



# PTEROGRAM

*The Official Publication of the Ancient Order of The Pterodactyl (AOP)*

Sitrep 2-02 June 2002 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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1977



2002

***Twenty-five years of Ye Ancient Order !!***

***See Inside for Details About AOP's Anniversary Roost Celebration at Mobile***

Two hundred and seventy five years before the birth of the Ancient Order of the Pterodactyl, that's like, 1702, the City of Mobile, initially an early French colonial outpost, was established as capital of the newly created "Louisiana." Now, in addition to other claims as a major American city of regional, national and international importance, Mobile is the capital, as it were, of U.S. Coast Guard aviator training.

Next October when we flock to Mobile by air, land or sea, we'll be able to see and taste the fruit of much labor of the local citizenry, including many, many Pterodactyls and their families and friends, as the city approaches the end of a year long series of festivities celebrating the 300 year history of the city. In a real sense, by visiting Mobile at this time, we'll be joining in, and it promises to be a great time.

Local culture has blended from French, English, Spanish, African and Native American influences, creating a unique heritage quite visible throughout the region. Mobile boasts a number of "firsts in Alabama," including its first public school, cathedral, and protestant church, all of which still stand today.

There are many reasons to tour the Mobile area, several being listed in the gathering (roost) registration materials which you will find on the pages of this Sitrep. Member or friend of what we stand for, do try to join us if you can. Please don't delay making your hotel reservation because they're already going fast.

**DUES STATUS? — Please CHECK YOUR MAILING LABEL**

***Your mailing label*** INCLUDES THE DATE TO WHICH YOUR DUES IS PAID.  
IF THE DATE READS 2002, YOU ARE ONLY PAID TO JUNE OF THIS YEAR SO  
YOUR MEMBERSHIP IS ABOUT TO LAPSE. DON'T LET IT. RENEW TODAY!!



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## **The Ancient Order, 1977 - 2002, A Silver Anniversary**

*[Here are brief musings of one of the founders of the AOP reflecting on our 25th anniversary. We look forward to seeing CG Aviator 187 and his copilot next fall.]*

I'm planning to attend the 2002 Roost in Mobile with Lucille, my wife of 59 years. Reflecting on travel from Oregon to Alabama next fall, 9/11 brought back memories of my 4 years in the Custom House in New York just a few blocks from the World Trade Center. Of course, when I served there as head of SAR, the World Trade Center was not yet constructed. I served there under Admirals Perkins and Eddie Roland. The latter was one of the finest officers I have ever known. Eddie Roland used to call me, after his retirement as Commandant, to ask how my son was progressing in life. My son Robert was born during my tour in New York City.

As you know, I am the Founder (of four) that has not yet crossed the bar [the others: Gus Shode, CG Av 527; George Thometz, CG Av 530; and Andy Wall, CG Av 182]. The four of us were retired Coast Guard Aviators, and we would gather once a month for lunch in San Pedro or Long Beach just to remind ourselves that the Coast Guard, and particularly Aviation, was some of the best part of our lives. We had all gone on to other pursuits and were building new careers that were fruitful and rewarding. Mine was teaching at USC and running a business that is just now winding down. Can you imagine working until you are eighty four years old? I have, and I am now putting together a book about the past thirty-six years of my life. When I started this tome, I didn't realize how hard it would be. I now have greater respect for authors than I did before. However, it keeps me out of the local saloons and out of too much trouble. My wife is happy to get me down in my office and out from under her feet for a good part of each day. (She said, after my retirement, that she married me for better or for worse but not for lunch).

One thing we four did not imagine was that our monthly luncheon would grow to an organization that the Pterodactyls has become. It goes to prove that service in the Coast Guard is a lot more than just a duty that we give to our country. After all these years, I still have close contacts with my former shipmates that I value highly. A Pterodactyl Roost is one of those gatherings that keeps those contacts alive. I think flying together builds a bond like nothing else in the world.

I thank and congratulate the leaders and followers who have carried on the tradition for lo, these twenty-five years, and I hope to see many of my life long friends in Mobile... God willing.

Norman L. Horton, CDR, USCG (ret), CG Aviator 187



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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## **Foundation for Coast Guard History.**

Many have seen the series of handsome books on branches of the U.S. Military recently for sale in bookstores and elsewhere. The Foundation has been asked to and will sponsor and help prepare a volume on the Coast Guard. The principal editor will be our own Phistorian Ptero Tom Beard. Tom reports that authors are signing contracts to do sections for a complete coverage of the Coast Guard in 352 pages and 600 illustrations, and he expects this project to produce the best book ever about the Coast Guard. The book is scheduled for publication in the fall of 2004. See the next paragraph regarding photos...

