.C. had to make a decision. Should limited funds be used for replacement aircraft for the detachment considering other world events?

CG Closes Air Station El Paso

At the end of 1939, Coast Guard Air Detachment El Paso was closed, and the personnel and equipment were reassigned. The hangar that had been their home reverted to the Army.

The official reason cited for closing the detachment was a decrease in smuggling along the border. But in reality, smuggling was as prevalent as ever. Only now, instead of alcohol and aliens, much of the

smuggling had shifted to gold and narcotics. Nevertheless, world events were overtaking the remote border patrols and as the world was racing towards a global war, the men and equipment patrolling the border with Mexico were more urgently needed elsewhere.

In its brief five year history, the detachment had performed a myriad of functions in addition to stemming the flow of contraband across the border. However, it had come at a high cost in lives and aircraft with six men killed and four aircraft destroyed.

Today, recent world events have placed new emphasis of the importance of maintaining a secure border. The smuggling of gold and people of yesteryear pales in comparison to what terrorists might try to smuggle in today. And, just as it was 65 years ago, officials in Washington, D.C. struggle on how to best spend limited resources. Only time will tell if they make the right decisions.



Sitrep from the USCG Academy Cadet Aviation Club

Submitted by Cadet 2/c Nate Rhodes

[The Association (AOP) supports the CG Academy Cadet Aviation Club with encouragement and funds as reported in previous Pterograms...Cadet Rhodes hails from Fairfax, Virginia and is a member of the Academy class of 2008...when asked, he said he "has always been interested in aviation and since coming to CGA this interest has grown into a true love of flying"...Ed]

Over the last five months, the Aviation Club has been busy providing our members with a variety of aviation experiences. By offering new and exciting opportunities to Cadets, we are stimulating a growing interest in Coast Guard aviation.

Most recently, the club has elected the new club officers. Our new Treasurer is 3/c Justin Church; the Secretary is 2/c Adriana Knies; the Vice President is 2/c Nathan Shakespeare; and I am the President. Furthermore, we have created a new club officer, the Flight Training and Simulator Officer, a position filled by 2/c Bruce Jefferies. We created this new position for the largest club at the Academy in order to effectively run the simulators and provide the most effective training for all the members. These new officers are very bright and enthusiastic, and I am looking forward to working with them as we bring the club to new heights.

Last October we visited Cape Cod soaring, and several club members were given 30-minute orientation flights in high performance gliders. I

participated in this program last year and found the quiet birds-eye view of the beautiful countryside a wonderful experience I will not soon forget. This short trip to Cape Cod has proven to be an inspiration to the Cadets. Many who were unable to participate have expressed a desire to go next time. We are excited about this widespread interest because it demonstrates how much fun flying can be and how access to one aspect of aviation can motivate our members to become more involved in the Club. We look forward to more flights with Cape Cod soaring this year.

The tour of the Sikorsky factory in Stratford, CT was great. Members that attended learned a great deal about the engineering, construction, and quality control of the manufacturing process of



one of the helicopters we may fly in the Coast Guard. The tour guides Orten Pengue and Bob Kretvix are both retired engineers with Sikorsky and each worked there for over 40 years. They were very knowledgeable about both the military and civilian production lines of the plant. The first stop of our tour was to see the different equipment that machines the major parts such as the gearboxes, rotor blades, and drive shafts. We then went to the assembly section where we saw several HH-60s in various stages of completion. Next we went into Sikorsky's hangar and saw the completed helicopters that were undergoing final testing prior to delivery. We crossed over into the civilian production line where we saw several S-76s and S-92s being constructed from components built and shipped from international contractors. Our last stop was to go through the archive photos hanging on the walls in the visitor center where our tour guides explained the history behind Igor Sikorsky, the company, and the various helicopters pictured in front of us. We learned a great deal from Mr. Pengue and Mr. Kretvix and I recommend con-

tinuing this trip each year.

