



PTEROGRAM

The Official Publication of the Ancient Order of The Pterodactyl (AOP)
AN ASSOCIATION OF COAST GUARD AVIATION PERSONNEL

Sitrep 3-06 Fall 2006 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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From ye ancient editor and scribe:

I continue to be blown away by the accomplishments of coasties and volunteers of our association. This Pterogram (Sitrep) documents material that ought to be of high interest to the populace of the United States of America and members of our great service, let alone pilots and aircrews carrying on a great tradition. Alas, it's always a struggle to communicate amidst all the events of the day. Thanks to the heroics of USCG aircrews and boat crews and many other blue-suiters on the ground during Katrina/Rita, and the film THE GUARDIAN, the CG and CG aviation is on the board.

I implore our readership to digest and enjoy these pages. There is a lot here to enjoy. Thanks to each and every submitter.

RJC

USCG AVIATION HISTORY INFORMATION REQUEST

We now have in place an on-line database roster of all aviators. Anyone can view it in total or just see their own profile or another profile. The database will be used by the Commandant's staff and by researchers. We have each name and aviator number in the roster list published and maintained by the CG Liaison Office at Pensacola, but we do not have other key dates and important information useful in conducting research. Toward that end, your history committee asks for your help in providing useful data on YOU.

PLEASE see the form on page 14 and gather and send in the requested information. If you have an internet connection, it will be greatly helpful if you will go on line to the address at the bottom of the form (P.14) and enter the data electronically. If you don't have a computer capability, please just copy the form on page 14, fill it out, put a stamp on and mail it.

YOUR volunteer CG aviation history committee THANKS YOU for your help!



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, OK, BETTER PAY NOW TO REMAIN ON THE ROLLS
Check out page 19 for the renewal application, AOP address, etc. Thanks for helping us carry on!



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A LETTER FROM THE NEW A.O.P. PRESIDENT *Kicking The Tires*



Aloha! As Coast Guard aviator 1520, I'm proud to represent over 1,100 Pterodactyls comprising the U.S. Coast Guard Aviation Association in its 30th year. What started out as the dream of four stalwart aviators representing flight operations, aeronautical engineering and safety to meet regularly and preserve the history and accomplishments of Coast Guard aviation, has grown into a marvelous professional association with outreach in the areas of recognition of excellence, museum support, aircraft restoration, artifact collection, archiving oral history, and providing a rich repository for professional authors. Norm Horton, Aviator 187, our last surviving Founder and my inspiration at the USC Aviation Safety program, must be intensely proud of you.

It's an electronic age, and the vast majority of our members are linked by the worldwide web and home computers. Some are young active duty coastguardsmen, Reservists and Auxiliarists. Others like me are "recently" separated from the Coast Guard and hard at work in second, third or fourth careers! Still others are fully retired, happy campers enjoying the fruits of their long labors. Whatever group you find yourself in, I'd like to reach out, shake your hand, and thank you. *Thank you for making our Association the finest of its kind anywhere in the world.*

Over the course of the next few months, I'll be reaching out to those of you who have access to e-mail and our World Class websites. I'll invite you to consider two things:

Will you join me and your fellow Board members in supporting leaders who will have volunteered to spearhead Committees aimed at (1) a 2007 Roost in the Nation's Capital, (2) Coast Guard Aviation Historical Research, (3) Communications - Website, E-Mail, DVD/book production, (4) Museums, Restorations, & Artifacts, (5) Recruitment of Sponsors, Benefactors, & Donors, (6) Membership development, (7) Unit Chapters? I would like to offer a framework that will allow you to volunteer your special skills electronically to whomever can put them to best use. Some of our volunteers give us a couple of hours a week or month scanning and digitizing documents like news clippings and awards ceremonies featuring their local air station. Others are helping by contacting State Historical Preservation offices to safeguard aviation paintings and monuments on the National Historical Register. Whatever you can do will be appreciated. We just need your interest and involvement!

Secondly, will a "President's 300," principally comprising, but not limited to, Aviators 1400 to 1700, step forward to lend support and become the next legion to champion our Association? In so doing, you will allow our predecessors to truly enjoy the fruits of their labors rather than becoming overwhelmed with the demands of managing an ever-growing and relevant organization. I encourage you to see ***"THE GUARDIAN"*** and thrill to the accomplishments of an organization that you built with great deeds and sacrifices. Your help is needed once more.



Very respectfully,

Ptero 1520

If you're on line and not receiving periodic emails from our emailmaster, maybe he doesn't have your current address. Send any changes to pteros@earthlink.net



ROOST REPORT

2006

Traverse City, Michigan, U.S.A.



[In compiling and composing this lengthy report, your scribe tried to be mindful of the need to document the event(s) as thoroughly as possible for historical purposes...any errors in accuracy are mine...several Pteros provided many fine photographs a few of which you will find in this Sitrep...most or all are now or will soon be posted on the association's website (www.AOPtero.org) thanks to Ptero Gary Gamble...Ed]

The near calm surface of the east arm of Grand Traverse Bay shimmered 'neath a waning summer sun as the Bay, pushed by a gentle northerly, lapped on the sandy beach of the Traverse City Bayshore Resort. Enough already! Get on with the roost report!

OK, already, let's take off. The weather was great with lots of sun and warm temps except for a very brief period of gray skies. The hospitality of our Traverse City hosts and hostesses was very warm throughout our time together beginning with a superbly organized registration and hospitality space in the Bayshore Resort. The Bayshore Resort, incidentally, served as a fine headquarters with an accommodating staff, outstanding rooms and a fine breakfast. Back to the hospitality space. What a wonderful space it was, with complete roost registration packets, beer, wine, soft drinks, munchies, etc., attended by people hard to beat as hosts. Here's a list of those warmly engaging, responsive individuals: LT Jeremy Anderson, Av 3530 (Air Station Traverse City Roost Project Officer), LTJG Jeremy Loeb and his wife Suzanne, CG Auxiliaries Mary Ellen Salen-ski, Jim Johnson, Peter Pronko, David Gummere and Dick Hayes.

The hospitality area, typical of roosts, was a place for reunions, conversation, hugs, laughter, maybe some truth stretching about weight of fish caught, height of waves encountered, kid's accomplishments, and so on.

Starting with but by no means ending with the hospitality gang, Captain Dave Throop, commanding officer, CGAS Traverse City, Av 2487, and his staff assembled a talented and committed ground crew to plan and coordinate an absolutely outstanding gathering. Others included Captain Dave's Executive Officer, Commander (Captain-selectee) John Pasch, Av 2706 and retirees Rusty Rast, Av 501, Jack Denninger, Av 1099, Carl Pearce, Av 1296, Ward Lewis, Av 986, Russ Gilbert, Larry Kidd, Av 958, Carl Brothers, Av 970, and Tom Haase, Av 1948, each of whose roles may not have been as visible as others but without whom, the success of the roost would not have occurred. Bravo Zulu, Captain Dave et al.

All of the tours and activities set forth in the roost plan of Sitrep 2-06 went down without a hitch as can be seen best on the faces of participants in photos. You won't view any grimaces or grouches because there weren't any.

Wannabe fishermen took Rusty Rast up on his challenge to hook the big one. Actually, a couple of Pteros actually did land a fish. Others weren't as fortunate (or as skilled). All, however, enjoyed the time on the water, etc., etc.

The Chateau Chantal Winery Tour was a big hit. The brief paragraph in Sitrep 2-06 touting the highlights could not embrace the fun of seeing everything the tour promised.

Aerial tours arranged by Larry Kidd lifted sixteen roosting Pteros who were provided the proverbial bird's eye view of the area and its magnificent scenery.

Golf. The weather and scenery were near perfect. The golf? Well, we hear it was fun.

