



PTEROGRAM

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

Sitrep 1-02 March 2002 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

C O N T E N T S

Prez Notes.....	2	G-OCA.....	3	ATTC Elizabeth City.....	6
USS ALABAMA Park.....	7	Beat The Marines.....	8	Pioneer Graham Award....	9
History (plus).....	9	Mail (plus).....	10	New Aviators.....	11
Form — Membership, Renewing membership, Updating data, Ordering items.....	11				

Attention all pilots and crews...MOBILE is next

10-14 OCTOBER 2002



Spring is upon us again. Time to get ready to reset local chronometers. Time to start thinking about pfall pflight schedules or planning a direct (circuitous ?) driving route to Mobile. 'Cause it's off to Mobile-by-the-Bay for the 2002 Pterodactyl gathering in October!

Every year, we say "this roost is really gonna be a good one." Every year they are. Much more than good. So, what can we say this year? "This roost is really gonna be a good one!" It assuredly will be. 2002 marks the 25th year since our founding in 1977. So, if you can roost, do. You won't regret it.

Thanks to the command and staff of the United States Coast Guard Aviation Training Center, Mobile, Alabama and your committed Executive Board, arrangements have been made for us to headquarter at the **Adam's Mark Hotel** in Mobile for \$65 per night single or double plus tax, fees, etc. Snazzy location near the water with all the facilities needed to support a great time. The toll free reservation number for the Adam's Mark is **1-866-749-6069**. This number is answered at Mobile from 0800 to 1700 Monday through Friday. The local number is (251) 438-4000. Rooms are blocked for the nights of the tenth through the fourteenth. As usual, when you call, tell 'em you're with the Coast Guard Pterodactyl group. They will probably give you the same daily rate if you want to reserve space earlier and/or later than the blocked dates.

In addition to the usual relaxed friendship renewal and sharing, and golf or tennis, we can look forward to a choice of interesting activities such as visits to ATC facilities (including simulator rides!), The National Museum of Naval Aviation at Pensacola, Battleship Alabama Memorial Park (see page 7 for an update on the park), and other local sights. Our banquet will feature inspiring award presentations. Specific roost planning details and a registration form will be published in Sitrep 2-02, the June Pterogram.





Pterodactyl Executive Board

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(251) 343-1031

Vice President Open

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Gary Grow
(251) 666-5329

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Darryll Gelakoska
John Klemm
Bob Watterson - Email
rjbobw@bellsouth.net

Advisors:

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AOP
P.O. Box 9917
Mobile, AL 36691-9917
email aopsec@comcast.net
or
Editor, Pterogram
17203 S.E. 46th Place
Bellevue, WA 98006
email rjcopin@aol.com

AOP WEB SITE:

<http://www.AOPtero.org>

Notes from the Prez

It seems hard to believe that our organization is twenty-five years old, but according to the historical notes of our original ancient scribe, the Ancient Order was "born" at a cocktail party in San Pedro, CA in the fall of 1977. Gus Shrode and his band of left coast pioneers thought it would be fun for the old timers to get together and relive their youth every so often. Little did they know how much their idea would accomplish.

Their hard work began a journey of two and a half decades to where we are today — a busy organization of over a thousand dues paying members with an impressive list of achievements in its wake. Pteros are responsible for nurturing preservation and protection of the rich 86 year history of aviation activities in the Coast Guard. Museums have been stacked with aircraft and artifacts; books have been published; pioneers have been recognized in a Hall of Fame; monuments have been built; active duty awards have been conceived and established; annual gatherings have been arranged; and many other initiatives too numerous to list have been accomplished. Along the way, we have managed to have a lot of fun. Who knows what we can accomplish in the next 25 years?

This year, we plan to extend the legacy of our founders —

A Hall of Fame selection committee of Admirals, Captains and Commanders is hard at work deciding who should join the pioneers already honored in Erickson Hall at ATC.

Ptero "Bear" Moseley is guiding a team through a process designed to get us officially recognized as a non profit 501c(3) entity.

Several authors are laboring to prepare manuscripts documenting our history. There may be an unveiling of one such portrayal at our Mobile gathering.

We're looking with anticipation to the 25th anniversary gathering of the flock at Mobile, home of the CG "Top Gun" facility. The ATC Project Lead is LCDR Tom "T-Bone" Tardibuono.

Stay tuned for more... AND...HELP US WITH ALL THIS AND MORE BY RECRUITING AT LEAST ONE NEW MEMBER THIS YEAR!

George



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 WILL SOON LAPSE. RENEW TODAY!!

