



# PTEROGRAM

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

Sitrep 3-02 November 2002 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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In addition to other interesting articles and correspondence, this Sitrep provides an extensive summary of our organization's 25th annual gathering, the 2002 roost at Mobile. An attempt to document such a busy weekend in a few pages is fraught with challenge, but the photos and words on this page and subsequent pages try to do so.

## **FOUNDER HONORED AT ROOST BANQUET**

Ptero Norm Horton, CG Aviator 187, one of the four founders of the Ancient Order, kicked off our 25th anniversary celebration with some interesting musings in Sitrep 2-02. He and his wife Lucille planned to travel from their home in Oregon to join us at Mobile. Regrettably, a last minute airline error denied that plan.

A handsome plaque titled Presidents Award was prepared which Prez George wanted to give Norm at the banquet in recognition for his role in starting and supporting the Order.



Prez George instead presented the plaque to ye editor who received it on Norm's behalf for later delivery. This was successfully accomplished just eleven days later on 22 October at the Horton residence in Jacksonville, Oregon. CG Aviation flexibility again in evidence.



More  
Roost  
Photos  
Inside.  
Some  
In  
Color!



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DON'T LET YOUR MEMBERSHIP LAPSE! AND SEE PAGE 7 ABOUT DUES INCREASES.



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"Jeff" Davis

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AOP

P.O. Box 9917

Mobile, AL 36691-9917

email [aopsec@comcast.net](mailto:aopsec@comcast.net)  
or

Editor, Pterogram  
17203 S.E. 46th Place  
Bellevue, WA 98006  
email [rjcopin@aol.com](mailto:rjcopin@aol.com)

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## **WEB NEWS**



IT HAS COME TO OUR ATTENTION THAT THERE MAY BE MANY PTEROS WITH INTERNET ACCESS WHO HAVE NOT YET DISCOVERED OUR EVER EXPANDING WEB SITE MANAGED SKILLFULLY BY WEBMASTER PTERO GARY GAMBLE. CHECK IT OUT. YOU'LL FIND HISTORY, PHOTOS, PTEROGRAMS, CG AVIATOR NUMBERS AND A WHOLE LOT MORE JUST FOR THE VIEWING AND DOWNLOADING. **[WWW.AOPTERO.ORG](http://WWW.AOPTERO.ORG)**





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

By CDR David A. Durham, CG Aviator 2411

The first Coast Guard Air Station in Alaska's windy, cold, and rain swept Southeastern panhandle was established on Annette Island in March 1944. The Air Detachment consisted of two pilots, five enlisted crewmembers, and one aircraft. In the succeeding 33 years, crews from Annette Island performed missions throughout Southeast Alaska utilizing JRF, PBYSAG, HU16E, HH52A, and HH3F aircraft. On 3 July 1964, an HU16E crashed on Gravina Island, near Annette, resulting in the deaths of all crew aboard. The family of the copilot, LT Robert A. Perchard, created a perpetual award, which continues to be presented at all Coast Guard air stations, honoring an individual aircrew member who displays superior technical, aviation, professional and leadership abilities.

In 1977 the Air Station relocated from Annette to Sitka, which was more centrally located in the Southeastern Alaska operating area. In March of 1977, the barracks and hangar were completed, and the move of personnel and equipment began. On April 19, 1977, flight operations for the three Sikorsky HH3Fs were shifted to Sitka. On Alaska Day, October 17, 1977, CGAS Sitka was officially commissioned. Since 1977, CGAS Sitka's aircrews have saved over 1,620 lives, assisted thousands of others and saved several hundred million dollars in vessel property from the perils of the sea.

Today, CGAS Sitka utilizes three HH-60J Jayhawk helicopters and has a compliment of 21 officers and 120 enlisted personnel. CGAS Sitka's Area of Operations remains all of Southeast Alaska, bordered on the north, south, and east by the U.S. / Canada border and sharing it's western boundary (central Gulf of Alaska) with Air Station Kodiak. This AOR includes 12,000 miles of coastline and all inland areas of Southeast Alaska. Rugged coast, mountainous terrain, severe weather and vast distances between fuel caches and landing sites characterize this isolated region. Flying in the Coast Guard's most challenging flight

environment, CGAS Sitka flight crews average over 150 Search and Rescue (SAR) cases per year, many completed in storm force winds, snow, low visibility and periods of extended darkness. In FY01 alone, the unit saved 81 lives and directly assisted 60 others.