The environment of the social gathering on Monday evening at the nearby Holiday Inn was super. The food was fine and plentiful, soft lighting added atmosphere, and reunion corners, standing and sitting, were evident for more than the time announced for the event. If you were lucky enough to be there, you know how nice it was. The tea tour (Wellington Inn Private Tour and Tea) was well attended by gals and guys and offered fine food, wonderful tables for conversation, an interesting presentation by the owner and an insight of how, in this now elegantly restored bed and breakfast, one can relive the life style of the rich and famous at the turn of the century just past.

And now, to the awards banquet, a few steps from the Bayshore Resort. More than two hundred and fifty nicely dressed Pteros and guests made their way to cash bars just outside an equally nicely dressed banquet hall where, once doors were opened at the appointed hour, our hosts executed a marvelous dinner and program.

Words here can't do the affair justice, as usual, but in the interest of documenting the event, we'll try.

With Pteros and guests at their tables, up stepped the C.O. of Air Station Traverse City, Captain Throop, to welcome everyone. He called a crisp, sharply uniformed USCG detail to bring on the colors.



The national anthem was played (and sung by the assemblage), and all pledged allegiance to the flag of the U.S., led by CDR John Pasch, Air Station XO.

Ninth District Chaplain Herbert Griffin offered prayer, and a great, dinner, as advertised, was served.

With dessert and coffee on short final, Captain Throop asked former commanding officers of air station to stand for recognition. There were more than a few present (and all actually managed to stand!). Captain Throop then introduced Prez George Krietemeyer, Av 913, to moderate the presentation of awards with the assistance of Captain Throop and Prez-elect Mont Smith, Av 1520. The Prez asked all active duty personnel to stand upon which all those seated brought their hands together as the room suddenly was adorned by a sea of CG Service Dress Blues. A great moment.

Then, upon hearing that a special award was to be presented, your Ancient Scribe, Av 744, reaching for his camera to capture the presentation, was startled and amazed to hear his name and call to front and center. Not much to do at that point but comply and receive from the Ancient Albatross, Ptero RADM Dave Kunkel, Av 1726 and currently Commander, Seventh CG District, on behalf of the Commandant, a Meritorious Public Service Award for volunteer scribe work on behalf of the Order. As startled and amazed as your scribe was, it was very nice to be appreciated.

Returning to the nicely printed program, next came the series of awards created and sponsored by the Order with awardees selected by the Commandant's staff.

The Captain Marion "Gus" Shrode Flight Safety Award was awarded to the Sector Corpus Christi Safety Department. CDR John Danaher, Av 2533, LT Juan Posada, Av 3572, and Ms. Jammie Fisher were cited for various superior achieve-

ments related to air station and Sector safety. Their work positively extended and applied risk management, hazard awareness and environmental management systems and programs throughout the Sector air, ground and boat assets and more than six hundred active, reserve and auxiliary personnel. CDR Danaher and LT Posada were present to receive the award from Cathie Zimmerman, CG Headquarters Aviation Safety Division Deputy.

The TAMSCO Annual Aviation Maintenance Award went to AMT1 Cletus Milan of Elizabeth City Air Station who received the award from Captain Joseph Baker, Av 2511, CG Headquarters Chief, Office of Aeronautical Engineering. Mr. Jeff Berry, representing TAMSCO, was also present. AMT1 Milan, as First Class Supervisor for the air station night maintenance shift and the unit's MH-60J technical expert, was cited for his inspirational leadership, superior technical knowledge, excellent mentoring and unwavering commitment to the hangar deck force. He was recognized for several examples of exceptional performance including extraordinary maintenance performed during the air station Hurricane Katrina deployments. *[This award which was first presented in 2003 has not yet been 'officially named'...a committee is considering nominations and is expected to make a recommendation to the Executive Board soon...Ed.]*

Katrina also resulted in this year's EADS North America Commander Elmer Stone Fixed Wing Rescue Award which was presented by Ptero Rear Admiral John Currier, Assistant Commandant for Acquisition, Av 1877, to the crew of HU-25 CGNR 2134 of ATC Mobile. LT Anthony Cella, Av 3449, LT Steven Talick, Av 3610, AMT2 Ralph Turner, AMT3 Bobby Acree and AET2 Andrew Goodison were recognized for exceptional airmanship and on scene commander performance in a mission

beginning on 30 August 2005. The crew first evacuated the Eighth CG District command staff from New Orleans' Lakefront Airport as Katrina's storm surge began pushing water across the runway. Waiting at Panama City, Florida for the eye of the storm to pass, the crew immediately returned to New Orleans in the wake of the hurricane, flying at the very edge of their aircraft's operational envelope through outer bands of the cyclone, encountering severe turbulence and hurricane force winds. CG 2134 was the first fixed wing asset on scene following the storm and, with land-based communication and air traffic control capabilities knocked out, quickly assumed on scene commander duties. The crew established radio guard for as many as twelve CG helicopters and for over six hours vectored helicopters to survivors, de-conflicted airborne assets and gathered critical information for the unified command center which was struggling at the time to assess the scope of the developing disaster. The crew was present personally to receive the award except for LT Cella. Mr. Jose Morales, represented EADS CASA and offered remarks about the new CASA aircraft (HC-135) and praise for the Coast Guard and CG aircrews. An impressive model of the aircraft was on display at the banquet hall entrance.

Rounding out the awards to active duty personnel was the Sikorsky Aircraft Corporation Captain Frank Erickson Rotary Wing Rescue Award which went to the crew of HH-60J CGNR 6035 of air station Sitka for a rescue in March of 2006. LCDR William Simmons, Av 3205, LCDR Walter Horne, AV 3458, AMT3 Karl Schickle, and AST3 Jon Houlberg launched to help locate a climber who had fallen into a 100 foot crevasse during a descent from a mountain named Devil's Thumb. In always treacherous



mountain terrain, 40 knot winds gusting to 60, with blowing snow, ice fog and visibility less than a mile, the crew successfully found the stricken climber. Conditions required a hover six degrees nose up and eighteen degrees nose right 'wing' down to maintain position for a 'maybe' hoist. A violent downdraft forced a maneuver to avoid ground contact and a harrowing departure from the scene. Subsequently, during a second attempt, the crew successfully delivered a rescue basket to the climber, and, as both pilots fought buffeting winds, struggling to maintain visual reference in the snowy condition, the flight mechanic and rescue swimmer quickly recovered the climber. After departing the scene on instruments, the crew proceeded to Petersburg, Alaska, where their rescued climber was delivered to a waiting ambulance.

Each of these active duty awards, with citations read by Captain Throop, exercised the crowd, i.e., all stood and applauded enthusiastically. Was that it? No way.

We still had a stirring address by Ancient Albatross Rear Admiral Dave Kunkel who, with humor and seriousness, offered personal aviation experiences and presented an overview of CG aviation today from the unique perspective of his early and recent assignments. Ptero Dave kept the assemblage tuned in from start to finish with his presence and message.

Before relinquishing the mike to the Prez, Ptero Dave had yet another surprise to spring. He laid on the Prez a Commandant Distinguished Public Service Award for not only his exceptional leadership as AOP prez but other national accomplishments doing the Coast Guard proud. More SA exercise (standing applause). *[Incidentally, before you receive this Sitrep, the Prez will have been feted at a Coast Guard Academy Alumni Associa-*

tion dinner as this year's Distinguished Academy Alumnus, another well deserved award...Ed.]

Skip Deacon, Av 2514, spoke briefly, but passionately, about his high regard for his deceased coastie Dad, the Coast Guard, CG aviation and the Ptero association. Now retired and a manager with CAE systems which provides CG C-130 simulator training at Tampa, Skip flew as pilot or aircrew in the H-52, H-3, H-65, H-60 and C-130.