Currently, the flight simulators are being upgraded to help offer cadets a larger variety of aviation experiences. The simulators will be completely reconstructed and once finished they will be able to run the new Microsoft Flight Simulator X. One of the simulators will also be modified for helicopter training. The club is also offering familiarization flights with the help of the Coast Guard Auxiliary. The program consists of an hour of ground school at Groton airport, followed by an hour of flight, and then a debrief of the experience. This is a great opportunity for cadets who just want to experience flight and for those interested in working on getting their private pilot license.

The club has made a lot of progress in the past year and will continue to make more in the months ahead. This is a great opportunity for cadets and many have told me how much they have enjoyed participating in the club functions. Thank you [Pteros] for your support, which has made possible all these great opportunities and experiences.



Rear Admiral J. Scott Burhoe, Superintendent of the CG Academy, with the author by the carved wings in the CGA Alumni Center provided by Pteros



A few of the many members of the Cadet aviation club with advisor Senior Chief PO Vikki Cates (4th from Port)



AEROSPACE MUSEUM OF CALIFORNIA and COAST GUARD AVIATION

February of '07 was special for the Aerospace Museum of California at McClellan, California near CG Air Station Sacramento, host of our 2004 roost. Some twelve thousand people visited the opening of a new 37,500 square foot exhibit pavilion on what was billed as museum day. The pavilion includes space for a Coast Guard exhibit the theme of which is "U.S. Coast Guard — America's Maritime Guardian." An opening day highlight turned out to be rescue swimmers from Sacramento Air Station standing by a temporary CG exhibit to answer many questions of visitors. The temporary exhibit included showings of a TAM Communication video of "Helicopters to the Rescue" with rescue swimmer Jim Peterson, who is featured in the video, present along with other shipmates.

Active duty coasties, reservists, retirees and auxiliaries worked with the museum to establish a CG aviation history anchor in the museum and are working hard to see construction of a permanent interactive exhibit. The team is led by Ptero Captain Steve Delikat, USCG (Ret.), Aviator 2152, Ptero Captain Jerry Mohlenbrok, USCG (Ret.), Aviator 951 [both former Air Station Sacramento Skippers] and Auxiliarist Ed Sweeney. Others on board include the current CGAS Sacramento commanding officer, life Ptero Captain George Heinz, LCDR Chris Shivery, ASTC Rioux and a host of U16 renovation worker bees.

Working with a renowned exhibit designer, an impressive permanent exhibit is planned which will display current operations with a mural, overhead projected aerial scenes, dramatic CG rescue video, an interactive computer and displays of the significant contributions of the Coast Guard to aviation's progress and Coast Guard future assets.

Our Executive Board approved a grant of \$5,000 to this effort near the end of 2006, and, already, an additional \$4,000 has been donated by coasties or coastie supporters. Incidentally, HU-16E 7209 is part of the outside aircraft displays at the museum and is currently being spruced up by, again, dedicated coasties and friends. A photo and history of '7209' is on the museum website under photo gallery and aircraft details (www.aerospacemuseumofcalifornia.org).

Watch for more on this west coast museum venture aimed at preserving and displaying CG aviation history. To learn more about the project, to get involved, or to make a tax deductible donation to the effort, contact Ptero Steve Delikat at (stdelikat@hotmail.com) or at 424 Venezian Ct., Roseville, CA 95661-5661. An image of the exhibit and donation form are also available at www.coastguardchannel.com in the latest news section.



AIR STATION CAPE COD AND "DAD'S DREAM" THE REST OF THE STORY?

Background: Recent past prez Ptero George Krietemeyer, through his association with the Museum of Naval Aviation and other pursuits, has been and is in contact with many accomplished artists of aviation art. One artist is Bryan Snuffer who has painted many notable aircraft scenes. One of Bryan's paintings, titled "Dad's Dream," was publicized in an ALPTERO email broadcast in January of '07 to on line members. The work depicts a rescue by Air Station Cape Cod personnel.