While maintaining a "ready" status 24 hours a day for SAR, the crew and helicopters are also used to support 75 marine aids-to-navigation, fisheries law enforcement, enforcement of laws and treaties, and various other missions in cooperation with federal, state, and local government agencies. CGAS Sitka remains heavily engaged in domestic and foreign fisheries enforcement, including enforcement of the Individual Fishing Quota (IFQ) system designed to protect the Alaska marine biomass from over fishing. Sitka crews also fly marine environmental protection patrols to protect the pristine ecosystems located within the AOR and participate in the biannual NPREP exercise which tests the ability of industry, state, and federal agencies to respond to environmental disasters in Southeast Alaska. In addition to a major increase in post-9/11 maritime homeland security duties, CGAS Sitka also participates in the maritime portion of Operation NORTHERN EDGE, via a joint military exercise which tests the ability of Naval Forces Alaska to protect military load-out zones from low intensity military or terrorist actions.

There have been several noteworthy operations in recent years. In 1980, one of the most successful air-sea rescues in modern history occurred when the Dutch cruise ship PRINSENDAM caught fire 195 miles west of Sitka. Sitka crews were part of a joint interna-

tional rescue team with units from the U.S. Coast Guard, U.S. Air Force, Canadian forces and commercial resources. In all, 13 aircraft, three Coast Guard cutters, and three commercial ships rescued the 522 passengers and crew within a 24-hour period without loss of life or serious injury. In 1989, Sitka crews were heavily relied upon to support numerous missions responding to the grounding and resulting oil spill from the tanker EXXON VALDEZ in Prince William Sound. Sitka crews have also won national acclaim for several daring, lifesaving missions such as in the sinking of the fishing vessels LeCONTE (1998) and BECCA DAWN (1999) during horrendous winter storms in the Gulf of Alaska. Aircrews battled 70-foot waves, severe turbulence, and darkness to save fishermen from the frigid waters.

The professionalism, ingenuity, and unwavering devotion to duty displayed by the men and women of Air Station Sitka continue to reflect great credit upon themselves, their unit, the United States Coast Guard, and the United States of America.



*Ed. Note...with Sitrep 3-99, we began short articles on CG air units...to date we've had 17 air stations, ATC Mobile, ATTC Elizabeth City and AR&SC Elizabeth city...we've also included HQ aviation operations, engineering and safety staff elements...we'll add the other 8 air units in 2003...new subject: Ye Editor was embarassed by a goof in Sitrep 1-02 pointed out in a clever note by Ptero Jack Campbell, CG Aviator 886...in trying to promote our Ptero coin,, I missed that my spell check didn't catch I had typed "Now HERE This, Put The Ptero Coin On The Line"...%\$&#@+!...I'll never know that slipped past...I can still see and HEAR pretty well...thanks, Jack for your alert read and grace-filled needle.]*

## The Near Fall at Niagara

by LTJG Eric Hollinger,  
CG Aviator 3429

There I was...deployed in Niagara, NY for another week. Ever since the tragedies of 9-11, Air Station Detroit had been tasked with providing a continuous B-2 aircraft for regular Maritime Homeland Security patrols (and SAR) on Lake Ontario. This asset is manned with a single crew on a one-week interval and assigned with patrolling the eastern part of our AOR—the US shores of Eastern Lake Erie, Lake Ontario, and the St. Lawrence Seaway to as far east as Massena, NY. We stayed at the Niagara Air Force Reserve Base, colocated with the Niagara International Airport—about a 5-minute flight Northeast of Niagara Falls. This was only my second “deployment” to the Falls, and believe it or not, it had already become quite mundane—you can only look at the same shoreline so many times in one week. Anyway, our normal M.O. was to fly two port security sorties a day, and October 24 started out to be no exception.

We got an earlier than usual start that day, at the request of the rescue swimmer, so we would be back at the Q earlier. We finished up the previous days around 1900. We all agreed to skip breakfast, get the patrol finished, come back for lunch, and then launch on the afternoon sortie earlier than usual. With the morning's patrol complete and all of us famished, we headed out for lunch. Well, we had just pulled up to a Chinese buffet about 5 miles from the base when we received a phone call. The aircraft commander, LCDR Rick Hinchion, answered the phone and a few seconds later, just as we were pulling into a parking space, gave the “takeoff” signal. With a round of “here we go,” we pulled out of the parking lot and headed for the base while the AC continued to get the information. Finally, he hung up the phone and told us, “PIW in the Niagara River... just above the Falls.”

The details of the case were discussed during the drive back to the hangar. Initial reports were that a man jumped off the Goat Island pedestrian bridge into the river in order to save a dog.

Well, regardless of his reason, the gentleman was rapidly pulled down river towards the falls by the 22 knot current. Somehow, he was able to find and hang onto a submerged rock positioned approximately 100 yards from the brink of the falls. We were airborne 18 minutes after receiving the call from Group Buffalo and were on scene about five minutes later. By that time the man had been in the 50-degree water for 40 minutes. There were police and news helicopters already circling the scene, but they were high enough as to not interfere with our mission. As we approached the scene, we quickly spotted the man on the rock. We were all quite surprised that only his head and torso were above the water, barely. I circled the aircraft around and made an immediate approach to that spot. En route to the location, we discussed our weight, anticipated helicopter performance, and rescue methods. We realized that we would have little reserve power, but felt that we did not have the time to jettison or burn fuel with the man that close to the falls. Hence, the immediate approach.