Ye Ancient Editor's "door" is always open for suggestions on how to make these Sitreps more attractive, readable, informative and fun. Please "come on in" ...in addition to the Roost Plan, the June Pterogram will feature articles on Corpus Christi and Kodiak Air Stations...our sincere apologies to Ptero Curtis Olds, Jr. for erroneously reporting in Sitrep 3-01 that taps had been sounded for him rather than for his CWO dad. *RJC*





USCG HEADQUARTERS OFFICE of AVIATION FORCES (G-OCA)

by CDR John Williams

This past summer, Captain Tom King [CG Av 1775] took the helm of Coast Guard Aviation as Chief, Office of Aviation Forces (G-OCA). G-OCA works directly for the Operations Capability Directorate, Rear Admiral Harvey Johnson and ultimately for the Assistant Commandant for Operations, Rear Admiral Terry Cross. Although not nearly as exciting as executing Coast Guard missions in the field, it is certainly just as challenging. To assist Captain King, yours truly is second in command as the Deputy for G-OCA. For further information on G-OCA staff contacts, or to receive additional information on what's happening in Coast Guard aviation, please see our website at <http://cgweb.comdt.uscg.mil/G-OCA/G-OCA.htm>.

What does G-OCA do for you, the members of Coast Guard Aviation? To begin to address this question, a discussion on the organizational set-up within G-OCA is required. The office is broken down into two divisions, G-OCA-1 (the Planning and Resource Division) and G-OCA-2 (the Aviation Platform Division).

The Planning and Resource Division staff (commonly referred to as Dash-1) consists of a Division Chief, Budget Manager, Billet Manager, and Shore Facilities Manager.

The Division Chief (CDR Michael Andres) is responsible for supervision of the staff, as well as coordination of all responses to questions from the Commandant and/or his staff and congressional members/staffers. What does this mean? Typically, during the congressional hearings season, the Commandant's staff, in conjunction with program managers within Headquarters, develop a list of potential questions that the Commandant (G-C) may have to respond to on the hill. As you might imagine, it's extremely important that G-C be provided the most

current information, as well as have historical background on the issue he is discussing. This ensures the best strategy is developed for obtaining a Coast Guard budget that meets our resource needs. Often times, the Division Chief is called upon to respond directly to congressional members and/or their staffs on aircraft siting, mission needs, or in responding to specific budget line items.

The Aviation Budget Manager (LCDR Eric Vogelbacher) initiates planning, programming and budgeting for all Coast Guard Aviation resources for the current budget year and beyond. In essence, this job manages three budget years at any given time; the existing budget year, the following year's budget cycle, and requests for required resources in the next year out, developed in the form of Resource Proposals (RPs). These RP's provide Aviation the opportunity to compete for Acquisition, Construction, and Improvement (AC&I), as well as operating funds to support our most important initiatives. As three of our aviation units are Headquarters units, the Budget Manager also provides oversight for HITRON-10, Air Station Washington, and ATC Mobile budgets. And finally, to "keep 'em flying", the Budget Manager coordinates the program flight hour distribution and funding.

The Billet Manager (LCDR Eric Johnson) is responsible for management of all aviation personnel and aircraft allowances. Inclusive of this task is the management of all billet/personnel shortfall or reprogramming issues. The Billet Manager maintains all aviation Personnel Allowance Lists (PALs), Personnel Allowance Amendments (PAAs) (defined as any changes to the personnel complement of a unit), and Operating Facility Change Orders (OFCOs) files. In doing so, he/she is able to ensure that aviation billets are best positioned to respond to the missions of the Coast Guard. Due to the recent high pilot attrition rates, the billet manager also focuses a significant

portion of his time overseeing all Alternative Pilot Accession programs and Alternative Pilot Training Programs. Most recently, a program was developed to consider acceptance of Embry Riddle Aeronautical University graduates into the Coast Guard's Aviation program.

The Shore Facility Manager (Ms. Kathy Scott) is the Headquarters advocate for all aviation shore activities, as well as field planning initiatives such as commissionings/ decommissionings of units, air facility openings/ closings, and major construction/ rehabilitation work at any of the units. This includes direct liaison with G-SEC (the civil engineers), as well as G-CPP, the Resource Director's Planning, Programming & Evaluation Division. This position also includes the duties of training funds/quota manager. After consultation with the aviation detailers, instructors at ATC Mobile and the OCA platform managers, projected training requirements with associated funds requests are provided each year to G-W. Additionally, the training for CG one-of-a kind aircraft such as the G-I and G-V is managed by this position. To help alleviate the need for experienced pilots in the C-130 community and to reduce the training time for our C-130 Flight Engineers, the CG has initiated a commercial contract to provide Coast Guard specific C-130 training.

The Aviation Platform Division (Division Chief CDR Mark Torres) is responsible for managing all of the Coast Guard Aviation Platforms to include the C130Hs (Platform Manager CDR Doug Olson), HH-65s (Platform Manager LCDR Nick Bartolotta), HH-60Js (Platform Manager LCDR Doug Cameron), HU-25s (Platform Manager CDR Vince Sedwick), MH-68As (Platform Manager LCDR Ed Cubanski), C130Js (Acquisition Team led by CAPT Larry Hall), the G-I and the G-V (Platform Manager LCDR Todd



(G-OCA continued)

Lutes). The Division is also responsible for maintaining and updating the Air Operations Manual, the Ship-Helo Manual and Rescue Swimmer Manuals (Aircraft Manager MCPO Bob Jamison and Rescue Swimmer Manager MCPO Keith Jensen). Besides overseeing aircrew issues and concerns, issuing waivers for pilots and aircrew, Division personnel also manage aircraft sensor upgrade and night vision goggle projects. Listed below is a snapshot of our legacy aircraft and proposed projects on the horizon to enhance their operational capabilities.