The curtain then came down after brief announcements and invitations regarding the business meeting and air station BBQ scheduled for the next day.

Now on to the next leg of our 2006 roost mission.

The business meeting was scheduled for takeoff at 0800 on Wednesday but the twelve minute delay was not because of security or air traffic control, just the usual chatter around the coffee pot in the back of the ready room. Prez George did finally call the meeting to order and before the wheels were well asked Ancient Albatross Kunkle to deliver the Airman's Prayer.

The missing members list was then read as follows

Clark Johnson
James Maher
Warren Petterson
Paul Tiff
Clyde Tuggle
Michael Vance
William Wagell

From the floor, the following names were added:

William Knowles
Robert Smith

Prayers and well wishes were asked for the following Pteros in various physical needs:

William Bickford
Kwang-Ping Hsu
Richard Kerr
Robert Watterson

It was also announced from the floor, in the spirit of CG family for all to know, that pioneer SPAR

Dorothy Stratton had crossed the bar.

Prez George called Ptero LT Jeremy Anderson forward to stand before the group to receive laudations from the Prez aimed at the command, all the roost ground crew and especially at Jeremy for the terrific roost arrangements and execution. Jeremy received a CG History Book as a memento of his fine efforts.

Not so Ancient Secretary Cathie Zimmerman then presented a membership report. The report highlighted a total mail list of 1,256 including 1,141 members, 272 of which are listed as having paid dues to only 2005. They are subject to removal from the roles if they don't pay their dues very soon. With our limited volunteer time and budget, gentle reminders to everyone may not be practicable soon so if you're in that category or don't know, you are asked to focus on your status and pay up if in doubt. The good news is that we have recently gained 87 new regular or associate members, 5 new life members, and 87 members have transferred from annual dues paying to life members status.

From numbers of people to numbers of dollars...

Momentarily to be relieved as AOP Ptreasurer — at his own request after years of faithful book keeping and successful audits — Ptero Ptom McLaughlin, Av 1364, mounted the podium. Ptom announced that the Ptero Store was open just outside the meeting room and would remain so after the meeting so as many items as possible could be purchased so they wouldn't have to be transported back to inventory. He then reported the USAA account at about \$90,515, the checking account at about \$9,251 and accounts receivable at \$1,000, with no unpaid bills outstanding.

Then, with his relief, Ptero Ben Stoppe, Av 1646, at his side, Ptom

removed the petty cash jar from its velvet Crown Royal storage facility. Ptom and Ben then alternated recitations of the jar's contents, from the 25 centavos coin, French franc, United Air Lines cocktail chit, Ecity bus token, etc., all the way to and including the new addition of two Euros and, of course, THE lockwasher. Ptom then presented the jar and its lid and velvet Crown Royal storage facility to Ben, thereby signifying official ptransfer of ptreasurer responsibilities. Ben accepted and announced the change of the AOP mailing address to Post Office Box 222905, Chantilly, VA 20153-2905.*[The Mobile P.O. Box will remain in service for the next several months so that mail flow is not interrupted during transition.... this move to VA marks the third shift of postal 'headquarters' in thirty years of AOP life, the first two having been in CA and AL... regarding the ptreasury, prior to the roost and since approval of the election of officers, arrangements were coordinated to move the AOP checking account and provide all necessary reports and notifications accordingly...Ed.]*

Prez George, with a short speech and charge to his successor, then presented to Ptero Mont a leadership symbol for his desk in the form of a mounted pterodactyl with CG airframe markings, and thus, at about 0835 Eastern Time, with no more or less ceremony, the Ancient Order birthed a new Prez, and Ptero George, officially relieved, moved to the rear of the room to fill his coffee cup as the assembly saluted him and his leadership with applause.

Prez Mont, in a short statement, indicated that he and the other new officers were anxious to get on with their duties and while no substantive changes were planned, they would be working to keep the association in level flight with expanding membership, especially

amongst active duty aviation personnel. In his first official act as Prez, Mont introduced Ptero RADM John Currier, Assistant Commandant for Acquisitions.

Ptero Currier, who commanded CGAS Miami at the time of the 2001 roost at Fort Lauderdale, started with some nice words for both the past Prez and new Prez, then provided an interesting commentary from his Washington, D.C. perspective on various Coast Guard challenges.

He mentioned that the positive visibility of the CG during 9/11 and Katrina/Rita disasters has resulted in many challenges, including but not limited to the adjustment to the Department of Homeland Security, the assignment of time consuming collateral duties for several senior CG individuals as predesignated emergency officials and not having the new security-based posture suppress the search and rescue mission.

RADM Currier remarked on Commandant ADM Allen's clear vision and specific action orders aimed directly at various institutional management challenges. He cited some details in areas such as leadership, acquisition, overarching strategies with the Department of Defense, deployable operational units, maintenance systems, financial and personnel management. He mentioned Coast Guard strengths on hangar, boat and ship decks.

The focus of the meeting was then on the state of CG aviation provided, in turn, by Ancient Albatross Ptero RADM Dave Kunkel, Captain Joe Baker, CGHQ Chief, Office of Aeronautical Engineering, CDR James O'Keefe, Av 3088, from the Office of Aviation Forces, each of whom discussed various aspects of rotary and fixed wing procurements, assignments and enhancement programs. Expansion of use of force capability was detailed along with a brand new security mission assigned to the CG, air intercepts of

This first response mission involves special training and doctrine for CG aircrews. These riveting presentations were followed by a series of brief reports on current and planned Ancient Order projects.

Ptero Bob Johanson, Av 869, indicated restoration progress for one of three long retired HH-52's needing lots of work to reach museum display condition. The hope is to finish one, place it temporarily until it hopefully becomes a Smythsonian display. This will not happen "tomorrow," but substantial progress is being made toward that day which will represent a major achievement.

Ptero Paul Busick, Av 1341, praised the support of Pteros in pledging more than \$200,000 to the new Alumni Center at the CG Academy for the purpose of adding a significant aviation presence in that building. He lauded the Ancient Order for providing the beautifully carved and gold leaf aviator wings now prominent in the Center and also Order support for the Cadet Aviation Club which now numbers some 150 members.

Ptero George Krietmeyer offered two short reports. Upgrades in the CG exhibit at the National Museum of Naval Aviation at Pensacola are planned and designed and while movement is slow as it sometimes is at museums, there has been some progress. On the subject of naming the annual aviation maintenance award, a Chief Petty Officer Oliver Berry has been recommended by several people who knew of him and his performance circa 1940's. Now it remains to complete research on him which will include a volunteer visit to archives at St. Louis.

Ptero Gib Brown, Av 795, CG aviation history website creator and manager, cited the impressive and continuing growth in visits to the site from many places in the world.



He mentioned that two new full time civilian historian billets have been filled, one each on Atlantic and Pacific Area staffs. The Atlantic area historian, Dr. Bill Thiesen, was present during much of the roost. We are also in contact with Dr. Dave Rosen, Pacific Area. *[Please see elsewhere in these pages for more on the Office of Historian and related projects...Ed.]*

Ptero Gib also mentioned the Roll of Valor now on the site which is continuing to expand as data is gleaned. Inspired by Pteros, this is the only list of CG aviation personnel who have received the Silver Life Saving Medal or higher award and numbers in the hundreds now and and grows. Upon learning that no such list exists, a small handful of Pteros set about to correct that which required and still requires research to air stations records, recipients, archival records, etc. Data is still coming in. *[Instrumental in this effort to find, massage and display the data have been Pteros Bear Moseley, Av 743, Chuck Hahn, Av 751, Bob Workman, Av 914, Cathy Entman and Gib Brown of the history committee...Ed.]*

President Mont thanked and acknowledged the contributions to the Order, CG aviation and the CG by the history committee and also other volunteers, namely Ptero Gary Gamble, outstanding AOPtero.org webmaster, and Ptero Ptom Rich, outstanding email list manager. He also mentioned that he intends a focus for involvement by members and prospective members in their fifties and sixties; for aviators, that means number about 1400 to 1700 or so should stand by. Pop Up projects are expected, and the Executive Board will deal with them as the do. The new President then proposed that the 2007 roost be held in the Washington, D.C. area, probably the last weekend in September. Affirmation by the assemblage was sought and delivered absent any

other specific invitations or plans for another site. *[Rumors abound about 2008...Ed.]*

As the meeting turned final, the opening of the floor for comments and questions surfaced the following info.