As we arrived on scene, it became evident that the New York State Parks Police and the Swift Water Recovery Team had made attempts to recover the PIW, all unsuccessful. Three life rings, attached to the bridge upstream, were in the water just short of the man's position. We also learned later that an inflatable raft, which is normally occupied by two or three rescuers, was tethered to the bridge and sent down stream empty in an attempt to reach the man. However, the tether broke and the raft went over the falls. We were the last hope for this man's rescue.

So there we were... in a 20-foot hover, pulling near max power to maintain flight, and only 100 yards away

from the Falls—a position very few have ever been. Our biggest concerns at that point, however, were knocking the man off his perch with the rotor wash or losing an engine and plummeting over the falls ourselves. For obvious reasons, we elected to go with a direct deployment of the swimmer, AST2 Eric Mueller. Our first attempt to deliver the swimmer failed—the rapids quickly pushed him out and around the rock, placing him downstream of the man. Our second attempt, conversely, was perfect! The flight mechanic, AVT3 Sean Lott, skillfully coned the aircraft to just the right spot over the rapids to deliver the swimmer directly to the rock and the man awaiting rescue. Once the swimmer reached the man, he quickly grabbed the man's belt (so he wouldn't get away) and prepared him for a SADPU (sling augmented double pick-up) hoist. We later learned that Eric had to fight the man a little, in that he kept wrapping his arm in the hoist cable. Seven minutes after arriving on scene, we had the man safely onboard the aircraft and were treating him for mild hypothermia. The next challenge, however, was getting out of the tight area we were hovering in.

The aircraft didn't have the power to climb high enough in the hover to clear the trees on either shoreline, and the pedestrian bridge with many on-lookers was just up river from our position. That left just one exit option—going over the falls. So, I made a right pedal turn to point the helo down river toward the falls and eased the aircraft forward, hoping to achieve translational lift quickly. We arrived at the edge of the falls, though, at 20 feet, with barely 15 knots of forward airspeed, and about to lose the ground effect cushion. As we came over the falls, in order to gain more airspeed, I lowered the nose to use some of our now 300-foot altitude to achieve a 70-knot climb out airspeed. As we climbed out of the gorge, we queried the group for the latitude and longitude of the hospital they wanted us to take the man. Instead, they requested we land in the parking lot on Goat Island to transfer the patient to an awaiting ambulance. We obliged, and as the man exited the helicopter, he seemed extremely grateful and happy to be alive!







## ***REPORT on the 25th Annual Gathering of Ye Ancient Order October 10-13, 2002 at Mobile, Alabama***

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[As in the past, this chronicle will serve as the Order's official record of this year's silver anniversary event while reminding members who were present and informing members absent. Corrections and omissions will be received without remorse and dutifully filed and possibly acknowledged. In short, a great time was had by all. In long, well, here goes...]

First off, some acknowledgments. Let's start with the ground crew. Thanks to Captain Mike Moore, commanding officer of the Aviation Training Center, Mobile, we were offered the planning and execution services of some talented and energetic ATC people. Key players in various capacities were CDR Pat Francis, CDR Kelly Strong, LCDR "T-bone" Tardibuono (overall coordinator), LCDR Tex Coffey (finance), LT Ed and Michele Beale, LT Eric Gleason, LT Aaron Waters, LCDR John Bevilacqua, LCDR David Morgan, LT Anthony Nygra, LT Brendan Kelly, LCDR John Cameron, Philip Floyd, LT Dale Bluemel, LCDR Kyle Marusich, LTJG Keith Trepanier, LCDR James O'Keefe, LT Ed Sandin, LCDR Pat Gorman. We are indebted to all of them for their effort. We hope to see them at future roosts, relaxing and funning as part of the crowd. Our Board members pitched in, too, and we appreciate their many contributions on behalf of the attendees as well as the membership.

Ye ancient editor wishes to express gratitude for the talents of devoted volunteer photographers who contributed most of the photos in this Sitrep. Without their talent and donations, this report would be sadly lacking. Very sincere thanks are due Rosemary and Ping Hsu as well as Maureen and Tom Frischman and Faye and George Seaman. Their indulgence with ye editor's selections from among the many photos available is much appreciated. By the time this Sitrep is in your hands, ye ancient webmaster, Gary Gamble, will likely have added all available photos to our web site, AOPtero.org, in living color to boot. The budget stretched just

enough this time to add color on pages 8 and 9 herein. It's too expensive to do more in color as nice and effective as that would be. Maybe someday. Now, on to a summary of the roost...