HC-130H

Coast Guard HC130Hs remain fully engaged worldwide in support of traditional Coast Guard missions as well as new missions associated with Homeland Security. At the start of FY02, the CG implemented various force changes as a result of budget cuts. Among these initiatives was removal from service of the three 1600 series HC130s. To date, two of the three have been inducted at the Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan AFB, AZ. The third remains out of service at AR&SC pending a decision to possibly use it as a maintenance trainer at the Aviation Technical Training Center, Elizabeth City, NC.

An additional aircraft was temporarily removed from service to support ongoing aircraft modifications. These issues have reduced the HC130H fleet size to 22 operational with 5 as support/PDM aircraft.

Coast Guard HC130s are stationed at Elizabeth City, NC; Clearwater, FL; Sacramento, CA; Kodiak, AK and Kapelei (Barbers Point), HI.

The most notable recent modification to the HC130s is the C130 Airborne Sensor Pallet for Electronic Reconnaissance (or CASPER) which provides the Coast Guard with a forward looking infrared (FLIR) imagery system and an electro-optical system which work together to allow the classification and identification of targets at standoff distances and at night. All modifications should be complete by Spring 2002.

Modifications to standardize the myr-

iad cockpit configurations, install a gearbox chip detector system and up-to-date avionics are ongoing.

HH-65A

The HH-65A fleet has 84 operational aircraft located throughout the United States at 17 air stations. Twelve support aircraft can be found at ARSC in the PDM lines.

AIRFAC Muskegon, MI will be reactivated this coming May and will be supported by AIRSTA Detroit personnel. AIRFAC Long Island, NY supported by AIRSTA Atlantic City will remain closed.

Four HH-65s will remain at AIRSTA Borenen.

Air Stations Atlantic City and San Francisco have successfully transitioned to the HH-65B with its new CDU900. All HH-65As should be transformed into "Bravos" by Summer 2004.

G-OCA, G-SEA and AR&SC are investigating an engine power restoration project for the HH-65 by either upgrading or possibly replacing the current LTS-101. Over the last 15 years, numerous "weight gains" (with no additional power growth) have left the HH-65 with a reduced power margin requiring pilots to constantly monitor fuel, weight and power required to conduct missions. This restoration of power may allow the HH-65 to safely complete many missions such as Vertical Insertion and possibly counter-drug missions that have been previously unattainable, but in light of the Homeland Security missions, might be required.

Resource proposals to upgrade the HH-65's radar and installation of FLIR have been submitted – these sensors will enhance the HH-65s capability to support maritime security.

HH-60J

The number and locations of the HH-60J are not expected to change with any of the current budget scenarios. Fleet size will remain at 35 operational and 7 support/PDM aircraft with operational aircraft stationed at Cape Cod, E-City, Clearwater, Mobile, San Diego, Astoria, Sitka and Kodiak. OP-BAT will continue to be supported by Clearwater at two sites, although the Nassau site has now been moved to a U.S. Navy facility on Andros Island

both for security reasons and the fact that the old facility at Oakes Field is being converted into a highway.

Installation of the new Embedded GPS/INS (EGI) navigation system began with Alaska units in Summer 2001 and will be completed throughout the fleet in FY02. Contract field teams performing the EGI installs will also modify the aircraft with center windshield heat to avoid buildup of ice and snow on the previously unheated center windshield panel.

The vision for the future of the HH-60J remains a 3-pronged approach to modernize cockpit avionics, extend the service life of the airframe and improve engine durability.

Resource proposals have also been submitted to upgrade the HH-60Js' Radar and FLIR. There has been much discussion on arming the HH-60J. Using the aircraft to deliver "Sea Marshalls" or TACLET boarding teams by hoist in support of Maritime Homeland Security has recently been approved with an implementation plan to be completed this spring.

HU-25

The HU-25 fleet will see a lot of changes in 2002. The FY02 budget reduced the operational fleet from 26 to 13 allowances, and the HU-25s were removed from Air Station Borenen as a result.

In early January 2002, the Homeland Security Supplemental funding bill provided an additional four allowances, bringing fleet size to 17 for at Least half of FY02.

In addition to fleet size and siting changes, the HU-25 sensor upgrade will continue to produce aircraft that provide a tremendous new maritime patrol capability. Modeled after the C130 CASPER sensor upgrade, the project will convert six base HU-25A models to HU-25Ds, and upgrade all nine HU-25Cs to HU-25C+ models.