CG Aviation Hall of Fame nominations are normally opened every two years and are now open *[See page 14...Ed.]*

Our new Vice President, Ptero (Captain, Ret.) Paul Langlois, Av 1954, could not be present at the roost having just retired as C.O. of the Personnel Center in Virginia and relocated to California where he has transitioned to Director of Operations of a corporate helicopter operation. He is well engaged in AOP operations thanks to communication technology, and we'll hear more from Paul.

The film "Guardian" is terrific by all accounts, and all are urged and expected to see it.

The gavel fell on the 2006 business meeting on time and on budget with many smiles and visits to the nearby Ptero store. Soon thereafter, luggage was seen rolling through the lobby, the parking lot of the Bayshore was filled with ground vehicles of various description being loaded, and more than one hug happening as the hungry crowd motored to Traverse City Air Station, only a few miles distant. There, under blue skies, the air station hangar became a 5 star restaurant with an efficient, tasty and plentiful BBQ meal, more opportunities for conversations with new and old and older friends and a most spectacular cake which would be hard to beat at the most expensive buffet.

Thus, the 2006 roost was chocked and switches were turned off. It remained only for bills to be paid, at-

tendees to head home and locals to resume more normal activities. It was a good one. A very, very good one.



Our Ancient Albatrosses seemed to have a pretty good time, too.



ANCIENT ORDER CHANGE OF WATCH and MAILING ADDRESS

The transition of Ancient Order leadership which officially took place at the Traverse City business meeting involved only the four new officers elected earlier this year, Prez, Vice Prez, Secretary and Ptreasurer. Trustees, the Board of Advisors, webmasters, emailmaster and scribe remain unchanged for the moment.

As mentioned in the roost report and cited elsewhere in this Sitrep, the AOP postal mail address has changed from Mobile, AL and is now: **P.O. Box 222905
Chantilly, VA 20153-2905**



THANKS FOR THE MEMORIES

(Submitted by the recent past Prez, Capt. George Krietemeyer, USCG (Ret.), Av 913)

I want once again to thank the membership and in particular as many of the volunteer “key players” as I can remember for all the support of and participation in our Coast Guard Aviation Association (aka Ancient Order of the Pterodactyl). Some on the below list have been members since the very first meetings in 1977.

You all know it takes teamwork to see an organization grow and prosper as ours. This listing represents some of the movers and shakers who have kept us on course and on glide slope these many years. If I have forgotten someone or you see another error, please report corrections, fill-in-the-blanks, etc. to help construct as complete and accurate record as possible. *[Please ‘report’ to the Ancient Scribe...Ed.]*

DURING THE WEST COAST ERA, 1979 — 1993

THE FOUNDING FOUR

Andy Wall, Av 182 — Gus Shrode, Av 527 — George Thometz, Av 530 — Norm Horton, Av 187

President

George Thometz, Av 530 — Arne Soreng, Av 661 — George Garbe, Av 708
Frank Chliszczyk, Av 1147 — Fred Schubert, Av 682

Vice President

Bob Livingstone, Av 252 — Leroy Lander, Av 653 — Charlie Moorhead, Av 784 — and others above

Secretary, Treasurer

Gus Shrode, Av 527

DURING THE GULF COAST ERA, 1993 — 2006

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George Krietemeyer, Av 913

Vice President

Bill Bickford, Av 761 — Ray Copin, Av 744

Secretary

Gary Grow, Av 1205 — Cathie Zimmerman

Treasurer

Bill Bickford, Av 761 — Tom McLaughlin, Av 1364

Webmasters (main AOP site)

Gary Grow, Av 1205 — Gary Gamble, Av 1826

Webmasters (CG Aviation History site)

Email List Managers

Bob Watterson, Av 891 — Tom Rich, P-2596

History Team

Gib Brown, Av 795 — ‘Bear’ Moseley, Av 743 — Bob Workman, Av 914 — Bob Johanson, Av 869 — Carl Swickley, Av 725 — Chuck Hahn, Av 751 — Cathy Entman

We owe these and other Pteros gratitude as new officers, Pres., Vice Pres., Sec’y, Treasurer with Av numbers more than 1,000 put their hands on the yokes/cyclics. I’m confident they’ll soar higher, faster and further than we ever dreamed. But they can’t without help. Ask what you might be able to contribute and then volunteer to assist.

Semper Paratus



PTERODACTYL ONCE AGAIN ROOSTS IN SPACE

Life Ptero, CG Aviator 2672, soars in Space Shuttle Atlantis

[While some of us reveled at Traverse City, Ptero CDR Astronaut Dan Burbank was circling earth...we tried unsuccessfully to arrange live communication with Dan during the banquet...since Atlantis returned, Dan has understandably has been a busy fella but took time to provide a sampling of spectacular photographs...the photos are on page 10 in color but to save space there for other color pics, black and white versions are posted here with Dan's comments and captions...thanks and Bravo Zulu, Dan...we'll all look forward to hearing more from you in the future...Ed.]

Here are a few photos from the [STS-115] mission. We've been swamped with post-flight activities (debriefings, reports, etc.). After that, it'll be several more weeks before I dig myself out of my email inbox.



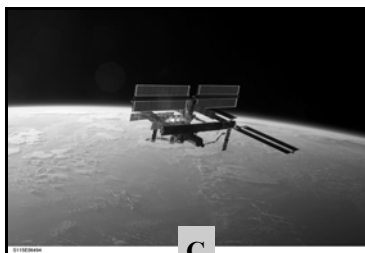
A

9/15/06 This is a view of Atlantis' middeck taken on the evening before undocking. We were hosting the ISS Expedition 13 crew for dinner. I'm in the middle of the picture with Brent Jett in the upper left. He and I are preparing the meal



B

in the shuttles oven/rehydration station. Thomas Reiter, is on the right. The packages you see attached to the wall in the upper right are the entrees. Some are thermo stabilized sealed packages that only require heating. Others are dehydrated meals into which we add water, which incidentally is produced as a byproduct of electrical power generation in the shuttle's fuel cells. The fuel cells combine cryogenic hydrogen and oxygen to generate electricity and in so doing, produce water. On the space shuttle, water is used for drinking and for food preparation. It is also collected in containers and transported to ISS. Interestingly the ISS, which uses the sun's energy for electrical power generation, uses some excess electricity to break the water back down into oxygen (for breathing) and hydrogen (vented overboard). The shuttle and ISS are good symbiotic partners for each other, in that respect.



C

9/17/06 The ISS from Atlantis, following undocking. Taken by Steve MacLean. We've just completed a full 360 deg flyaround ISS and

have just completed the first of several separation burns which will put us in a station keeping position 70 miles behind the station. That allows for a re-rendezvous and docking in the event we were to discover critical damage to the orbiter's thermal protection system during the next day's robotic inspections.