The story as we have it from the artist: Dad's Dream was a 45 foot pleasure craft that "augured" into the Atlantic some 350 miles off the northeastern coast with 6 people on board. A crew from Air Station Cape Cod saved 3 of them in "pitch blackness and forty foot seas." Appropriate award presentations ensued.

The painting: The artist has depicted one aspect of the rescue mission. He will present his valuable original painting to Air Station Cape Cod. Bryan has stated that "This mission is carried out many times by the dedicated members of the Coast Guard, and this is my small effort at recognizing that and saying thank you."



[This is a small, black and white, image of the special collector's item, a 20" x 20" custom print in color signed by the artist and including at the bottom images of an HH-65 and HH-60 and CG rescue swimmer. If still available, the cost is \$150 shipped flat. Only 100 were produced in this run. To order, go on line to www.bryansnuffer.com/store/specialprint/daddreamuscg.html. See the back cover of this Sitrep for the basic painting in color. That's not the end of the story. Were you part of this operation? When did the rescue take place? While there are resources to ferret out particulars, official records don't always tell the whole story. Help us to do just that. Send anything you know of to us by postal mail to AOP, PO Box 222905, Chantilly, VA 20153-2905 or email the editor at rjcopin@aol.com...Ed.]



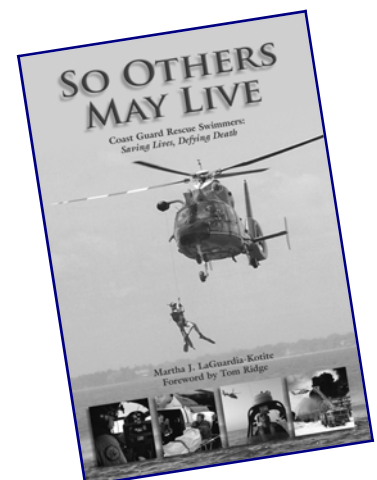
MEMBER'S WRITING RECOGNIZED

The prose of AOP life member Commander Martha LsGuardia, USCGR has been applauded by an organization of boating journalists, Boating Writers International. Her depiction of "Hurricane Babies" in Chapter 9 of her book *So Others May Live* about CG rescue swimmers won second in a journalistic competition in a category of "Boating Adventures."

BWI is a professional organization of journalists in a variety of media fields associated with the boating industry. Annual cash prizes are awarded to 'winners' in fifteen categories.

Way to go, Martha!

[So Others May Live — Coast Guard Rescue Swimmers: Saving Lives, Defying Death is available for a discounted price through our store...see page 11...Ed.]



PTERO GATHERING AT "E CITY"

Several roosts back, Ptero Art Wagner proposed that Pterodactyls near a CG air facility band together and volunteer to assist the local command(s) in relationship arrangements patterned to some degree after local Navy League Councils. Various areas were suggested for helping commands without getting in the way. Just to name a few possibilities: history gathering and research, public affairs, ceremony preparation and documentation, etc. Recent Sitreps have provided periodic updates indicating momentum in seeing this initiative a reality at various places around the country. An early February ('07) luncheon meeting was arranged by Ptero Walt Coburn at Elizabeth City which brought several retirees together with command representatives to discuss the 'local chapter initiative.' There was a lot of good give and take exploring what a chapter could do. Ptero Jim Thomas volunteered (was volunteered?) to head up the ECG chapter. Jim and visiting Ptero Art Wagner along with the rest of those in attendance are pictured below.

Ptero Wagner will be happy to discuss details of the meeting or the idea or to take suggestions. He may be contacted at "awagner50@comcast.net" or by phone at (912) 898-8939.

Incidentally, as mentioned, local Navy League units are called "Councils." Some aviation organizations have "Squadrons," "Flights," "Hangars." If you have an idea for a 'name' other than Chapter for local Ptero 'units,' maybe something more Coastie, let Ptero Art Wagner know or send your suggestion to the Sitrep Editor.