The HU-25D model will receive a new "imaging" Inverse Synthetic Aperture Radar (ISAR) that will allow classification of targets at great distances, have a sensor turret installed that houses a modern FLIR and day color zoom camera, and receive a tactical workstation that integrates the sensors, tracks and stores contacts, and can



(G-OCA continued)

transmit target track data over HF, UHF and MILSATCOM.

The improved HU-25C+ will have the identical package as the 'D' model, except the air intercept & surface search radar will be retained and upgraded to improve performance and reliability. This project will finally provide the HU-25 the tools it has needed to be a more effective platform.

To improve aircraft reliability, a partially funded avionics project will begin the non-recurring engineering for replacing several components that are becoming obsolete and unsupportable.

HITRON-10

The Helicopter Interdiction Tactical Squadron (HITRON)-10, sited in Jacksonville, Florida operates the Coast Guard's only Airborne Use of Force (AUF) aircraft. The Coast Guard received the last of eight leased Agusta A109E aircraft at the end of August 2001.

The military designation MH-68A is a day/night, short-range, armed interdiction helicopter deployable aboard Coast Guard Cutters. The MH-68A operates in tandem with other maritime assets to interdict drug smuggling go-fast boats.

HITRON has completed three Atlantic deployments with the MH-68A and is currently doing its first Pacific Area deployment. HITRON has enough trained aircrew for sustained deployment operations.

HC-130J

On 19 Dec 2000, the Coast Guard executed a Military Interagency Procurement Request (MIPR) to the USAF for purchase of 6 C-130J aircraft. Production of the first airframe is set to be complete in Mar 02 and the other baseline aircraft will be completed through Aug 03.

The Coast Guard's HC-130J acquisition team, led by Captain Larry Hall in G-ACJ (C-130J Aircraft Project Office), is in place consisting of personnel in G-OCA, G-SEA, AR&SC, and members from 18 other HQ offices. While a formal aircraft program office will not be in place at the Lockheed Martin Marietta, GA production facility, AR&SC has assumed duties as the

"virtual" APO, and G-ACJ has placed a liaison officer at the factory.

Currently we are working on trade studies, acquisition strategies and program development to tackle the large task of converting these USAF "Cargo Only" aircraft ("slicks") into fully mission capable CG multi-mission Maritime Patrol/Search and Rescue Aircraft. Conversion will include; scanner windows, surface search radar, FLIR/EO system, tactical workstation, communications suite, smoke/flare launch system, and a gaseous O₂ system. Modification engineering, development, and production are estimated to take 2-3 years. During this time we will complete the Developmental Testing and Evaluation phases of the acquisition and prepare the parts, logistics, and training systems to support operations of these new aircraft. Crew training and Operational Testing and Evaluation are projected to take place in FY06. Operational Deployment will follow in FY07. More information on the HC-130J program, including their newsletter, is available on the project website <http://www.uscg.mil/hq/g-a/acj/index.htm> select "HC-130J Home Page".

Commandant's LRCCA Update

Air Station Washington is scheduled to receive a new Long Range Command and Control Aircraft (LRCCA) in early May 2002. The aircraft is a Gulfstream V, long-range business jet designated the C-37A. It replaces a Gulfstream III, C-20B aircraft that has served the Commandant since 1994. The C-37A is capable of cruising at FL510 at .80 Mach for 6,500 NM. Two BMW Rolls-Royce BR710 engines capable of 14,750 lbs of thrust each power the aircraft. En route, the LRCCA will provide a normal work environment to optimize the Commandant's management of Coast Guard missions. At the Commandant's disposal will be a computer network, satellite communications, HF/UHF/VHF-FM and AM radios; all of which are available in data and voice and all secure and non-secure capable.

Air Station Washington celebrates their 50th anniversary this year. Since 1952, Air Station Washington has provided the Commandant, Vice-Commandant, Area Commanders and

other senior level officials with safe, efficient, and rapid transportation. In completing this mission, Martin 404s, an Albatross HU16 and Gulfstreams I, II, III have been flown.



[The time and effort put forth by CDR Williams to communicate with the membership is very much appreciated. Members of the Commandant's staff always shoulder a heavy workload, and no doubt homeland security and defense adds significantly to their burden. CDR Williams advises that aviation engineering and aviation safety are organized at CG Headquarters under G-S and G-W, respectively. Captain Barry Harner heads up Aviation Engineering, and Commander Dan Able is chief of Aviation Safety. Look for information from those perspectives in future Pterograms. In the meantime, here follows a brief insight from CDR Abel recently emailed.]

"The function of "aviation safety" is located on the organization chart under the Assistant Commandant for Human Resources (G-W, RADM Ames). The Aviation Safety Division works directly for RADM Joyce Johnson (USPHS) which leads the Health and Safety Directorate (G-WK). It is staffed with four members, two O-4s, a GS-14 deputy div chief, and an O-5 div chief. Each aircraft community is represented within the Aviation Safety Division, with members on active flight orders as staff pilots as follows: LCDR Val Welicka-H65; LCDR Rick Chrisoffersen-H60s; Miss Cathie Zimmerman-although a civilian GS-14, she has extensive C-130 background to include a recent deployment; CDR Dan Abel-HU25s. The next Pterogram will include an in-depth article of 'what's hot' for these flight safety professionals. For a quick glimpse, enjoy material on their website available at <http://www.uscg.mil/hq/G-W/g-wk/g-wks/g-wks-1/wks1.htm>."