As the roost approached, also on the horizon were cyclonic disturbances in and around the Gulf of Mexico. Fortunately, residual rain showers blew out of the area in time for Friday's tennis and golf. Weather for the entire weekend turned out to be quite glorious.

About half of the 300 or so roost-ers came on Thursday, 10 October, so the local ground crew was challenged right away, coping with the throng, serving early arrivals at the registration desk and in the hospitality room. Reunions, as always, often took place initially in the hotel lobby amidst the hustle and bustle of luggage and room card keys.

On Friday as scheduled, while erstwhile athletes competed on clay or grass or in sand or trees, others spent the day touring. One large group took the historic city and homes tour with lunch. Some trekked to the Aviation Training Center for a magical ride in the cockpit of one of the center's modern full-motion-with-visual-graphics helicopter simulators. Still others toured the downtown Mobile historic area on their own or visited with old buddies at the headquarters hotel, the Adam's Mark. This day also saw many more roost-ers checking in.

Friday evening was balmy and dry. The cash bar & hors d'oeuvres reception was held, as planned, outside on a roof patio near the pool. The setting was nice, but lighting in some areas was such as one might prefer less at table than in a cockpit or bedroom. There were some problems with food and bar service. Nonetheless, well more than two hundred handsome guys and lovely gals had a great time reuniting and building on lies told in years past or more recently in the hospitality suite.

Saturday brought more sun and activity. Buses took groups at scheduled times to the Pensacola Naval Air Station, to the USS Alabama Battleship

Memorial Park and to the Bellingrath Gardens. Each of these different but memorable tours, as announced in an earlier Sitrep, included a special lunch and guided glimpses of unique and interesting examples of regional and national culture.

Of special interest on the NAS tour was the visit to the National Museum of Naval Aviation and its Coast Guard Aviation Exhibit supported in part by Ancient Order grants. This fine display continues to expand and improve. Those taking this tour or visiting the museum on their own during the weekend might have discovered two other exhibits of special interest to Pterodactyls and their guests. One of these was the 1/72 scale model of the carrier ENTERPRISE. As reported in a previous Sitrep, the team leader of the modelers constructing that superbly detailed facsimile was Ptero Carl Swickley, CG Aviator 725. Another highlight was a just released IMAX film about helicopters, military and commercial in which CG Aviation is very, very prominent. Viewers came away uttering "Wow!"

Thusly...Saturday's daylight hours were filled with stuff that great reunions are made of. Stories and updates and photo ops at breakfast. In elevators. In the hospitality room. At lunch. During tours. In the hospitality room again. And in elevators again, this time en route to rooms to change into evening garb for a festive banquet.

Assembling in the cash bar area adjacent to the ballroom, we were pleasantly surprised by a welcome by three pretty Azalea Maids of Mobile. Seated on the carpeted floor 'neath huge skirts, each adorned in matching dresses, hats and parasols, they looked like something from *Gone With The Wind*. It was a nice touch to be greeted by these high-schoolers in the tradition of Mobile's classiest welcome. Future CG airwomen?

Following an attitude adjustment period, the ballroom was opened to reveal 38 round tables of 8 in a festive banquet setting. AVT1 Hissom, AMT3 Earle, HSD3 Schmidt and YN3

## Roost Report (continued)

Waldron of ATC Mobile, sharp in CG blue presented colors, and the pledge of allegiance was recited. Captain Mike Moore, C.O. of the Aviation Training Center then welcomed the crowd. A nice dinner was served amidst the predictable din of continued catching-up-conversations throughout the room.

After the meal, President George (Kreitemeyer, not W.) offered brief remarks and presided over a series of stirring awards envisioned, created and sponsored by the Ancient Order. Annual fixed and rotary wing rescue awards consist of a Commandant's letter and individual medallions in lucite for each pilot and aircrew member recognized. The flight safety award consists of a Commandant's letter, a plaque for the selectee and addition of the selectee's name on a permanent plaque at ATC Mobile. Awardees are selected by the Commandant's staff, and the awards are funded by the Ancient Order. Visit pages 8 and 9 for photos of this year's deserving recipients.

The fixed wing Commander Elmer F. Stone rescue award was presented to the crew of HU-25A 2121 of CG air station Cape Cod: LT Curtis Sumrok (CG Aviator 3365), LTJG Rob Barthelmes (CG Aviator 3435B), AMT2 Thomas Arnette and AVT2 William Schrade. They took off at night in response to an EPIRB (surface distress signal relayed via satellite) in the ocean some 100 miles east of Massachusetts. Flying low through thick fog, heavy rain and thunderstorms, the crew located a glimmer of light held by the sole survivor of a fishing vessel that had been destroyed by a freighter. The crew made several difficult approaches, airdropped a raft, flares and a radio, then climbed to search by radar for nearby potential rescue ships and broadcast an urgent marine message seeking assistance. Two fishing vessels responded. With remaining fuel critically low, the aircraft returned to terra firma, landing safely following a demanding low visibility instrument approach. The survivor was later recovered successfully by one of the fishing vessels from the survival raft dropped by the HU-25A.