Heads in order Port to Starboard: *Walt Coburn, Billy Palmeri, (AR&SC Executive Officer), Bruce Drahos, Baldwin (Retired Sikorsky Technical Representative who many will remember having encountered at various spots including Air Station San Francisco during the early sixties when Ben helped the transition from the HH-19 to HH-52), CDR Drew Pearson (Support Center Executive Officer), Doris Creps, Norm Scurria, Art Wagner, Bill Ricks, CDR Paul Franklin (Air Station Executive Officer), CAPT Michael Andres (Air Station Commanding Officer).* [We'll take Jim Thomas' word that Jeff and Senior Dave really are flanking Bruce...Ed]



Richardson, Jim Thomas, Terry Beacham, Jeff Berry, CDR Sal Senior Chief Dave Moore (C130J APO), Stan Walz, Ben

SPEAKING OF GATHERINGS...

In late March, after this Sitrep will have been launched, a long awaited ceremony will take place at Air Station Clearwater. Family members of the late Captain Preston Martin, III, MD, U.S. Army Medical Corps, will be presented with the award of a Legion of Merit posthumously for Dr. Martin's significant aid to surviving passengers of a Sabena Air Line crash in Newfoundland in 1947. An abbreviated version of the story of this unique rescue was printed in Sitrep 2-05. Two Coast Guard helicopters were dismantled at Elizabeth City and Brooklyn, respectively, flown to Newfoundland in a C-54, reassembled, and then flew to and from the remote crash site of the airliner retrieving survivors. Members of our history committee were responsible for (1) noting during research that Dr. Martin had not received any special recognition or award for his pivotal actions, and (2) providing the impetus and writings making possible this overdue recognition. Pterosaurs will be on hand for the award presentation. More on this great story will appear in the next 'gram and, no doubt, in other writings. [In the meantime and beyond, see the story on line at <http://uscgaviationhistory.aoptero.org/...Ed>]



PBM-1G



MAIL

MARTIN P5M "FLYING BOATS"

PBM-2G



Seven of these aircraft were built for the Coast Guard and were operated between 1956 and 1961. They were powered by two Wright R3350 engines. The P5M-1G and P5M-2G were the last seaplanes operated by the Coast Guard. [Photos and description from the extensive data on the Association's CG aviation history website, <http://uscgaviationhistory.aoptero.org>, which can be accessed directly or linked from www.AOPtero.org]

OOPS I

"...by the way, I'm sure you are going to hear from a chorus of experts about the photo at the top of page 18 [Sitrep 3-06]. It's a P5M-2G. The 1G had a conventional horizontal tail."

Arne Soreng, Av 661



OOPS II

"...the photo of the seaplane is of a P5M-2G, not a 1G. I hope all of these references don't have it wrong. The -2G was the "T" tail, the -1G a conventional fin, rudder, elevators..."



[Thanks, Jerry and Arne, two intrepid and astute Pteros, for your accuracy...both are correct, of course...our reference text in Sitrep 3-06 and printed above comes from our world class CG aviation history website which is also accurate...in the great website photo 'library' of CG aircraft, the P5M-1G and P5M-2G are both pictured and accurately named ...your ancient editor used the historical description above but erred, tsk, tsk, by naming the -2G pictured in Sitrep 3-06 as a -1G...an especially embarrassing goof since your editor actually check out in the -2G at San Diego in the fifties...Ed]



OOPS III (This isn't really mail...just a way to make a correction of a different kind)

Ancient Albatross Dave Kunkel (Rear Admiral David W. Kunkel, Commander, Seventh CG District, Aviator 1726) not surprisingly noticed that his name was misspelled in captions of award photographs printed in Sitrep 3-06. The Admiral has been gracious in accepting apologies. Not wanting to compound the error or confuse anyone by printing here the wrong and right spelling, let all readers be advised that the correct spelling of Kunkel is thus.