With deep regret, we must report that Ptero Robert C. Powell, CG Av 678 took his last flight in February 2002.



USCG AVIATION TECHNICAL TRAINING CENTER

Elizabeth City, NC

By CWO Wanda Coffelt, Chief, AVT/AST Training Branch

The Coast Guard Aviation Technical Training Center (ATTC) is a modern facility dedicated to apprentice ("A" School) and journeyman ("C" School) level training of Coast Guard aviation maintenance personnel. ATTC's staff currently consists of 6 officers, 70 enlisted and 5 civilians with an FY01 throughput of 671 students. The training center itself is comprised of three structures. The main building is a 56,000 square foot facility consisting of 20 classrooms, 5 maintenance/electronic labs, a multipurpose room, and administrative/support spaces. The Static Display Building houses instructional aircraft and maintenance training units as well as helicopter, engine, metal, composite and paint shops/classrooms. Our newest building supports our state-of-the-art airframe hot mock-ups. These specialized mock-ups allow our instructional staff to deliver realistic training on the Coast Guard's most sophisticated avionics systems. This building also contains our Computer Media Center where students receive computer-based training using software developed by ATTC staff.

In 1949, AD "A" School moved from San Diego, CA to Elizabeth City, NC and the AE, AM, and AT "A" Schools moved from San Diego, CA to the Navy Aviation Training Center in Memphis, TN. In 1964, the AT "A" School moved from Memphis, TN to Elizabeth City, NC. A 1972 study of aviation concluded there was a need for Coast Guard specific aviation technical training and a common training site. ATTC was established on its present site in August 1978 with the arrival of the AM and AE "A" Schools, followed by the ASM "A" School in 1980. In 1995, the Coast Guard undertook a service-wide study of the aviation maintenance workforce, which resulted in a complete restructuring of the enlisted aviation workforce. In October 1998 ATTC began training and

graduating petty officers in three newly created aviation ratings: Aviation Maintenance Technician (AMT), Aviation Survival Technician (AST), and Avionics Technician (AVT). As a prerequisite to attending "A" School, all students are required to complete a four-month Airman program at an air station. "A" School courses of instruction vary from 16 to 20 weeks. Upon course completion, and if all other requirements are met, graduates are transferred directly to operational air stations as Third Class Petty Officers (E-4).

The AMT, AST and AVT "A" School courses consist of curricula presented in a facilitated residential training format. All course material is derived from the performance requirements of the E-4 performance qualifications. "A" School students are also required to complete Leadership, Crew Resource Management and Maintenance Resource Management training. While at ATTC and in preparation for operational aircrew requirements, "A" School students attend DOD Low Pressure Training and 9D5 Emergency Egress (dunker) training.



AMT 'A' students learning basic engine repair

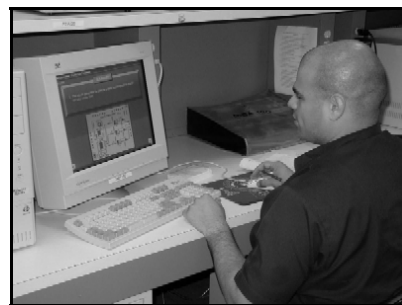
The AMT is trained to inspect, service, maintain, troubleshoot and repair aircraft power plants, power trains, and structural systems. They also maintain, inspect, repair and fabricate metal, composite, and fiberglass structures; inspect and fabricate cables and wire harnesses; and perform aircraft corrosion control, nondestructive testing, basic electrical troubleshooting and re-

cord keeping.



AMT "C" School students troubleshooting in an HH-60 training aircraft

ASTs are trained to inspect, service, maintain, troubleshoot and repair aircraft, aircrew and rescue/survival devices. ASTs are instructed on providing aircrew survival training to all field unit aviators. The AST is also required to complete Rescue Swimmer training, which is integrated into the AST curriculum. Following graduation from ATTC, ASTs must graduate from the CG EMT School in Petaluma, CA prior to becoming fully qualified AST/Rescue Swimmers.



AVT "A" School student learning basic electronic theory in a computer based training lab

The AVT is trained to inspect, service, maintain, troubleshoot and repair aircraft power, communications, navigation, auto flight and sensor systems. AVT's also perform minimum performance checks, system alignments, avionics corrosion control and record keeping.

ATTC "C" Schools provide advanced/specialized training for more



ATTC (continued)

experienced technicians. "C" School students receive in-depth training on aircraft specific components and systems designed to address the particular needs of the field. ATTC provides 5 different AMT "C" School courses on specific airframes and power plants, as well as HH-60 and HH-65 helicopter Rotor-Tuner training. AVT "C" Schools offered include C-130 Basic Air Navigation and 3 airframe specific avionics system courses.