The Foundation has opened a **Photography Contest**. Photos about any subject with a USCG theme should be sent to Editor, THE COAST GUARD, Foundation for CG History (FCGH), 126E 8th Street, #177, Port Angeles, WA 98362. Five winners will receive a copy of the upcoming book on the Coast Guard, a \$75 value. Entrants may enter up to five photos, each including a short caption describing the subject, names, places and equipment shown, and the name and address of the photographer must also be attached to each photo. Photos must be previously unpublished black & white or color prints, or slides. Entries become the property of the Foundation and must be received before the closing date of 15 July 2002.

### **AOP WEB SITE:**

<http://www.AOPtero.org>



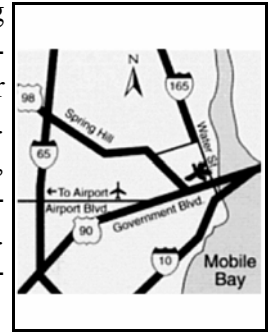


# 2002 ROOST OP PLAN

**DATES:** FRIDAY, 11 OCTOBER THROUGH SUNDAY, 13 OCTOBER

**LOCATION:** MOBILE, ALABAMA **GROUND CREW:** ATC AND AOP Exec. BOARD

**HEADQUARTERS:** The Adam's Mark Hotel, 64 S. Water Street overlooking Mobile Bay and historic downtown Mobile, 20 minutes from Mobile Municipal Airport and ATC Mobile. The nightly fee for crew quarters for Pteros and guests has been set at \$65 single or double plus tax and fees. For reservations (**don't wait!**), phone (866) 749-6069 Monday-Friday, 0800-1700 CDT. The local phone number is (251) 438-4000 (Fax 251-415-0123). Rooms have been blocked for us from the 10th to the 14th. The quarters rate may well be honored if your ETA and/or ETD are earlier/later. As usual, tell 'em you're with the Pterodactyls.



**ROOST REGISTRATION:** As in the past, there are two legs in the search pattern for roost registration. *You must fly both legs.*

Leg 1: Take off by completing and mailing the **registration** form on **page 5** as quickly as possible after receipt of this Sitrep (your flight plan). Be sure to include a check in the proper amount covering the cost totaled at the bottom of same form. Submit this form on time (as early as you can) to qualify for Leg 2.

Leg 2: Land on the fourth floor of the Adam's Mark Hotel and taxi to the Pterodactyl Roost Registration Desk anytime during hospitality hours (see below) where you will receive your flight schedule for the weekend roost along with nametags, tickets, schedules, etc.

**HOSPITALITY:** The hospitality waypoint is also on the fourth floor of the Adam's Mark. The room will open at Noon on Thursday, 10 October, to accommodate early arrivals. Thereafter, hospitality watchstanders plan to open up Friday at 0700, Saturday at 0800 and again after the banquet, and on Sunday at 0800. Be alert for changes to these times which will be included in your registration packet of materials and posted in the hospitality room.

**ATTIRE:** **Tours** - Comfy walking shoes (at least); **Friday Reception** - Casual; **Saturday Banquet** - Gents Coat 'n Tie, Ladies Dressy Informal; **Other Events** - flight suits, shorts, anything tasteful!

## EVENTS AND ACTIVITIES:

### Thursday, 10 October

Hospitality Room opens at Noon for early arrivals. Otherwise, Pteros are on their own.

### Friday, 11 October

**GOLF TOURNAMENT:** 0830 Shotgun start at the prestigious Daphne Timber Creek Golf Club. Golfers will join up in private or your rental vehicles for transport to/fro the course. Suggested ETD from the hotel and directions will be available at registration. Lunch at the club will be served at about 1230. Expect to return to the Adam's Mark frustrated and fatigued but ready to party! Golf cost: \$60 per person which includes green fee, cart, lunch and prizes.

**TENNIS TOURNAMENT:** 0900 Start at the Mobile Tennis Center in West Mobile. Entrants will join up in private or your rental vehicles for transport to/fro the courts. Suggested ETD from the hotel and directions will be available at registration. Leaving your serves, forehands and backhands behind, freshen up at the hotel for tonight's fun by the pool. Tennis Cost: \$15 per person which includes use of courts and prizes.



## Friday, 11 October (cont'd)

**TOUR A.** Optional tour of Historic Mobile and Antebellum Homes, lunch included. Bus departs the hotel at 1000, lunch will be served at about 1230, and the bus will leave at 1430 to return to the hotel. Cost: \$40 per person.

**TOUR B.** Optional visit to CG ATC Mobile and Simulator Rides. Enjoy about fifteen minutes flying either the HH-60 or HH-65 full motion simulator, tour ATC and shop at the ATC Exchange. Bus departs the hotel at 1230 and leaves ATC Mobile at 1600 for the hotel. Cost: \$10 per person.