The rotary wing Captain Frank Erickson rescue award was presented to the crew of HH-65A 6585 of CG air station North Bend: CDR Douglas Kaup (CG Aviator 2459), LT Steven Detton (CG Aviator 3408), AVT3 Benjamin Berman and rescue swimmer AST3 Eric Biehn. This crew successfully plucked from peril the master of a fishing vessel hard aground north of the Coos Bay, Oregon jetty. Rescue required multiple approaches to the water in the dark, through thick fog and to just above 6 to 8 foot seas and surf. Hoists of the survivor and rescue swimmer were complicated by the rigging of the fishing vessel being wildly tossed about. A 47 foot CG rescue craft couldn't help because of the shallow water. Within hours of the rescue, the fishing vessel was completed demolished by the surf.

These demonstrations of exceptional aerial skill while engaged in search and rescue are deserving of high praise and are representative of the talent and devotion of CG aviation today. We salute them and are grateful that all by one of the fixed and rotary wing award crewmen were able to be present at Mobile to receive their awards.

The Captain Marion "Gus" Shrode Aviation Safety Award was presented to LT Charles Caruolo (CG Aviator 3243) for performance while serving as Safety Officer at CG Group/Air Station Atlantic City. The Lieutenant was cited for outstanding performance in a wide range of safety endeavors. In addition to performing his normal safety and flying duties, he helped establish operational risk management tools for flying, afloat and shore programs and missions. As a specially detailed and valuable member of two mishap analysis boards, he demonstrated diligence and investigative expertise and offered insightful recommendations leading to aviation safety improvements throughout the service. In addition, he provided important and lasting contributions to a flight safety officer standardization conference.

Featuring such rescue and safety awards at annual Ancient Order gatherings has become a yearly tradition. Not as regular, another prestigious award was presented this year. An induction to the Coast Guard Aviation Hall of Fame. Since establishment of the Hall of Fame by the Ancient Order, twelve

distinguished individuals and one group have been so honored. A likeness of each of the individuals and a brief description of contributions to CG Aviation are preserved in handsome plaques on a bulkhead in Erickson Hall at ATC Mobile. Nominees must have made a significant contribution to CG Aviation. Significant means a single noteworthy action or an extended activity which positively influenced CG Aviation. The achievements are considered in a historical context and clearly demonstrated an important advancement in CG Aviation.

As part of this year's banquet program, CDR Gilbert "Gib" Brown, USCG (Retired), CG Aviator 795, was inducted into the Hall of Fame. RADM Chet Richmond, USCG (Retired), CG Aviator 146, assisted in the presentation honoring Gib. In the 1960's, then CAPT Richmond was in charge of the aviation operations division at CG Headquarters when helicopter flight simulators were first envisioned to improve training. It was then that CDR Brown was initially tasked to research simulator options, develop acquisition plans, defend funding requirements and oversee installation as well as related training program changes. The new plaque now joining others in Erickson Hall which honors this newest member of the Hall of Fame succinctly summarizes CDR Brown's achievements as follows:

*"Graduated from the Coast Guard Academy in 1956,, CDR Brown was the architect of the Coast Guard flight simulation training program. Over a four year period, he sought funding, oversaw design, procurement, construction and implementation of the first full motion flight simulators in the country. The flight simulators were fully integrated with pilot training and revolutionized Coast Guard flight training by reducing training costs and significantly improving aviation safety. The Coast guard was the first service tin authorized instrument ratings based strictly on simulator flight time."*

The foregoing presentations having been made and following remarks by the reigning Ancient Albatross, RADM Jim Olson, CG Aviator 1563, evening



## Roost Report (continued)

formal proceedings adjourned, and tales continued to be spun in the hospitality suite well into the wee hours for the third consecutive night.