ATTC provides a host of additional training related services including



AVT1 performing advanced avionics troubleshooting on the HH-65 hot mock-up

analysis, design, development, evaluation of resident and non-resident courses and the development of all aviation service-wide exams. These

services support the Office of Aeronautical Engineering, the Office of Aviation Management, and the Office of Training and Performance Consulting. ATTC also designs, develops and maintains a comprehensive website (<http://www.uscg.mil/hq/atc/index.htm>) to allow field aviation personnel to access training and training related information.

If you are in our area, please contact us for a tour. We'd like to show you around.



FAST FORWARD SIXTY YEARS

On 7 December 2001, to the day 60 years after the sneak attack on Pearl Harbor, an honoring and remembrance ceremony was held at the USS ALABAMA Battleship Memorial Park in Mobile, AL. This was and is significant to Pterodactyls for reasons apart from their innate sense of patriotism.

First, there are two retired Coast Guard aircraft proudly on display at the park, HH-52A 1378 and HU-16E 2129 (a Falcon jet is slated to be added soon), and...

Second, on behalf of the membership, the AOP Board has donated a thousand dollars to the park's development fund to support the many historical exhibits at the park which quite visibly include the Coast Guard and, in particular, CG Aviation. Millions have visited *ALABAMA* at the park. All who visit the battleship and the other historic exhibits in the park always encounter CG aviation.

Appearance upkeep of our aircraft are aided substantially by volunteer effort contributed by active duty and retired Coast Guard aviation personnel in the area.



In addition to *ALABAMA* and CG aircraft, park exhibits include the submarine *DRUM*, a blackbird, corsair, mustang and other military aircraft, a tank, missile and more.

A visit to the park and its historic battleship and other exhibits including the CG aircraft will be scheduled as an activity available during our 2002 Roost (see page 1).



GO COAST GUARD — BEAT THE MARINES

A competition suggested by Pteros Deese Thompson and George Krietemeyer

At a recent Board meeting of the Naval Aviation Museum Foundation, we were **shocked** to learn that the U.S. Marine Corps has 541 Foundation members while the U.S. Coast Guard has only 494! Third place is **not** acceptable! The challenge to each and every Pterodacyl is to “Beat the Marines” before the next accounting.

Membership in the Naval Aviation Museum Foundation is both a privilege and an honor. Those of us who proudly wear our Wings of Gold have a common heritage and strong ties to Pensacola. Our Coast Guard exhibit in the National Museum of Naval Aviation is the largest display of U.S. Coast Guard equipment and history in the world. We need to be strong supporters of this museum. There are many benefits beyond fulfilling our sense of duty to help see that our heritage is preserved (and overtaking our Marine Corps buddies). Check out the following information and sign up NOW!

Come Fly With Us! (& beat the marines)

The NAVAL AVIATION MUSEUM FOUNDATION is the economic engine that drives the National Museum of Naval Aviation. Since its founding in 1965, the Foundation has raised more than 30 million dollars, virtually all of which has been devoted to building this magnificent museum — now one of the largest of its type in the world — and providing funding for the restoration of aircraft, construction of displays and preservation of priceless memorabilia. All of this work is done thanks to the generosity and support of thousands of patriotic citizens.

Membership benefits:

Two issues of *Foundation* each year
Four issues of the *Fly By* newsletter each year
10% discount in the Flightdeck store and catalogue
10% discount on IMAC Theater tickets
Access to the Radford Membership Lounge
Invitations to special events

*...and...YOU can
help BEAT the marines!*



Where does your money go?

- Restoration of aircraft such as the world's only surviving SB2U *Vindicator*, which was unveiled at the Museum in February 1999. Salvaged from Lake Michigan in 1990, the scout-bomber required more than 21,000 hours of work to restore it to its current beauty.
- Educational programs such as the new Flight Adventure Deck, which features almost 40 interactive displays to teach children about gravity, aerodynamics, propulsion, atmosphere and aerostatics.
- Exhibits like the new USS *Enterprise* (CV-6) display, which incorporates artifacts from the legendary ship's World War II operations, vivid photographs, and 1/72 scale model of the carrier. Complete with several dozen planes and some 600 personnel, *Enterprise* is the most detailed model in the Museum's collection. [This model was built under the direction of Ptero Carl Swickley]
- Preserving the operation of the National Museum of Naval Aviation for countless future generations.

Yes! I want to support the
National Museum of Naval
Aviation by joining the Naval
Aviation Museum Foundation.