That's me on Atlantis' flight deck with [Sitrep 2-06]. *[Look closely and you'll see that the 'Gram is weightless...pretty hard to top our journal for height and distance...Ed.]*



D



E

9/21/06 This was taken by Heide as we were getting ready to do the deorbit burn in preparation for landing at Cape Kennedy. We've all just spent the last 3 to 4 hours getting Atlantis configured for reentry

(installing seats, stowing equipment, reconfiguring the onboard computers and navigation equipment, etc.). We just donned our ACES (advanced crew escape system) suits, which we wear during launch and entry to protect us in the event of a cabin leak. Each of us also wears a parachute with integral life raft and survival gear, plus a harness that includes inflatable floatation bladders and pressurized bottles of breathing air.

[Dan thoughtfully added the following note...Ed.]

Here is a NASA website you can peruse to look through other in-flight imagery...(<http://io.jsc.nasa.gov/index.cfm>). If you select Browse>STS Missions>STS-115, you can access the photos by flight day (or other category). Once you're in that subset, select the photo you're interested in, and there's an INFO tab that includes a photo caption (occasionally), time/date, camera settings, etc. Other tabs allow you to download a high res image, low res image, or PowerPoint-sized image. Note: don't use the time/date that's listed with the thumbnail – that's when the photo was downloaded and added to the data base, not when it was taken.



From NASA's photo of the STS-115 crew

We thank you, Dan!





From the September 2006 Shuttle *Atlantis* mission to the International Space Station. Please see page 9 for the captions.



JUST A LITTLE SAMPLING OF PHOTOS FROM THE GREAT ROOST OF 2006



Project-Point-Guy Jeremy Anderson working, work-



Assorted Pteros in the fine hospitality space



*Jerry Fenlon, Av 270 meets
Jeremy Loeb, Av 3804A in hospitality*



*Alain and Gary Gamble
on tour*



*Intrepid aerial tourists Andy & Carol Gerfin, Margaret Davis, Art & Edna Ross, Bill & Pam Rollins,
Bob Bush, Tom Rich, Pat Csintyan, Cathy Entman, Jim & Baxter Middleton*



The Rich's on



*Assorted Pteros
with assorted
tea goodies*



*Steve at tea,
mooching?*



*Some successful fisher of fishes
Johanson, Gamble and Wood*



*Rusty Rast
offers advice
en route the
best fishing
grounds*

MORE ROOST PHOTOS Thanks to Ptero photogs (or photo contributors) esp. Pteros Gary Gamble, Tom Rich, Rholin Anderson, Larry Kidd, Vic Primeaux



The Monday evening social brought together many a group reunion who enjoyed a fine buffet



Proud for sure!



*Roost Hosts
Capt. & Marina Throop*



Ancient Scribe surprised by Ancient Albatross Kunkle



Flight Safety Award - Enlisted Ancient MacDougall, Ancient Albatross Kunkle, CDR Danaher, LT Posada, Cathie Zimmerman



Aviation Maintenance Award - Mr. Jeff Berry, Enl. Ancient Albatross MacDougall, Ancient Albatross Kunkle, AMT1 Milan, Capt. Joe Baker



Rotary Wing Rescue Award - Enl. Ancient Albatross MacDougall, AST3 Houlberg, LCDR Timmons, LCDR Horne, Ancient Albatross Kunkle



Fixed Wing Rescue Award - Mr. Jose Morales, Enl. Ancient Albatross MacDougall, Ancient Albatross Kunkle, AMT3 Acree, AET2 Goodison, AMT2 Turner, LT Talick, RADM Currier



Prez George Surprised By Ancient Albatross Kunkle



Past treasurer Ptom McLaughlin passes the books and petty cash jar to Ptero Ben Stoppe



New president Ptero Mont Smith gets a stuffed pterodactyl from old Prez Krietemeyer



Mr. & Mrs. AviationMaintenance AMT1 Cletis Milan & Jessica

FLYING THE BORDER WITH THE COAST GUARD

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

[Senior Chief - Ret. Ken Freeze, as a researcher seems to ferret all sorts of stuff from dusty shelves...his assistance was helpful in documenting accidents depicted on the memorial wall at Elizabeth City...here, in the first of a two part submission, he chronicles an interesting segment of CG aviation history no doubt unknown to coasties and certainly the public...Ed.]

There's a long tradition of smuggling 'things' into and out of the United States. Long seacoasts and remote open borders have made smuggling just about anything into the country quite easy. During the years of Prohibition, smuggling reached a high point and while the Coast Guard patrolled the coastlines, Customs and Border Patrol officials had their work cut out for them along the long borders. Before long, it became apparent that the best apparatus to patrol the vast expanses of the country's boundaries was the airplane. However, while the Coast Guard had aircraft, the Border Patrol had neither planes nor the money to operate them.

Fortunately, the smugglers themselves provided the answer. One by one, Customs officials were able to seize aircraft and put them to use in their own unofficial 'Air Force.' Although no money was provided for their operations and their use was officially discouraged by Washington, to the men patrolling the borders, they were the right tool at the right time.

In Texas, with the aid of the U.S. Army at Dodd Field, Fort Sam Houston, near San Antonio, a rag-tag group of nondescript aircraft were kept flying with obsolete parts and materials. Eventually, they were even able to acquire the use of

an old hanger at the field.

That they were even able to fly the aircraft at all was in itself a minor miracle. Yet not only were they able to fly the aircraft but were very effective in stemming the major smuggling activities. In short, they were too effective to be ignored. But, what could Washington do?

Coast Guard Takes Over

Finally, in 1934 the Secretary of the Treasury, Henry Morgenthau, stepped in with a solution. He directed that all flying activities of the department be consolidated under the cognizance of one organization, the Coast Guard.

While the decision was probably a blow to the men who had created the informal air force, in retrospect it was probably the only option. Without the funds to properly maintain the aircraft and train its pilots, the Coast Guard was the only agency within the department that already had trained pilots and experience in handling aircraft.

Thus on March 9, 1934 all air operations of U.S. Customs transferred to the Coast Guard. Air detachments at Buffalo, New York, San Diego, California and San Antonio, Texas were established to support U.S. Customs and Border Patrol operations.

While the order provided no additional funding, the Coast Guard was

getting, at least on paper, 15 additional aircraft.

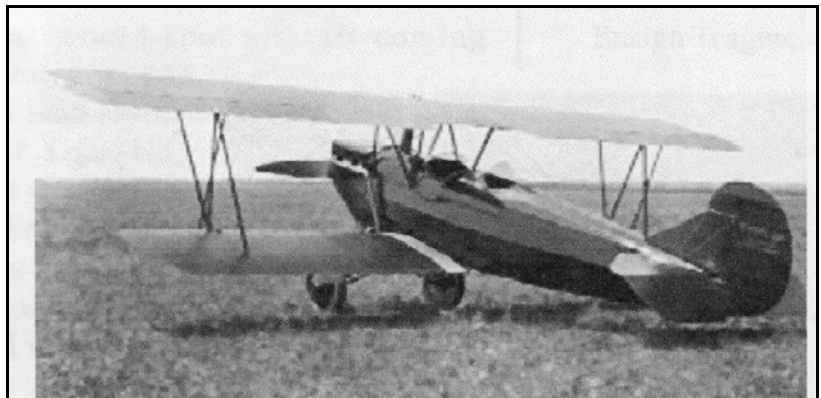
That spring, Coast Guard personnel arrived at Dodd Field to take over air patrol duties. The small unit consisted of five men commanded by Lieutenant Clarence (Larry) F. Edge charged with patrolling nearly 2,000 miles of border between Mexico and along the Texas, New Mexico, and Arizona borders.

First Deadly Crash

A bit before 11 a.m. on a morning of May 29 1934, one of the former Customs planes, a Curtiss Falcon Mailplane, was readied for a transport flight. Lt Edge was flying Harry L. Sexton, the U.S. Collector of Customs for San Antonio, home from a meeting in El Paso.