At 0900 on Sunday, Prez George rapped his gavel to open the Order's annual business meeting. The agenda was prosecuted with dispatch and good humor where appropriate. To lead off, Ancient Al Jim delivered the airman's prayer followed by Ptero Ray Copin asking for a moment of reflection as he read the following list of Pterodactyls known to have recently taken their last flight:

<i>Carlos Blazquez</i>	<i>C.R. Easter</i>
<i>James Hunsucker</i>	<i>Michael Johnson</i>
<i>Robert Merritt</i>	<i>Donald Nystrom</i>
<i>David Oliver</i>	<i>Kenneth Pople</i>
<i>Robert Powell</i>	<i>Arthur Ward</i>

Ye ancient secretary, Gary Grow, then presented a membership report, citing 1,115 members on the roles and a mailing list of 1,212 including widows and a small number of others. Since last report, we have added 145 new members, 19 new life members and have seen 37 members convert to life membership. Too many members are dues delinquent. Ptero Gary mentioned that electronic rosters are available. He received a thunderous silence from those assembled when he asked the group if they would support the idea of dues payment by credit card electronically. Prez George thanked Gary for the report and for his continued volunteer diligence and expertise. He also expressed pleasure at seeing more than 300 new active duty members and enjoined the gathering to put membership recruiting on their personal project lists when they return home.

Ye ancient treasurer was next. Ptero Tom McLaughlin personally delivered his typically comprehensive report. He began by describing the most recent audit of the Order's books and reporting nearly seventy thousand U.S. dollars in the USAA fund and about \$6,500 in the checking account. He reported the petty cash fund as containing the following [Ptom's petty cash list is printed here because it's been a while since we've done so]:

1 25 cent U.S. postage stamp, 1 French Franc, 5,000 Guinea-Bissau pesos, 1 Saudi Arabian Riyal, 25 Russian rubles, two dol-

lars Samoan, 1 Brazilian Real, 1 Singapore Cent, 15 Bahamian Cents, 11 Russian Kopeks, 1 25 Cent Seattle-Tacoma airport food token, 25 Netherlands Cents, 100 Greek Drachma, 1 Beatrice, Nebraska 1956 High School Bus Token, 1 Danish Crone, 1 one dollar gaming token, Cripple Creek, Colorado, 55-Cents, Canadian, 1 Dutch Dime, Curacao, 1-Circa 1949 Elizabeth City bus token, 50-Paraguayan Gunneries, 1 Washington, D.C. transit token, 55 Peruvian Centavos, 1 Connecticut Turnpike toll token, 20 Colombian Centavos, 2 Clearwater pass Florida bridge tokens, 10 Hungarian Fillar, 1 Juneau, Alaska transit token, 20 Colombian Pesos, 2 Pence, 1 United Airlines cocktail chit, 10 German Pfennig, 5 Cuban Centavos, 20 Costa Rican Colones, and ONE LOCKWASHER.

Having expressed appreciation to Ptom for his report, Ptez George then read an email from Ptero Astronaut Dan Burbank who had hoped to be roosting with us at Mobile but couldn't because of preparations for a mission next spring which will have Dan doing some typically remarkable stuff in space. George displayed two very nice "space odyssey montages" which Astronaut Dan sent to us. They will be suitably framed and displayed at the National Museum of Naval Aviation and at ATC Mobile. They are depicted on page 8. Thanks times ten to the sixth, Dan!

The Prez then commented on his and the Board's perception that after nine years at the Order's helm, some new leadership was appropriate. A survey was circulated to those present asking for recommendations for leaders, for financial grant priorities and for other ideas for the Board to consider. He stressed that electronic connections and other "techy" capabilities would allow key players to engage from all over the country.

George then indicated Sitrep printing and mailing costs have increased and other demands on the treasury have occurred since the last dues increase many years back. In response to his announcement that the Board recommends an increase in annual dues from \$10 to \$15 and upping one time life membership dues from \$150 to \$200, a motion from the floor was made and seconded to that effect. A voice vote unanimously approved the motion. These changes will become effective on 31 December 2002. Now is the time to save by paying up to date for sure

and maybe even considering life membership status [right now becoming a lifer will only cost ten future years of dues, and you'll be paid up for a lifetime after that...so, if your health is good, such a deal...more important, you'll cement your payback to your CG aviation heritage].

We then heard, in succession, from the following Pterodactyls.

Sperry Storm reported on good progress in filling in data on some of the accidents cited on the Elizabeth City memorial monument, and he asked for continuing help. See page 13.

Tom Beard, our Phistorian, told of work-in-progress toward the "coffee table" CG book mentioned in earlier Sitreps.

Rudy Peschel, with arctic and antarctic slides, described anecdotes from early icebreaker helo support days at ATC Mobile.

Bear Moseley reported our not-for-profit IRS 501(c)(3) application has been submitted and hopefully will be approved within 120 days.

Ancient Al Jim Olson offered remarks as did Enlisted Ancient Albatross Mark Biggart, each concerning the state of CG aviation from their perspectives.

CAPT Tom King, CG Aviator 1775, Chief of the Commandant's Office of Aviation Forces (G-OCA), staff gave an excellent and comprehensive brief on the state of operational CG aviation including aircraft in inventory and future plans. Among other things, he stressed that the normal complexities associated with long range planning are aggravated by global and homeland security uncertainties.