Name _____
(include titel/rank if applicable)

Address: _____

Phone: _____

*Please cut out this form and mail in an
envelope with your payment to:*

NAMF
P.O. Box 33104
NAS Pensacola, FL 32508-3104

Please select a membership level:

- ☐ \$1,000 **Benefactors' Circle**—an endowed lifetime membership designed to support the Museum's educational programs. You will receive a benefactor's plaque and your name will be displayed as a member of our Benefactor's Circle.
- ☐ \$500 **Blue Angels Patron**—includes four 24-karat gold-trimmed Museum coffee mugs
- ☐ \$250 **Donor**—includes our beautiful hardcover book *The Spirit of Naval Aviation*
- ☐ \$125 **Friend**—includes a miniature set of Naval Aviation Wings
- ☐ \$50 **Multiyear**—two-year membership
- ☐ \$35 **Family** membership
- ☐ \$25 **Individual** membership

For credit card service, call us at (800) 327-5002

BEAT THE MARINES

MORE RECOGNITION FOR STEW GRAHAM, CG AVIATOR 114

In early April, at the 2002 Naval Helicopter Historical Society Symposium, retired USCG Commander Stewart Graham is expected to be present in Jacksonville, Florida to receive the "Mark Starr Pioneer Award."


Starr was an early naval helicopter pilot who had a distinguished active duty Navy career and who among many other achievements established the Naval Helicopter Association in 1971.

Graham's aviation experiences are legendary. He was the U.S. naval service's second helicopter pilot having been instructed by the first, USCG Captain Frank Erickson. Both Erickson and Graham are enshrined in the CG Aviation Hall of Fame at ATC Mobile.

Graham spent most of his active duty flying career in helicopter development as an instructor, systems and tactics developer and test pilot, as well as a heroic rescue pilot. He pioneered many "firsts." A brief synopsis of some of his achievements (great required reading for every CG aviator) are on page 127 of the CG Aviation History Book.

We'll report further on Stew's latest award and other well deserved recognitions no doubt o'er the horizon.

Congratulations, Stew, and thanks for your skills, talents, devotion to duty, contributions to aviation and your continuing support of Pterodactyls.



From "The CUTTER," The Newsletter of the Foundation for CG History


[The Ancient Order seeks to preserve CG aviation history embraced in objectives of the Foundation for Coast Guard History. Here are some excerpts from a recent Foundation newsletter.]

"This has been the second full year that the Foundation... has been in existence. And again we made a difference. Our original grant...helped to create detailed oral histories of 6 past Commandants. For the second year, we awarded prizes for the best book on CG (or its ancestors) history, for the for the best book on lighthouses or aids to navigation. Also for the second year, we awarded the Heritage prize for the individual who contributed most to preservation of CG History. For the first year, we prized the CG unit which did most to tell the story of our heritage...we funded a summer intern in the office of the CG Historian... instrumental in making histories of many stations available to anyone on the web site..."

This has all been accomplished with a few volunteers and about 120 members. Membership has been growing... there are thousands of stories out there...history is being created every day...we can preserve the stories only with your help."

To join, send \$40 for an individual membership to:

Foundation for Coast Guard History
c/o Coast Guard Museum NW
1519 Alaskan Way South
Seattle, WA 98134.




IMAX FILM TO HIGHLIGHT CG AVIATION

The CG Atlantic Area public affairs office has reported that film crews have been rolling at CGAS Elizabeth City as part of the preparation for an upcoming IMAX format film devoted to helicopters and vertical flight.

The Smithsonian Institution and the National Air and Space Museum are teamed with the Coast Guard to produce the final segment which will depict the fictional story of a daring rescue of two sailors forced to abandon ship in heavy seas. The story will be dramatic and true-to-life, showing the Coast Guard's response to such a situation.

Once completed, the film will premiere at the National Air and Space Museum in Washington, D.C. and then be released to IMAX theaters nationwide. Opening is scheduled for September of this year.

Over the course of ten years, it is projected that about half a million people will watch CG aviation on a "larger than life" big screen.




RAISING THE BAR

The Daedalus Flyer, official journal of the Order of Daedalians, recently featured interviews of the two remaining American World War I pilots:

Lt. Col. John Potts, age 106!!

Mr. William R. Crooks, age 108!!

[These patriots were among founders of the Order of Daedalians, the organization of aviators of all U.S. Military Services.]



Data Still Sought [As Sitrep 1-02 was turning on the numbers for takeoff, an email prompted a return to the ramp to load additional cargo which follows] Sitrep 3-01 (page 7) solicited information on nearly thirty CG aviation accidents occurring in past years...this effort was aimed at completing data for the impressive CG Aviation Memorial Monument dedicated on CG Day, 2000 at the Elizabeth City, NC CG command complex...specific details are not easy to ferret out for older accidents...much missing data has been assembled...but there remain missing data on nine crashes...here is what is known about those incidents...if you have any information that may help in the search for specific details, please contact any of the Ptero Board (see page 2) without delay...we'll put you in touch with the appropriate contact...