**SELF GUIDED TOURS ON YOUR OWN.** There are two tours you can take both of which are an easy walking distance from the hotel. Tour the Fort Conde Museum and Welcome Center, a replica of the original 18th century French fort located in downtown Mobile where costumed guides lead tours, fire muskets and cannons, etc.. And/or tour through the Museum of Mobile and explore a collection of over 300 years of Mobile and area history including very special collections and a discovery room. Registration sign up is not required.

**EVENING RECEPTION.** 1900-2200. We'll gather by the hotel pool for heavy hors d'oeuvres, cash bars and very little program. Great reunion photo ops. Reception cost: \$ 20 per person.

## Saturday, 12 October

**TOUR C.** Visit The National Museum of Naval Aviation at the Pensacola Naval Air Station, and enjoy lunch at the Mustin Beach NAS Officers Club. You will feast not only at lunch but on the many museum spectaculars including our own CG Aviation displays. The bus will leave the Adam's Mark at 0830, lunch at the O Club will be served at Noon, and the bus will depart NAS for the hotel at 1400. Tour cost: \$40 per person including lunch.

**TOUR D.** Visit the USS ALABAMA Battleship Memorial Park and enjoy lunch in ALABAMA's wardroom. In addition to touring the battleship, you can roam the submarine USS DRUM and see our CG HU-16 and HH-52 displays along with a host of other exhibits. The bus will depart the hotel at 0900, lunch will be served at Noon, and the bus will leave the park for the hotel at 1400. Tour cost: \$40 per person including lunch.

**TOUR E.** Embark on a Bellingrath Gardens and Home Tour. Experience 65 landscaped acres, visit the Bellingrath Museum Home, explore an ecological bayou boardwalk and relax aboard the Southern Belle river cruise. The bus will depart the hotel at 0900, lunch will be served at Noon, and the bus will leave the tour for the hotel at 1400. Tour cost: \$40 per person including lunch.

**SELF GUIDED TOURS ON YOUR OWN.** Same as on Friday above.

**BANQUET.** Our festive evening banquet will take place in the Adam's Mark Alabama Ballroom. Cash bars will open at 1800, and we'll sit for dinner at 1900. The program will consist of several exciting award presentations and some surprises. Menu choices will be Mobilian Beef, Chicken or Fish. Banquet cost: \$35 per person (if there ever was a bargain...).

## Sunday, 13 October

**BUSINESS MEETING.** We'll gather from 0900 to 1100 in the hotel for reports, presentations and other business. Coffee and rolls will be provided.

**PICNIC LUNCH.** A BBQ picnic will be served at Walters Park on the grounds of the Aviation Training Center beginning at Noon. Cost: \$15 per person.

*After that, it's...au revoir...adios...shift to departure control.*





**TIME CRITICAL !! - - - - MAIL BEFORE 9/1, 2002!!!**



# REGISTRATION MOBILE ROOST OCT. 11-13, 2002

<b>NAMES:</b> <i>Please check here if arriving Thursday, 10/10</i> <input type="checkbox"/>	
<b>ADDRESS:</b>	
<b>CITY, STATE, ZIP</b>	
<b>PHONES</b>	<b>DAY:</b> (    )    - <b>EVE:</b> (    )    -
<b>EMAIL ADDRESS</b>	

ACTIVITY	COST per PERSON	Number of PERSONS	TOTAL
Golf Tournament (Friday)	\$60		\$
Tennis Tournament (Friday)	\$15		\$
Tour A. (Friday)	\$40		\$
Tour B. (Friday)	\$10		\$
Evening Reception (Friday)	\$ 20		\$
Tour C. (Saturday)	\$40		\$
Tour D. (Saturday)	\$40		\$
Tour E. (Saturday)	\$40		\$
Evening Banquet (Saturday)	\$ 35	Beef <input type="checkbox"/> Chicky <input type="checkbox"/> Fish <input type="checkbox"/>	\$
Picnic Lunch (Sunday)	\$15		\$
Registration Fee	\$15 <i>(per registration)</i>	<i>Only one fee per registration form</i>	\$ <b>15.00</b>
<b>GRAND TOTAL DUE =</b>			<b>\$</b>

Please....Make your check to PTERO 2002  
And return your completed Registration and check to:

LCDR Tex Coffey  
c/o Commanding Officer  
CG Aviation Training Center  
8501 Tanner Williams Road  
Mobile, AL 36608

Contacts for questions:  
LCDR "T-Bone" Tardibuono  
Or  
LCDR Tex Coffey  
(251) 441-6719 or 6334

CUT ALONG THIS LINE IF REMOVING PAGE INSTEAD OF COPYING

# U.S.C.G. AIRCRAFT REPAIR AND SUPPLY CENTER, Elizabeth City, N.C.

By CDR Mark Butt, CG Aviator 2397

*[This brief overview of a vital CG aviation command is a substantially reduced edit of an outstanding comprehensive ARSC presentation]*

The Aircraft Repair and Supply Center traces its beginnings to the late 1930's, when the land of the current Support Center Complex at Elizabeth City was purchased by the government, and to its commissioning in 1947 with an initial complement of 10 officers and 63 enlisted personnel.