The plane took off from the dirt runway of Briggs Field, Fort Bliss, El Paso, however, shortly after take-off, Lt. Edge noticed the water temperature was unusually high and decided to turn back to Briggs Field. Within a mile of the field, the plane began to lose altitude and the engine died.

As Lt. Edge landed the plane, it hit a rough spot on the field and nosed over into a sand hill. Gasoline from the wing tank began to leak, feeding a small fire that soon engulfed the plane in flames.



A Seized Curtiss Falcon Turned Over To The Coast Guard



Lt Edge tried to pull the unconscious Sexton from the plane. His struggle to save Sexton only ended when pulled away from the plane by two others who had witnessed the crash.

Sexton was dead, Lt. Edge severely burned on his face, and arms spent several weeks in the Fort Bliss Army Hospital recovering from his injuries.

It was not a good start for the air detachment, barely operational and a ready a fatal accident.

A short time afterwards, a survey of all the aircraft turned over the Coast Guard was ordered. Nearly all were written off for not being airworthy. Before long the air detachment would consist of three new Waco J2Ws.



A Waco J2W Ready For Patrol

Patrolling a Sea of Sand and Cactus

Just a little over a month after it was announced that the Coast Guard would be patrolling the border, the El Paso Chamber of Commerce made their first move to have a Coast Guard air station there. The El Paso Times declared that the chamber had asked Congressman R. Ewing Thomason to take the matter up with officials in Washington. Noting that a \$125,000 contract to establish an air station in San Diego had just been awarded, city officials were probably hoping to see a similar contract for their city.

Ultimately the air detachment moved from San Antonio to El

Paso. El Paso was in fact more centrally located for the area the detachment was responsible for along the Mexican border.

Working in tandem with Border Patrol Agents, the Coast Guard aircraft patrolled the border watching for suspicious activities. Fishermen fishing in the Rio Grande sometimes turned out to be aliens attempting entry into the U.S, while smuggling everything from gold to cattle was taking place on a regular basis.

The patrol areas were enormous and flown over very remote and isolated areas. The crews took with them emergency equipment and handguns including the famous Thompson machine gun.

Any unusual activity, a stray car or group of people, were reported to Border Patrol units for interception.

The unusually clear air of the border area also allowed for the easy spotting of other aircraft at great distances. Often Coast

Guard aircraft would spot planes coming across the border and force them to land for inspections. If signaling didn't get the desired response from the suspicious plane, showing the Thompson usually made the message loud and clear.

But, there was more going on along the border than just smuggling. The remoteness of the border regions also made it a prime area for hidden stills. Although Prohibition had ended, there were still those who wanted to avoid liquor taxes. After all, those that had avoided paying taxes for years during Prohibition didn't see any reason to start after it had been repealed.

Then there were the traditional missions the men of the detachment



WACO Escorting A Suspicious Plane To A Landing Strip For Inspection

were used to, like searching for people lost in the wilderness or medical evacuations. During the summer and fall hurricane season, planes would fly along the coast and drop message blocks with long yellow streamers to vessels at sea and people along the low lying areas of the coast to warn them of any threats. In all, as was Ops Normal for Coast Guard pilots, do whatever was required, wherever it was needed.

TO BE CONTINUED IN SITREP 1-07



Salem Air Station aircrews might want this new "heritage" patch produced by the "Patch Guy," LCDR Wess Wessling, CG (Ret) who has documented more than 4,000 CG patches. This one has bright colors not shown here. \$6.

Go to www.rexmwess.com/cgpatches/cgpatches.html, click on Edit, then Find, and look for Salem or W4432.

Coast Guard Aviation Hall of Fame — Nominations Open

The Hall of Fame was established and is sponsored by the U.S. Coast Guard Aviation Association (The Ancient Order of the Pterodactyl). Inductees are honored and memorialized by individual bronze plaques located in Erickson Hall at the U.S. Coast Guard Aviation Training Center, Mobile, Alabama. In addition, whenever possible, inductions are celebrated at special ceremonies.

Process and Criteria:

Nominations may be submitted to the Executive Board of the association by any active member in good standing. Nominations are considered on a cycle of approximately every two years. In any given cycle, inductions may range from none or more than one. Nominees must not be on active duty and have made a significant contribution to Coast Guard aviation. Significant means a single noteworthy action, or an extended activity which positively influenced Coast Guard aviation. The achievement should be measured in a historical context and should clearly demonstrate an important advancement in Coast Guard aviation. Contributors to any element of aviation, e.g., operations, engineering, safety, administration, may be considered for induction. Single operational achievements may be considered if the action is historically noteworthy and merits recognition beyond that which may have already been provided by an official Coast Guard award.

Nominations should be accompanied by sufficient detail and documentation supporting the nomination so that an evaluation may fairly compare the submission with past and current nominations. There is no established form for submissions, but clear and concise documentation is desired.

Nominations should be submitted (two copies) by postal mail before 1 March 2007 to AOP, P.O. Box 222905, Chantilly, VA 20153-2905. You may submit by email to MSmith@airlines.org BUT also send at least one copy by postal mail.

Present Members.:

Captain W.J. Kossler
Rear Admiral B.M. Chiswell
Commander E.F. Stone
Captain F.A. Erickson
Captain D. B. MacDiarmid
Captain C.C. Von Paulsen
Commander S.R. Graham
Lieutenant J.C. Rittichier
Rear Admiral N.B. Hall

Lieutenant J.A. Prichard, Jr.
Radioman First Class B.A. Bottoms
World War II CG Aviation
Maintenance Personnel
Commander B.A. Melnick
Commander G.E. Brown



Combat Air Rescue Pilots, 1967-1972

Lieutenant R.V. Butchka
Lieutenant Commander J.L. Crowe
Lieutenant L.A. Eagan
Lieutenant R.E. Long
Lieutenant J.M. Loomis
Lieutenant R. Martin, III
Lieutenant Commander L. Mixon
Lieutenant J.C. Quinn
Lieutenant R.T. Ritchie
Lieutenant J.C. Rittichier
Lieutenant J.K. Stice

INFORMATION REQUEST FORM (SEE PAGE ONE FOR BACKGROUND)

Last Name: _____ First Name: _____ Middle Init: _____
 Phone: _____ Email: _____ Aviator Number: _____
 Date of Birth: _____ (Mo.-Day-Year)* Birthplace: _____ (City, State)
 Service Start Date: _____ (Mo.-Day-Year)* Service End Date: _____ (Mo.-Day-Year)*
 Date Designated Aviator: _____ (Mo.-day-Year)* Current/Last Rank: _____ (e.g. CDR, O-5)
 Other Military Service: _____ (e.g. Army, Navy, Air Force, Marine Corps)
 Last enlisted rate (if applicable): _____ Status: _____ (e.g. Retired, Active Duty)
 Aircraft Qualified: Fixed Wing _____ Helicopter _____

Comments/Significant Events/Awards (Silver Life Saving or above): 250 characters maximum

*(Mo.-Day-Year e.g. Jan-01-1923)

PLEASE SEND TO GIB BROWN, Webmaster AT 2018 Trail Creek Circle, Twin Falls, Idaho 83301 **OR**
 ENTER DATA ON LINE AT http://gibbrown.com/coldfusion/aviator_roster.cfm

THE OFFICE OF THE COAST GUARD HISTORIAN *A Brief*

[USCG aviation history preservation has emerged as a bellweather mission of the A.O.P....Pterograms and news outlets regularly chronicle detailed stories, reports, summaries, etc., usually revealing just a hint of the actual minute-to-minute events at CG unit-after-unit, all around the U.S.A. and around the globe. We all recognize, or should, that there's so much going on everyday that the challenge of capturing, preserving and displaying everything with words and/or photos borders on the impossible...the Commandant of the CG has on his staff in Washington, D.C. a small office to shoulder this awesome task...volunteers can and do help, and Pterodactyls, individually, and as an association can and do help...here is a very brief introduction to the Historian's staff...the next pages give a peek at just some of the areas where Pteros are engaged in this important effort...Ed.]