Sitrep 3-06 arrived in several mail boxes with two blank pages which slipped through the commercial printing process. We sent the pages to the members reporting the problem. This system error is not likely to be repeated, but if a problem with your delivery does occur, please contact the editor or secretary.

PUBLICITY

The AOP (Coast Guard Aviation Association) has been included in several publications this past winter, namely the Coast Guard Academy Alumni Association Bulletin, the CG retiree newsletter Evening Colors, the Naval Aviation Foundation quarterly Wings of Gold, the Daedalus flyer, quarterly of the Order of Daedalians (US military aviators) and maybe others. *[“Linking” to III (above), all these articles included captions or text which, guess what, misspelled the name of our Ancient Albatross, thanks to your editor's original goof and too accurate computer programs...on the plus side, each editor, on notice of our mistake, will be publishing a correction...Ed.]*

Our new Chantilly, VA P.O. Box recently received a “Par Avion” enclosing a marketing postcard for a fictional novel titled “The Ancient Order of Moridura” by a Peter Curran, a Scot. The card has a handwritten message reading “Edinburgh, Scotland, From a fictional Ancient Order to a real one! With the greatest respect and admiration for the work of the U.S. Coast Guard /s/ Peter Curran.” We tracked down the author and by email confirmed that as suspected, he learned of us through our websites. This demonstrates our global “reach,” and, of course, the warm words about the Coast Guard are also most welcome and appreciated.





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 2006 and early 2007 Honor "grads" which we are proud to salute in a new Sitrep feature. 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>
AST3 Llima Maiava, Jan., 2006	Borinquen	AET3 Kevin Cavanaugh, Jun., 2006	Elizabeth City
AST3 Jeffrey Slacczka, Jan., 2006	Cape Cod	AMT3 David Baylor, Jul., 2006	North Bend
AMT3 Jason Spaeth, Feb., 2006	Houston	AET3 Alek Gralewski, Jul., 2006	Kodiak
AET3 Robert Dunkerson, Feb., 2006	Mobile	AET3 Jason Stanbery, Jul., 2006	Miami
AMT3 Tessa Carson Mar., 2006	Los Angeles	AMT3 Jusef Vera, Aug., 2006	Atlantic City
AMT3 Nicholas Giaculli, Nov., 2006	Elizabeth City	AET3 Spencer Stevenson, Sep., 2006	San Diego
AET3 William Blakeslee, Oct., 2006	Clearwater	AMT3 Hal Martin, Dec., 2006	Elizabeth City
AMT3 Mervin Stone, Apr., 2006	Clearwater	AMT3 Walter Martinez, Jan., 2007	Borinquen
AET3 Christopher Humphrey, Mar., 2006	North Bend	AMT3 Michael Lagassey, Jan., 2007	San Diego
AET3 Joseph Ramsey, May, 2006	Clearwater	AMT3 Brandon Whitacre, Jan., 2007	Cape Cod
AET3 Jason Likendey, May, 2006	Savannah	AST3 Eric Littwin, Jan., 2007	Astoria

[See the back cover for an image of AST graduates of class 57-07...class photos are now taken at ATTC against a backdrop including the carved and mounted wings provided by Pteros...more on that and the carver to come...Ed]



NEWLY DESIGNATED AVIATORS OF THE U.S. COAST GUARD

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>
3843 Adam Young	Cape Cod	3853 William Haywood	Corpus Christi
3844 Ken Rockhold	Los Angeles	854 Elizabeth Hetrick	North Bend
3845 Kent Reinhold	Miami	3855 Kevin Kurxzewski	Houston
3846 William Jacobs	Savannah	3856 Ryan Seymour	Miami
3847 Matthew Fetzner	New Orleans	3857 Christopher Artac	San Francisco
3847A Kenneth Walton	Washington	3858 Kevin Garcia	Traverse City
3848 Matthew Schibler	Elizabeth City	3859 Bruce Kimmell	Atlantic City
3848A Jeremy McKenzie	Washington	3860 Ryan Lamb	New Orleans
3849 Christopher Aument	New Orleans	3861 Anthony DeWinter	Elizabeth City
3850 Jason Bustamente	Port Angeles	3862 James Gibson	Clearwater
3851 Michael Chocholak	Humboldt Bay	3863 Brian Kudrle	San Diego
3852 Ian Hurst	Atlantic City	3864 Dewey Lawon	Clearwater