ARSC is **the** aviation logistics center providing one stop shopping for all CG aviation logistics support. ARSC not only overhauls, repairs and modifies all of the CG aviation fleet but also acts as its inventory control point, engineering technical center and information technology center. ARSC is responsible for overhauling/repairing aircraft; providing aircraft parts and equipment to the fleet; re-engineering and manufacturing of aircraft parts; performing complex, multi-million dollar contracting actions; providing technical engineering support; and providing teams of personnel who provide on-site field assistance to CG air stations and deployed aircraft. We are the who, what, when, and how of CG aviation and take to heart our motto, ***"We Keep 'Em Flying."***

We perform these services for 25 air stations operating approximately 167 aircraft as well as for deployed aircraft worldwide.

All major support functions related to an aircraft system are contained within four streamlined product lines. The four product lines at ARSC focus on HH-60 "Jay Hawk" and HH-65 "Dauphin" Helicopters, and HC-130 "Hercules" and HU-25 "Guardian" Aircraft.

Each year, ARSC overhauls 40

aircraft and modifies another 30. On an average day, our team ships 620 aircraft parts, responds to more than 100 technical/engineering questions, performs depot maintenance on 20 aircraft, works on an additional 3 aircraft for "drop-in" maintenance, manages 180 contracts valued at \$404M, has two expert teams repairing aircraft at air stations, and overhauls 300 component parts.

ARSC has earned high praise among government logistics organizations and the private sector, becoming the only place in all of government aviation where engineering, procurement, supply, depot maintenance and the information hub have been co-located.

ARSC occupies 14 buildings on 55 acres of the 822 acre Support Center complex.

ARSC employs 149 military, 495 civilians and 278 contractors. We are the largest employer in the seven county area around Elizabeth City.

We control the largest unit operating budget in the Coast Guard and possess the largest inventory valued at \$743 million. The aviation inventory we manage at more than 100 locations in the U.S. and Puerto Rico, with 99.995% dollar value accuracy — well above Department of Transportation Inspector General audit requirements — accounts for about three-fourths of all CG reportable inventory and, by itself, one-fourth of the entire Department of Transportation inventory.

Separate articles and more space than available here could provide details about management challenges, our unique organization and solutions to problems which are in place to deal with customer requirements, critical success factors, key business and support processes,

supplier and partnering relationships and various strategic factors.

Profound changes taking place throughout the Federal Government have a far reaching impact on the way we plan and manage our resources. ARSC, like most CG units, operates in a restricted environment with funding, regulatory and political restraints impacting our ability to meet goals.

The cost of aircraft ownership is increasing as our real dollar budget declines and operational tempo increases. Political activities affect our ability to meet customer requirements. The opening of new air facilities and meeting administration drug enforcement initiatives strain our system. Fortunately, our innovative people continuously create and implement programs that help our dollars go farther. Some major innovative programs include new product development, performance-based service contracts, reliability centered maintenance, on-line reverse auction, rapid deployment of aircraft improvements, and keeping our information systems on the cutting edge of technology. ARSC was recognized in 2001 for its efforts in excellence by being awarded the Commandant's Silver Quality Award.

What we do at ARSC has a definite impact CG wide. Our vision, ***"We Keep 'Em Flying by providing the right stuff, at the right place, at the right time, and at the right cost...EVERY TIME"*** is crucial to the CG in obtaining its vision, ***"The world's best Coast Guard...Ready today...Preparing for tomorrow."***

[See page 9 for a brief aviation engineering perspective from the Aeronautical Engineering Staff at CGHQ]



# USCG AIR STATION CORPUS CHRISTI

by LTJG Wendy Hart, CG Aviator 3496A

Air Station Corpus Christi, located onboard Naval Air Station Corpus Christi, has provided operational mission support for over 50 years along the 350 miles of coastline and 400 miles of inland waterways in the Texas Coastal Bend area. Established In 1950, USCG Air Detachment Corpus Christi served the entire western Gulf of Mexico with just one PBY-5 Catalina amphibious fixed wing aircraft, four pilots and eleven crew members. In the late 1950's, the detachment received two more aircraft and additional personnel. The detachment was formally designated Air Station Corpus Christi in the mid 1960's. Aircraft having served onboard the unit in the past also include the HU-16E Albatross, HH-52A Seaguard, HC-131 Samaritan and HU-25B AIREYE.

Currently, CAPT Kevin Marshall serves as Commanding Officer for both Air Station and Group Corpus Christi. The Air Station maintains three HH-65A Dolphin short range recovery helicopters and three HU-25A Guardian medium range fixed wing aircraft, operated by approximately 28 pilots and 100 aircrew. The area of responsibility extends from Port O'Connor, TX, south to the Mexican border in support of group units & MSO Corpus Christi. In addition, regular homeland defense maritime patrols and Search and Rescue support are provided throughout the Group Galveston area to the north.