The Coast Guard Historian's Office has been around since 1972. There was a single historian employed in the office until 1989. The office staff has grown in the past several years. Perhaps one of the most important functions is answering the 8,000 yearly inquiries from external and internal audiences. To answer most of the questions the historians rely on the manuscript collections in the office. They contain unique materials from USCG offices and sometimes duplicate the material in the National Archives. Included within the Archives are also the Special Collections. The Special Collections comprise personal papers, oral histories, photos and other documents of persons who served in the Coast Guard, including former Commandants and other flag officers.



Port to Starboard, Jeff Bowdoin, Erma Hill, Scott Price, Bob Browning, Chris Havem

The Historian's Office archives includes over 2,000 linear feet of documents, books, manuals, photos and Special Collections that in addition span over 250 linear feet.

The staff at Headquarters consists of three historians and an archivist. The most senior of the staff is Dr. Bob Browning who has been with the Coast Guard for over 18 years. He received his B.A. degree at the University of North Carolina at Wilmington and an M.A. degree in maritime history from East Carolina University. He earned his Ph.D. in Naval and Military history from the University of Alabama in 1988. Dr. Browning served as Curator of the Battleship *Texas* for two years and began work with the Coast Guard in 1989. Dr. Browning has written more than forty articles relating to Coast Guard, naval and maritime topics and is the author of four books.

Scott Price, the assistant historian, earned his bachelor's and master's degree in U.S. naval history from the University of Nebraska. He is currently enrolled in the Ph.D. program at George Mason University. The author of over 20 articles on Coast Guard history, he has served as the assistant historian of the Coast Guard for 13 years. He is also the webmaster for the Coast Guard Historian's Office. The website gets over 100,000 visits a year and is more comprehensive and better developed than many of the other military service's historical websites.

Mr. Christopher Havern has worked for the Historian's Office since June 1997. In addition to his duties in the USCG Historian's Office, he is a PhD Candidate in Military History at the University of Maryland-College Park working on his dissertation on the evolution of American naval gunnery in the early 20th century.

Ms. Erma Hill has worked for the Coast Guard Historian's Office since 1999 and for the Federal Government for nearly twenty years.



A SEARCH and RESCUE ... **... of and for RECORDS of SEARCH and RESCUE** (From a submission by the Office of Coast Guard Historian)

The Coast Guard Historian's Office [CGHQ, Washington, D.C.] recently attempted an experiment. The historians have worried for years about the survival rate of official Coast Guard records. They are initially transferred to regional Federal Records Centers which are no more than big government warehouses. Here they sit for up to 75 years before either being destroyed or saved for the National Archives. The CG Historian, Dr. Robert Browning, decided to see if there were records scheduled for destruction worth saving in these warehouses. Unfortunately, most CG offices that transfer their records to the Record Centers do not inventory boxes they send. A box, or series of boxes, are labeled with unit name, type of records in the box, and years the records span, but that's it. No idea what records are actually in the boxes. The only way to find out is to open the boxes and look at the records.



Therefore, the Historian decided to pull 200 boxes identified as SAR records from the First District to see if the records were worth keeping permanently. After Elizabeth City graciously permitted use of a Hanger space for this project, three Pterodactyls graciously volunteered to assist the Historian and his crew. Pteros Dave Bosomworth [Av 699], Chuck Hahn [Av 751], and Billy Richardson, [Av 745] jumped to the task at hand. Everyone grabbed a box and began the task of assessing their contents. The group pulled records that were deemed "historic," lost vessels, deaths at sea, cases that received significant national or international attention, or those in which someone from the Service was killed in the line of duty, etc. During long hours, these veterans regaled other workers with tales from their careers and kept everyone in good spirits!

Boxes and Paper and Volunteers

From mid-day Wednesday until Friday morning, the team went through each of the 200 boxes, some with hundreds of SAR case files in each box. They viewed and checked records from units from all over the First District: Small boat stations, Air Stations, and District-level records. When all was said and done, the workers saved some five boxes worth of SAR case files. There are approximately 20,000 boxes of SAR records throughout the country which are in danger of destruction. Saving important records is feasible through the assistance of volunteers such as Chuck, Billy, and David. We owe them a big debt of gratitude. Thank you, gentlemen!

[Can you help? Set aside any concerns about skills and time. Just contact us. Coordination will follow...Ed.]



Boz, Av 699 & Chuck, Av 751 hard at it



A SHORT SUMMARY OF A.O.P. HISTORY TEAM ACTIVITIES

Excerpted from a report by Ptero Gib Brown, Av 795

[Each Sitrep the past few years has mentioned an aspect of work performed behind the scenes by a small number of highly committed volunteer Pteros who comprise the aviation history committee and whose labor is most visible on the website (<http://uscgaviationhistory.aoptero.org>), found directly or by link from (www.AOPtero.org). The history site was created about three years ago by Ptero Gib Brown who has continued to manage, update, expand and develop its content. The site is the highest quality, and readers who have on line capability are urged to visit and, at a minimum, browse. You will be amazed at the information displayed and the ease of navigating the site. If you do not have a computer, your children or friends do. Or go to a library. Get someone to show you what is there! You will be surprised and pleased. Here you will find a startling maze of information about CG aviation facts, time line histories, photographs, honors and much, much more. The "short summary" here does not summarize the site but simply comes from an email which webmaster Gib circulated to the history committee and AOP leadership earlier this year. Some numbers will have changed, but the rich essence of activity and commitment is hereby shared with the membership at large. The Roll of Valor project began when this group discovered that no list of awards existed, anywhere, which led to a communication effort to gather data from all sources, including awardees, which continues today. The reference to St. Louis Archives comes from an effort aimed at finding and documenting information about pioneer aviation personnel. Readers need to know this "short summary" only scratches the surface of what has been accomplished and provides just a peek at what these people do and envision. Their effort to document CG aviation history will, in time, be legendary in itself. Ed.]

ROLL OF VALOR

I have just completed adding 6 Air Medals from VP-6 days and 11 more medals from Katrina. There are now 402 recipients listed in the Roll. Makes one wonder how many are missing? 402 out of 3823 pilots and [all] crewmen ever in CG aviation?

ST LOUIS

I sent a statement to Dr. Browning, CG Historian, about what we are trying to do at Archives. We have selected 50 names from the first 500 (they have to be deceased) assorted across the eons because data saved was different along the years. Each info "pull" costs about \$7.00. The issue is not money - the issue is who can pay. AOP cannot pay St. Louis directly. Only the CG can pay, so Dr. Browning is soliciting CGHQ to fund the test pull of 50 and setting up the funds for about 500 record pulls over time. We do not know what we will find. Cathy Entman will be going to St. Louis to do the search and capture for us.

ARCHIVES, Maryland

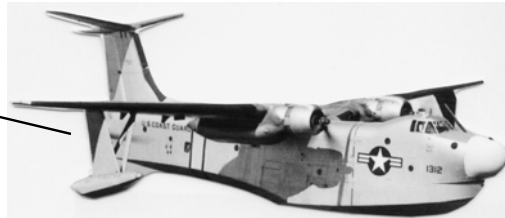
I sent all the images I have in my possession so far, including the complete set of the images collected by the CG Academy Class of 1954 for their museum kiosk. Having all of these images collected digitally assures they will be kept for at least 75 years, but researchers would like to have "hardcopy" photos on film paper if available; so Dr. Browning and Captain Bob Workman are working that problem.