Where to roost next year was the last item. As anticipated, Elizabeth City was selected with nary a competition. So, we'll gather on and/or near the outer banks in 2003 to celebrate 100 years of defying gravity. Sitrep 1-03 next March will provide an advance heads up, and registration details will appear in 2-03 in June.

The meeting adjourned with all retiring to ATC for a terrific picnic, more lies and then departure for home. As mentioned at the beginning of this report, a great time was had by all. See pages 1, 8, 9, 10 and 16 for photos and other roost information.





*Registration*



*Hospitality*



*A7C  
80*



*Simulator Rides*



*Museum - Polar Recalls*



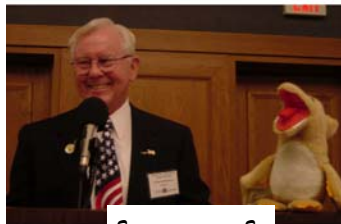
*Hail to the Reception*



*Flight Safety Award*



*Thanks, Maids*



*? ..... ?*



*R.W. Rescue Award !!*



*F.W. Rescue Award !!*





*Hall of Famer - Gib Brown!!*



*ATC C.O.'s*

*Past & present*



*Flags a-flying, or, at least, standing*



*Some 19sec. Shopdiv, whatever, arctic/antarctic Pilots!*



*2 Ancient Als*



*Business, too!*



*Picnic, also!!*



*Thanks to Ptero Astronaut Dan Burbank for these pieces of art!!*



### More Roost Photos and Tid Bits...



*Pres George thanks T-bone*



*Roost attendance at the banquet included a beautiful, leak proof (dare that be written in this litigious society) anniversary coffee cup. One per seat. However, they are available at the fantastic price of two for only fifteen U.S. See the order form on page 15.*



*The business meeting was well attended. Coffee seemed to help attention!*

Ptero Malcolm Smith, CG Aviator 1189, distributed copies of an advance flyer on his book titled "I Never Liked Those C-130's Anyway...Memories of Twenty Years in the U.S. Coast Guard" which is expected on the shelves soon...also, new subject, an impressive web site featuring Coast Guard patches was posted...take a look...you won't be disappointed...more than 4,000 patches are documented including hundreds featuring aviation units...there are plenty of links and a convenient index...the owner, Rex "Wess" Wessling, is a retired buoy tender skipper who has been collecting patches for more than 20 years...you can view his patches, even purchase some at very reasonable prices, and receive all kinds of information about patches and related stuff...here's the address: "[http:// www.rexmwess.com/cgpatches/cgpatches/html](http://www.rexmwess.com/cgpatches/cgpatches/html)"



### **Coast Guard Academy Aviation Club News**

by LCDR Kevin Lyons, CG Aviator 3298, Aviation Club Advisor

The Aviation Club at the Coast Guard Academy is alive and well. We have approximately 50 members that are active in the club. This last year 20 cadets completed ground school, which was funded by the Pterodactyls. The club has also sponsored soaring flights in gliders. Currently the Aviation Club is planning a trip to the Sikorsky factory in late October to expose cadets to helicopter manufacturing. The Coast Guard Auxiliary has also been instrumental in supporting the Aviation Club this year and last year. The Auxiliary has provided FAM flights for all cadets interested and has started providing flight instruction for eight cadets. Both of these programs have been very popular among the cadets. The flight instruction has sparked the most interest from the cadets. However, due to our limited resources we are only able to offer this to a very limited number. Many of the Auxiliary instructor pilots that give instruction to the cadets do not own single engine aircraft and those that do have aircraft that are complex or not suited for initial flight training. So, though we have plenty of instructors that are willing to donate their time, we are limited by available suitable aircraft. To alleviate this problem we have been working to acquire an airplane for the Aviation Club. Our biggest hurdle is finding reoccurring funding to pay for maintenance and support. The Aviation Club annual funding of approx \$3,000 from cadet activities fund will not cover the approximate annual support cost of \$5,000. Another very popular program that the Aviation Club supports is the pilot shadow program. This program allows cadets to visit Air Station Cape Cod over the weekend and fly on the Falcon and H-60. Through these programs the Aviation Club continues to grow in popularity among the cadets and influence them to pursue aviation in the Coast Guard.





## U.S.C.G. HEADQUARTERS AVIATION SAFETY

by CDR Dan Abel,  
CG Aviator 2501 &  
CDR "Chip" Strangfeld,  
CG Aviator 2450

*[Until recently, CDR Abel headed the Commandant's Aviation Safety Division (G-WKS-1). His article about division "hot topics" was received too late for Sitrep 2-02. Shortly thereafter, Dan was reassigned to CGAS San Francisco as commanding officer. Congrats to Dan! Dan's successor, CDR Strangfeld, now the aviation safety chief, updated the writing. To fit space, here is a substantially edited (shrunk) version of their submission.]*

The aviation safety staff reports to the Director of Health and Safety (Commandant (G-WK), currently RADM Joyce Johnson (USPHS). This Directorate is assigned to the Assistant Commandant for Human Resources (G-W), RADM Ken Venuto.