The Corpus Christi area of responsibility requires a unique blend of mission requirements for the Air Station. The primary mission is Search and Rescue for which an average 360 cases a year are conducted contributing toward the Group's annual 112 lives saved, 1,707 lives assisted, and \$2,861,850 in property saved. Emphasis on homeland defense has resulted in continuous maritime patrols for the protection of the Port of Corpus Christi which is ranked fifth in the United States based upon total trade and is responsible for approximately one sixth of all gasoline refined in the country. Operation Gulf Shield ensures ongoing border enforcement for illegal migrants and counter drug operations and is even more critical with increased homeland defense initiatives. This border focus has led locally to the creation of a Border Control Initiative in which the Border Patrol, Customs, INS, Department of Agriculture and the Coast Guard share intelligence and combine enforce-

ment efforts. South Texas is also home to the largest shrimp fleet on the Gulf of Mexico. Joint fisheries enforcement efforts are coordinated with the National Marine Fisheries Service and the Texas Parks and Wildlife Department.

As to quality of life, Corpus Christi has a population of 335,000 people and attracts over 5 million people a year to its beautiful bayfront, warm sea breezes and clear blue skies. Downtown Corpus boasts such local attractions as the Texas State Aquarium, numerous museums, the Ice Rays semi-professional hockey team, and the USS Lexington. Just minutes to the south is Padre Island National Seashore which, at over 80 miles long, is the largest undeveloped barrier island in the continental United States. The park is open year round for beachcombing, camping, surfing, swimming, hiking, fishing and other activities. Nearby is the King Ranch which is one of the largest and oldest working cattle and horse ranches in the world. And finally, the cities and attractions of San Antonio and Houston are readily available for a day trip.

With the increasing responsibilities in homeland defense, law enforcement (migrant, counter drug, and fisheries), and environmental protection, the Air Station stands ready to meet its many missions and will continue to live up to the USCG motto, "Semper Paratus".



**With deep regret, we must report having been recently informed that two Pterodactyls have closed out their last earthly flight plan:**

**Captain Clarence R. "Hap" Easter, USCG (Ret), CG Aviator 522**

**Lieutenant Commander James D. Hunsucker, USCG (Ret), CG Aviator 1055**





## U.S.C.G. AIR STATION KODIAK, ALASKA

by LT Jimmy Zawrotny, CG Aviator 3393

A sign posted over the entrance to Maintenance Control in the helicopter hangar says it all: **“THROUGH THESE DOORS PASS THE BEST SEARCH AND RESCUE AIRCREWS IN THE UNITED STATES COAST GUARD.”**

The men and women of Air Station Kodiak seem to consider the onus of having the largest area of responsibility in the CG to be a badge of honor. They'll put it in perspective: "Imagine an Air Station in Seattle with regularly scheduled missions and SAR coverage in Houston." The sheer enormity of the area becomes evident during a typical "routine" mission, say, a MEDEVAC of an injured commercial fisherman. Not so routine when it's 600 miles away. For starters, you'll need two helicopter crews because one will be used up just reaching scene. Then you better warm up a C-130 to fly the second crew out the [Aleutian] "Chain" to take over. By the way, you might as well leave the "Herc" there to fly the victim back after the helo hoist off the ship because Life Flight won't go out there when it's snowing and blowing 45 knots over an icy runway. Oh, one other thing, the helo crew will be bringing along a severed limb in a bag of ice. So the Herc has *got* to be in Anchorage in the next hour or so to meet a Lear Jet who'll zip the guy to Seattle where there's a neurosurgery team assembling to reattach the limb... **tonight!** Just another day at the office.

Commanding Officer, Captain Darrell Nelson, whose father [RADM Ed Nelson, CG Av 715] commanded CGAS Kodiak from

1974 to 1976, leads a crew of over 360 active duty Coasties and civilians. Known for economy with words, CAPT Nelson's vision statement for Air Station Kodiak is posted outside his office door: "Provide unparalleled aviation services throughout Alaska." That's it. Tools for realizing this vision make up one of the most diverse aircraft inventories of any CG air station; 5 HH65A "Dolphin" helicopters, 4 HH60J "Jayhawk" helicopters and 5 HC-130H "Hercules" 4-engine tactical airlifters. Each airframe plays a unique but equally vital role in the performance of Kodiak's many missions.