*Ancient Albatross
Rear Admiral David
Kunkel, Aviator 1726,
Commander, Seventh
Coast Guard District*

Do You Know?

The Ancient Albatross and Enlisted Ancient Albatross of the Coast Guard are official awards by the Commandant of the Coast Guard. We have mentioned this before, but some may still think the titles are solely Pterodactyl. As an association, we salute and honor these Commandant awardees in their change of watch ceremonies, certificates and other recognitions. They are Pteros, and we're proud to have them at roosts and serving as advisers. They are, respectively, the aviator on active duty with the earliest CG aviator designation and the aircrew member on active duty with the earliest graduation date from A school.



*Enlisted Ancient Albatross
AMTC Peter MacDougall,
CGAS Washington
Leading Chief*

The CG Uniform Regs provide for the following aviation breast wing insignia with specific criteria for each: Aviator, Air Crew, Flight Officer, Flight Surgeon, Aviation Rescue Swimmer, Astronaut, and Aviation Mission Specialist. The CG Auxiliary Manual provides for Pilot and Observer wing insignia. Each of these nine wings is unique. There is documentation of the heraldic symbol evolution of naval aviator (CG aviator) wings, but our research so far has not discovered similar documentation for the evolution of the other eight CG wing insignia. If you have any information which would help, please let us know. We will try to include in future Sitreps images and descriptions of each one.

Ptero Les High, Aviator 549, while project officer and prospective Executive Officer assigned to establish CG Air Station Mobile which evolved into the Aviation Training Center, kept a comprehensive log of events from 13 July to 17 December 1966 which was used then as a briefing resource for newly reporting personnel and now is a rich history of the genesis of ATC Mobile. On 17 December 2006, 40 years to day after the commissioning of AS Mobile, Ptero Les began typing his handwritten log which he has provided to us. The log can be found as document 651 on the website www.uscgaviationhistory.aoptero.org. **Thank you, Captain High!!!**



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Sign me up for:

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- ☐ Annual Membership \$ 15
- ☐ Ptero Ball Cap \$ 15 (includes postage)
- ☐ CG History Book \$ 50 “ “
- ☐ Ptero Coin \$ 5 (\$20/5 coins)
- ☐ So Others May Live* \$ 25

**Fine hardback about CG Rescue Swimmers reviewed in Sitrep 2-06*

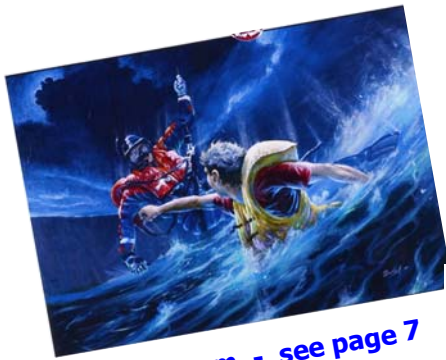
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- ☐ USCG Aviator
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- ☐ USCG Flight Surgeon
-
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- CG dates served: _____

MAIL TO:

**The Ancient Order of The Pterodactyl
P.O. Box 222905,
Chantilly, VA 20153-2905**



Day's Dream - see page 7



Rescue Swimmer Graduates - see page 10



Cadet Aviation Club, U.S. Coast Guard Academy - see page 5

ENJOY AND LEARN



page 8



These are not all our wing insignia - see page 11



1520 on pages 2 & 3

The Ancient Order of The Pterodactyl
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