22Mar43	SnV-1 34225	Pensacola	7Aug46	PBY-5A 46497	Biloxi
1July43	PBY-5 04447	Pensacola	2Jan48	J4F 32977	San Diego
21Sep43	JRF-5 V-225	Salem	6Jul53	C45-B AF433565A	Ohio
5Sep45	JRF 37795	San Diego	7Jul53	PBY-5 46617	Biloxi
15Dec45	JRF-6 32740	Boston			

The following Pteros have invested considerable personal time and effort to provide helpful data on 20 other mishaps... Pteros Dudley, Reading, Gregory, Swickley, Zumstein, Adams, Beard, Wohlgemuth, Morris, Hannon, Cox, Perry, Carlston, Prindle.



MAIL

ANOTHER OLD PATCH

PTEROS TO THE RESCUE?

The Coast Guard Academy is currently in the design phase of a Memorial/Hero wall destined for the Officer's Club at the Academy. We are reviewing award citations with the help of the Coast Guard Historian on those from early years. We request help from Pteros to insure broad spectrum of year groups is represented in the display. If you are an Academy grad and have been awarded a DFC or Air Medal or been otherwise decorated for a heroic act, please submit a copy of your citation to the address below. Also, if you know of a surviving family member of a CG aviator decorated for heroism posthumously, please ask them to contact us about this project. Contact LT Joe Buzzella, project officer, by email at Jbuzzella@ascapecod.uscg.mil, by postal mail to

Commanding Officer
U.S. Coast Guard
Air Station Cape Cod, MA
02542-5024

Attn: LT Buzzella
or phone (508) 968-6360.

Room 133 and the halls leading to it provided meeting places [at the Fort Lauderdale 2001 roost] for old Pterodactyls to tell stories (some true and some not)....we talked about old patches.

The HOS-1 patch from Brooklyn Air Station (1945-46) was also commented upon. It was rare because the HOS-1 was grounded after one came apart at 6,500 feet. We were not so proud of our HOS-1 parked in the back of the hangar. I suspect that the exchange couldn't sell these patches after the accident. Here is my old patch for the Pterodactyl collection.

RADM Orvan Smeder,
CG Aviator 185



[Thanks, Admiral, for the sharing and for gathering with us. We hope you can roost with us in Mobile.]

"Now Here This, Put The Ptero Coin On the Line"



Every single member ought to have more than one of these great 1.5" brass coins.

They are handsome reminders of our heritage, and

They help to fund rescue and safety awards for the men and women who daily answer the aeronautical call to save lives or defend our way of life, and

They make great mementos for a guest speaker, a houseguest, a host and hostess, etc.

Also, while a Ptero coin would be perfect, it's recommended that you pick something else to bite on during the evening news.

These great coins are available at \$5 each (5 coins for \$20!). See the order form on page 11. Don't delay. Get in your order for several today.

Unless you were able to be present at a recent roost when the AOP rescue awards were presented, you may not have been close up and personal with one of these striking awards. We can't really do justice to their beauty on paper. The best way to view them and pick them up is to attend a roost. However, here is an attempt to display one. The bronze medallion is in Lucite on a wood base, and the brass plate on the base is engraved with the name of the crewmember and date of rescue. Each member of the fixed wing and rotary wing aircrew receives his or her own personal award. Annual recipients are selected by the Commandant. The awards were conceived and are funded by the Ancient Order.





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>		<u>CG Aviator Nr.</u>	
Chris Kendall	3553A	Walter Armstrong	3565	Louise Hodac	3576
Philbert Pabellon	3554	Steven McCullough	3566	Christopher McIntyre	3577
Michael Colbum	3555	Gregory Silva	3567	Brian Henry	3578
Mark Jones	3556	Jeffrey Vajda	3568	Tony Brogan	3579
Greg Houghton	3557	Richard Nameniuk	3569	James Rogan	3580
Terri Kindness	3558	Michael Peck	3570	Brian Farmer	3581
Lahcen Armstrong	3559	Bradford Apitz	3571	Joshua Steffen	3582
Eric Popiel	3560	Juan Posada	3572	Scott Jones	3583
David Hill	3561	Ernest Pisano	3572A	Timothy Schmitz	3584
Thomas English	3562	Adam Cochran	3573	Ernest Pisano	3585
Iain McConnell	3563	Matthew Furlong	3574		
John Dunlap	3564	Robert Rawlings	3575		



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)

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:

- | | | | |
|---|-------------------------------|---|-------|
| <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:

\$

Please check as appropriate:

- ☐ CG Active
☐ CG Retired
☐ CG Reserve
☐ Former CG
☐ Other _____
-
- ☐ CG Aviator
☐ Aircrewman/Observer
☐ Flight Surgeon
☐ Exchange Pilot
- Dates Served CG: _____

MAIL TO:

The Ancient Order of The Pterodactyl
P.O. Box 9917
Mobile, AL 36691-9917

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



All this and lots more inside this Sitrep



Over the years, this motley assortment of Pteros and their flight jackets logged tens of thousands of boring hours over water interrupted by those moments (hours?) of, let's say, concern.

[At the 2001 Roost, with thanks to Ptero George Seaman]

The Ancient Order of The Pterodactyl
P.O. Box 9917
Mobile, AL 36691-9917

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