The HH65A provides Pacific Area High Endurance Cutters on Alaska Patrol (ALPAT) with a reliable force multiplier. The best short-range SAR and Law Enforcement asset around, the Dolphins' mission is to provide reconnaissance and logistics capability to cutters operating in some of the planet's harshest conditions. Primarily used for Fisheries Law Enforcement, the reliable, all-weather HH65As are commonly launched as the first response to SAR cases in remote areas of Alaska while deployed aboard ALPAT cutters. In addition, ALPAT crews have supported worldwide Coast Guard missions including the Persian Gulf and both Arctic and Antarctic Polar Operations. The HH60J is Alaska's primary SAR asset. Fondly referred to as "Big Iron", the extended range capability of this powerful 22,000 pound helicopter, coupled with a rugged airframe, makes it an ideal platform for doing battle with Alaska's unpredictable weather and treacherous terrain. Often called upon to perform rescues in excess of 300 NM offshore, navigate narrow,

turbulent mountain passes or land in remote areas for MEDEVACs, the "Jayhawk" is the SAR workhorse of Air Station Kodiak. Its 6000 lb. sling load capacity also comes in handy for servicing remote aids to navigation. HH60J SAR Detachments in Cordova from May through September and St. Paul Island during Red Crab and Opelio Crab seasons reduce SAR response time during times of high-tempo fishing activity. With Alaska's frigid water temperatures, response time is critical and minutes can make the difference between life and death for mariners in distress.

The HC-130H is Kodiak's most versatile asset, providing long-range search, rescue helicopter escort and MEDEVAC capability, projecting the U.S. fisheries enforcement effort over-the-horizon, and serving as a supply train for remote LORAN stations, seasonal SAR detachments and interagency operations. The "Herc" is CGAS Kodiak's most capable law enforcement platform, spending countless hours patrolling the boundaries of the U.S. Exclusive Economic Zone, documenting incursions by foreign flagged vessels intent on stealing our precious marine resources and deploying to sites in South America and the Caribbean in support of counter-narcotic operations.

CG personnel make up a vital segment of the Kodiak community. Though the Air Station is the largest single command on the Island, Integrated Support Command (ISC) Kodiak also serves as home to various other commands including four cutters, a COMMSTA and a LORAN Station. Over 2000 Coasties and their families, in addition to being the single most powerful consumer voice on Kodiak, can be found in every





### ***Kodiak Air, Cont'd***

aspect of island life from the Elks and Rotary to Habitat for Humanity, local volunteer fire departments, rescue squads and church groups. One of the most enduring images of the Coast Guard's commitment to the people of Kodiak is the "Santa to the Villages" program. Every Christmas season, air station helicopters fly "Santa" and his "Elves" (Officers' spouses make great elves) to remote villages around the island so St. Nick can dispense candy and gifts to the children.

The history of Air Station Kodiak is colorful. Originally commissioned on April 17, 1947, Air Detachment Kodiak had one PBY-5A "Catalina." The unit grew steadily through the next two decades and was formally named Air Station Kodiak on July 1, 1964. Earlier that year, the great tsunami of '64 inflicted massive casualties on the Island but the courageous and dedicated crew managed to save all 6 aircraft. Despite flood condi-

tions for more than a month, the unit stayed fully operational, answering distress calls, flying survey flights and providing logistics support. They earned the CG Unit Commendation for their efforts. The Air Station Kodiak of today is not much different than the one of yesteryear, except that the Catalinas, Seaguards, Pelicans and Albatrosses have all retired to airshow and museum duty and the Dolphins, Jayhawks and Heres have picked up the load. The unit is currently getting a facelift, with two of the three hangars undergoing renovation and with new housing units under construction. Future plans include the introduction of the HC-130J and an expanded role in homeland security.

Surviving the endless nights, basking in the Northern Lights, recreating in the midnight sun and plying the vast Arctic skies are experiences not soon forgotten by those who have served in Kodiak.

The words on the sign in Hangar 2 proclaiming "The Best Search and

Rescue Aircrews in the United States Coast Guard" are big words, considering the company one keeps in Coast Guard aviation. But Kodiak aircrews thrive on a feeling that there's truth in them, perhaps not the day they arrive, but definitely by the time their tour is complete. The list of Distinguished Flying Cross and Air Medal recipients among Kodiak aircrews is too long to print, but Air Station Kodiak's history has not been all glory. Since 1966, 14 Kodiak aircrewmembers have made the ultimate sacrifice "that others may live." Their legacy of heroism is an ever-present reminder to the aircrews climbing out from beneath the shadow of Mt. Barometer that the volcanic cliffs and snowcapped spires of the Aleutian Archipelago grope the sky, and lest you end up in the Brown Bear's maw, best be wise to the cat's paw and the williwaw.



### **A Brief CGHQ Aeronautical Engineering Update by CAPT Barry Harner, CG Aviator 1887**

[Captain Harner is the busy Chief of G-SEA, the Commandant's Aviation Engineering Office]

FY-02 was a very difficult year for aviation as we had planned to lay-up a total of 19 aircraft (3 1600 series C-130's, 13 HU-25's, and 3 HH-65's). The events of 9/11 changed that, and the Coast Guard received supplemental funding to "buy back" 4 HU-25's and 3 HH-65's and operate at the 100% program flight level. The impact on the work force was horrendous as we lost 13% of our billet strength. Particularly hard hit were the aviation enlisted, as they will experience almost no promotion opportunities this year.