SUMMARY

Our little committee started in February 2003 when we met to start a push for a web site and a repository. Looking back, we have come a long way and have succeeded where there has never been a real effort. Nothing is ever perfect, but the website is active and people visit it in growing numbers. Efforts are moving to expand all aspects of the site's history capabilities. Bear Moseley is doing yeoman work creating a written and pictorial complete history of CG Aviation. When I called to ask him to participate on the committee, he answered with a resounding "Yes." I knew Bear would be supportive, helpful, smart and resourceful. RADM Bob Johanson also agreed quickly to support the effort and has been and is involved with CGHQ. He is pursuing our efforts to get a medal for operational valor established for any CG performance that exceeds standards for a DFC. The Navy Cross/Air Force Cross are now only given for combat valor. We have believed that weather, wind, turbulence, mountains, ocean, fog, night, etc. can be as risky and more frequent in occurrence than combat, although the CG is becoming more and more at risk for combat with homeland security missions. A look at precedence of all US Military Medals will see there is a void above DFC. Bob Workman has spent many hours on archive research. Carl Swickley has helped greatly in checking website accuracy and providing historical information, images and documents about Salem, Bermuda and Alaska, just as examples. Chuck Hahn, in taking over collection and formatting of citations is feeding enough so I have a difficult time keeping up. Cathy Entman is our newest member. All we have to do is aim her and she is the ultimate homing missile. All in all, we have exceeded expectations if not ambitions.



MAIL



Martin P5M-1G . Seven of these aircraft were built for the Coast Guard and were Operated between 1956 and 1961. They were powered by two Wright R33350 engines. The P5M-1G and P5M-2G were the last seaplanes operated by the Coast Guard. [From the extensive photos on the Pterodactyl's aviation history website, <http://uscgaviationhistory.aoptero.org>, also linked from www.AOPtero.org]

A NICE NOTE (WE WERE THE CONDUIT)

[Our public reach was nicely demonstrated early this summer when our Prez received this letter in postal mail sent to our P.O. Box in Mobile...the correspondent found us on line and took the time to write...the Prez promptly thanked her and forwarded the letter to the Commandant's staff for further delivery...Ed.]

So many times we write letters when things are not to our satisfaction that I thought why not write a letter when something positive happens?

My husband and I were recently on Royal Caribbean's Empress Of The Seas, sailing from Philadelphia to Bermuda from May 27th to June 3, 2006. While on the way to Bermuda, a passenger became ill (heart attack I think), and although there is a doctor on board, the patient needed a more intensive care than the ship doctor could provide.

The Captain, Frank Mortensen, announced to the rest of the passengers that morning that we will have to turn around and head back towards Cape Hatteras. Since it would be dark by the time we would arrive, we could not dock. The ship is an older one and was not built with a helipad so the patient would have to be airlifted by a Coast Guard helicopter.

The time came and the helicopter arrived, not one, but three. While every other passenger on board watched (so it seemed), the ill passenger was air lifted into the first helicopter, his family and friends into the second, while the third one watched from afar ready to come to the aid of the others if necessary. As the second one left the ship, and we saw the doors close, everyone clapped and breathed a sigh of relief. It was a scene right out of a movie, as my husband and I stood and watched in awe.

I was never more proud that at that moment to be an American. The coordination, teamwork, and selflessness provided by those on board the U.S. Coast Guard helicopters has to be recognized as nothing less than heroic. They deserve praise and a sincere "thank you." They not only saved that gentleman's life but had an impact on mine as well.

If I have not sent this letter to the correct address would you please be so kind as to direct it there yourself.

Sincerely yours,

/s/ Joyce Nathanson

SEMPER PARATUS AT GTMO



Port Security Unit 312 teamed up with CGAS Clearwater and CGAS Miami to provide a static display at Guantanamo Bay prior to the showing of THE GUARDIAN at the base outdoor theater. Several hundred sister service members visited the helicopters and boat. Heard was "We should have joined the Coast Guard." **BZ**



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 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. 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 a multitude of active duty awards, memorials and CG aviation history-preserving-projects. **Congratulations, Happy Landings, and again, Welcome Aboard!!!**

CG Aviator Nr.

3824 Brad McNally
3825 James Jenks
3826 Mark Heussner
3827 Gregory Clayton
3828 James Cooley
3829 Brian Conley
3830 Keith Thomas
3831 John Kirk
3832 Ian Stal
3833 Brendan Blain

CG Aviator Nr.

3834 Russell Merrick
3835 Ian Hall
3836 William Cahill
3837 David Middleton
3838 Michael Gillham
3839 Jeremy Davis
3840 James McManus
3841 David MacCaferri
3842 Joshua Wine



Some aviation thoughts for the day, compliments of Ptero Bernie Hoyland, Av 714 (and whoever initially emailed them to him):

A thunderstorm is never as bad on the inside as it appears on the outside. Its worse.

Any attempt to stretch fuel is guaranteed to increase headwind.

Try to keep the number of your landings equal to the number of your takeoffs.

You cannot propel yourself forward by patting yourself on the back.



Dues are tax deductible

Multi-mission Form:

Dues are tax deductible

Apply for or Renew Membership, Update Data or Order Stuff

☐ New Member ☐ Renewal ☐ Update Information ☐ Ordering Items

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

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

Spouse: _____ ☐ Ph. (____) _____ - _____ ☐

Email _____ ☐

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

Sign me up for:

- ☐ Life Membership \$ 200 (includes a Ptero Pin)
- ☐ 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*

Total Enclosed: \$

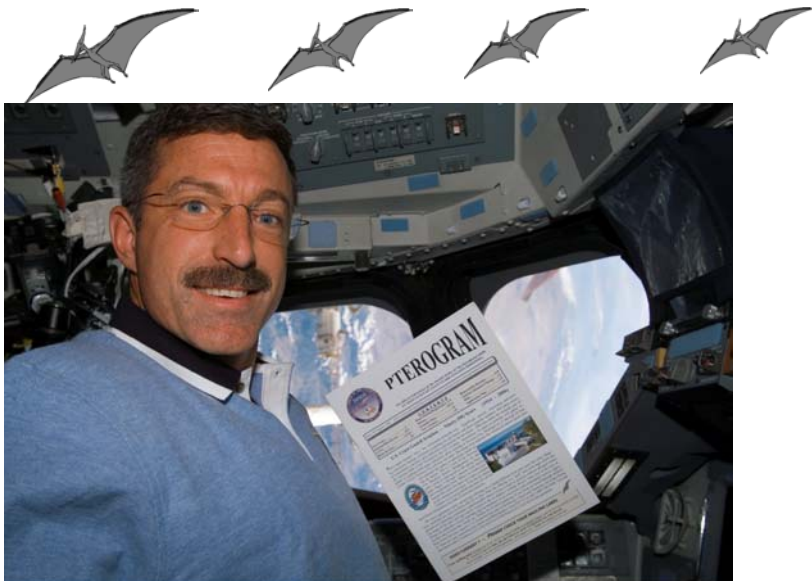
Please check as:

- ☐ USCG Active
- ☐ USCG Retired
- ☐ USCG Reserve
- ☐ Former USCG
- ☐ USCG Auxiliary
- ☐ Supporter _____
-
- ☐ USCG Aviator
- ☐ USCG Aircrew
- ☐ USCG Flight Surgeon
-
- ☐ Exchange Pilot

CG dates served:

MAIL TO:

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



Weightless Av 2672 and weightless Pterogram in space — see pgs 9,10



**Pteros Mont & Vic show the way to a great show
(in the roost hospitality arena — see inside for more)**



*Thanks to Pteros, these large carved wings
covered in gold are now proudly displayed
in the Alumni Center at the
U.S. Coast Guard Academy where
they will forever bring thoughts of CG Aviation to
Cadets, their families, CGA alumni and their fami-
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