It has been a particularly challenging time in the aircraft logis-

tics support business because of the uncertainty and fluctuation of the fleet size (and program hours) and the effects of the upcoming Deepwater contract award. Imagine trying to support a system when all three contractor teams tell you that you won't receive any AC&I funding for any needed capability upgrades or supportability concerns for the remaining life of an asset. That aircraft (depending on who is awarded the contract) may be around until 2005 or until 2010. It should not come as a surprise to any of you that there are aging aircraft issues with our fleet...that is what Deepwater is designed to address. Our fixed wing assets (HC-130 and HU-25) average age is 19 years old, the HH-65 is at 14 years. and the HH-60J averages 9 years old.

The other significant point is that we fly our aircraft at annual program flight hour levels 2-3 times the DOD aircraft average. This fact coupled with our operations in a maritime environment and the effects of rescue swimmers bringing aboard gallons of salt water into our helicopters on each deployment adds up to a monumental corrosion challenge.

Fortunately, we have our PDM process. It is incredible to see an HH-65, HH-60, or an HU-25 come in beat and tired, be completely torn down, rebuilt, improvements added and delivered in show room condition months later. This has been our aging aircraft program and has ensured that we continue to send forth our flight crews in safe, standardized air-



## ON LINE PHOTOS

Ptero Charlie Dugan emailed us that he discovered a lot of photos of CG aircraft and other equipment on line. Thanks, Charlie. Here's the site: "[http://www.photovault.com/link/military/Coast Guard/MYCVolume01.html](http://www.photovault.com/link/military/CoastGuard/MYCVolume01.html)"



## NEWS FROM SPACE (almost)

Email exchanges 'tween our email guy Ptero Bob Watterson and CG Astronaut # 2 Dan Burbank (CG Aviator 2672) included this from Dan for our readers:

"...I was just assigned to STS 115, another International Space assembly flight, scheduled for 10 April 03. We're bringing up the second US electrical power element (P3/P4 truss with solar arrays). I'll be flying the shuttle arm to pull the truss out of the bay (and hand it off to the station arm for installation), then doing 2 of the planned 4 spacewalks to activate it and carry out some other assembly tasks. We're just now starting into our training flow. Imagine that — 1 year of preflight planning — not exactly what you'd call B-0. Just the same, we're happy to have it. NASA usually shoots for 1 to 1.5 years of training for missions like this. You would not believe the amount of generic and mission-specific information you have to assimilate. Sitting here at my desk, I've got piles of books and materials I'm already working on...warmest regards, Dan"



## ALPAT HISTORY?

...I am headed to ALPAT this summer and am planning on writing a book on the history and mission of ALPAT. [I'd like to] get in touch with any CG Aviators who have been stationed at Kodiak with ALPAT.

Ltjg Daniel Leary, email: [Dleary@astraversecity.uscg.mil](mailto:Dleary@astraversecity.uscg.mil)



## A RAINBOW IN A CLOUD THAT REFRACTS A CIRCLE ROUND THE SHADOW OF MY PLANE

[This will explain the photo on the back cover]

I was re-reading Pterograms and [some] things triggered the old brain to the think mode...in Sitrep 3-01 was the Airman's Prayer. I have seen it before but "To see a rainbow in a cloud that refracts a circle round the shadow of my plane" told me to check my photo album. Yes, some of us have seen this, but I was lucky and had my 35mm along. From my flight log: 31 July 1957...UF2G 1241 Kodiak Air Detachment... Intercept USMC J7F-C from Hawaii, lost port eng, 600 NM SW of Kodiak, 4 crew...CG pilots Lintner/McDuffee, aircrew Brooks/Turner/Prince.

Ptero AOC Guion M. Prince, USCG (Ret)

[The pic on the back cover is a black and white scan that reasonably depicts the more handsome largely light blue original photo...Ptero Prince also reported having Disney patches from Ecity and Ice Patrol...thanks much, Chief!]



## USCG Border Squadron One (history sought).

The late CG Aviator 14, retired CG LCDR Clarence Edge, commanded Border Squadron One in 1934. Help in researching details about that time, place, people and missions is requested by The Society for the Preservation of Historic Fort Sam Houston, Inc. Fort Sam Houston's Dodd Field was the base of the squadron. The Director of the Society is retired CG Reserve Captain Richard Whynot. If any reader has any information at all about that unit, please pass it along to any AOP address or Board member, and we'll see that it gets to the Society.



## CG Air Station Histories.

The Ancient Order would like to compile a history of CG air units, past and present. We can start with previously published articles, but we will be looking for methods of compiling and building on other known printed data and assembling new information. Of particular interest, before it is lost, are pieces of the history of closed air units such as Argentia, Naples, etc. So, ye old timers who served at those and other closed stations, how about looking in the attic, dusting off your log books and your memories, and sending us some history. We'll also be on the lookout for Pteros to help with this project.





## 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 Order. 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 Pterodactyl membership and "stay tuned" to your rich heritage and your own history-in-the-making. Your modest annual dues will help to keep you informed and make possible a multitude of active duty awards, memorials and CG aviation history-preserving- projects.

**Happy Landings, and again, Welcome Aboard!!!**

<u>CG Aviator Nr.</u>		<u>CG Aviator Nr.</u>	
3586	Barry J Miles	3593	Matthew S. Gingrich
3587	William A. Friday	3594	Rodney Rios
3588	William D. Field	3595	Michael Zeruto
3589	Todd X. Bloch	3596	Derrick F. Hendrickson
3590	Thomas G. Cowell	3597	Andrew J. Swale
3591	David M. Bartram	3598	Derek H. Mitchell
3592	Christopher Bonner	3599	Paul N. Laroche

*[Some may not care or agree, but ye ancient editor happens to be fond of the tradition associated with CG Aviator Designation Numbers...true, they won't buy you lunch at the G-Dunk or prevent a williwaw on final or guarantee you'll pass a check ride, but they are, in themselves, history...and for CG aviators, they are especially meaningful because of our relatively small numbers...consider that as of April, 2002, there have been only 3,599 CG aviators so designated since the Wright brothers flew...sometime over the horizon, # 3,599 will be looked back upon as an aviator pioneer in his own right...RJC]*



### Multi-mission Form:

#### Apply for Membership, Renew, Update Data or Place an Order

New Member    Renewal    Update Information    Ordering Item(s)

**(Renewals need enter only corrections/additions — see mailing label on back)**

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Spouse: \_\_\_\_\_  Ph.(\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_   
Email \_\_\_\_\_

**CHECK IF SPOUSE OR PHONE OR EMAIL NOT TO BE LISTED IN DIRECTORY**

**Sign me up for:**

- |   |                               |   |       |
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| <input type="checkbox"/> Life Membership                | \$150 (includes a Ptero Coin) | <input type="checkbox"/> St. Pete Disney Patch        | \$ 6  |
| <input type="checkbox"/> Annual Membership              | \$ 10                         | <input type="checkbox"/> Misc. Ptero T-Shirts (sale!) | \$ 13 |
| <input type="checkbox"/> Ptero Lapel Pin                | \$ 5                          | size: M ___ L ___ XL ___                              |       |
| <input type="checkbox"/> Ptero Ball Cap                 | \$ 15                         |   |       |
| <input type="checkbox"/> Ptero CG Aviation History Book | \$ 50                         |   |       |
| <input type="checkbox"/> Ptero Coin (5 for \$20)        | \$ 5                          |   |       |

Total Enclosed: \$

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Exchange Pilot

Dates Served CG: \_\_\_\_\_

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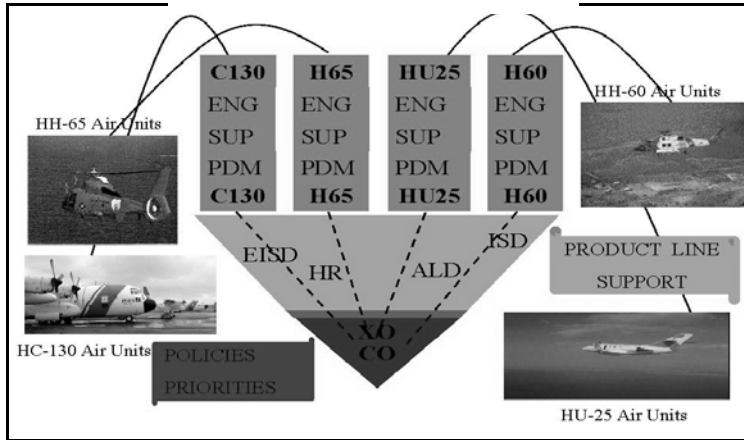
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**P.O. Box 9917**  
**Mobile, AL 36691-9917**

**Please make copies of this form and pass it to prospective new members.**

**Congratulations**  
**To AMTCM Mark Bigart of Sacramento Air Station**  
**For starting his reign as Enlisted Ancient Albatross on 24 April 2002**  
**We hope to see you in Mobile in October!!**

**ALSO IN THIS SITREP...REGISTRATION DETAILS AND FORM FOR THE 2002 25TH ANNIVERSARY ROOST AT MOBILE IN OCTOBER...REMARKS BY A FOUNDER...CORPUS CHRISTI AND KODIAK AIR STATIONS...CORRESPONDENCE AND MORE**

**ALL ABOUT ARSC...see page 6**



**WHAT? WHERE? WHEN? WHO? See page 10**



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