The aviation safety division has four permanently assigned billets. Each incumbent flies and/or serves as a specialist in a specific aircraft. CDR Chip Strangfeld focuses mostly on the HU-25 (and currently flies the HH-60) while LCDR Rick Christofferson specializes in the HH-60, LCDR Valerian Welicka in the HH-65, and Miss Cathy Zimmerman (GS-14), deputy division chief, specializes in the C-130 while providing G-WKS-1 continuity. This year, the division was supplemented with a "loaned" O-1 billet, now filled by ENS Chuck Engbring (prior BM and AMT).

In a broad sense, the mission of the aviation safety division is to manage the Commandant's aviation risk reduction program. Several major functions are pursued toward that end.

Major Mishap Investigation. Although everything we do seeks to eliminate this core business line, we must convene and support Commandant Mishap Analysis Boards following unfortunate and often tragic events. After chain of command endorsement of the board's report, G-WKS-1 manages the Headquarters staff review and

ultimately convenes the Commandant's Aviation Safety Board (CASB) which deliberates and reports findings and recommendations for Chief of Staff approval. The CASB is composed of the Office Chiefs of Aviation Forces (G-OCA) and Aeronautical Engineering (G-SEA), and the Division Chiefs of Operational Medicine (G-WKH-1) and Aviation Safety (G-WKS-1).

Mishap Tracking. A trained Flight Safety Officer (FSO) investigates more minor events at the air station level. The Coast Guard generally completes 200-250 of these investigations per year. To ensure responsive action on trends, G-WKS-1 manages a database of mishap factors and recommendations.

Flight Safety Officer (FSO) Program Management. G-WKS-1 solicits applications for, trains and assigns aviation unit FSOs. There are now 38 designated FSO billets. Initial training includes a five week Aviation Safety Officer course at the Naval Postgraduate School, Monterey, CA. Selected FSOs complete additional training to provide a trained pool to be called upon for major mishap investigations. In addition, a graduate program in Aviation Safety at Embry-Riddle Aeronautical University, Prescott, AZ has recently been established.

Crew Resource Management (CRM). In the 1980's, airlines realized that destructive norms and strained interpersonal dynamics among crewmembers were contributing to a rising number of mishaps. By 1997, the Coast Guard had provided 100% of our pilots and aircrew with initial CRM training. All pilots and crewmembers are now required to receive CRM refresher training every two years. For pilots, this generally coincides with their annual ATC Mobile proficiency course. For enlisted crewmembers, it generally takes place during an ATC Mobile unit standardization visit. Unit FSOs are also certified annually to complete this training requirement. G-WKS-1 has taken an aggressive role in updating this program.

Maintenance Resource Management (MRM) Management. Again drawing from and adapting airline and DOD experience and programs, MRM was established to counteract rising maintenance error rates and best equip an expanding number of junior aviation mechanics. With funds from the aeronautical engineers, G-WKS-1 trained 52 senior enlisted members tasked to facilitate 8-hour MRM training sessions at air stations, reaching all 3100 aviation "wrench turners" in 10 months. While direct causation is tough to prove, a 22% reduction in maintenance error has been realized!

Reverse Cycle Operations (RCO) Guidance. With technological advances and various nighttime missions required, flight operations are increasingly pushed to a "reverse operations cycle" (fly nights/sleep days). G-WKS-1 has employed human factor science at the CG Research and Development Center to craft a new guidance doctrine which, with field testing, is about to be included in the Air Operations Manual.

Operational Risk Management (ORM). A series of tragic aviation and small boat mishaps led to the implementation of a vigorous risk management program throughout the service. Modeled after successful programs in DoD, this advocates a deliberate assessment and management of identified risk factors. It is a continuous process by which the crew speculates on a mission's "gotchas" and ways to eliminate or minimize their related affects on safety and mission accomplishment.

Aviation Safety Standardization. G-WKS-1 staff perform recurring air station safety "Stan Visits," providing the C.O. oral and written feedback on unit safety posture. These visits also provide valuable input on the FSO program and garner for sharing effective safety practices.

Aviation Safety Annual Report. Yearly mishap statistics, summarizations and program accomplishments are published annually. For the computer savvy, you can view these annual reports on our website: <http://www.uscg.mil/hq/G-W/g-wk/g-wks/g-wks-1/wks1.htm>.





## U.S.C.G. AIR DETACHMENT, SANGLEY POINT, P.I. SOME UNUSUAL OPERATIONS DURING THE EARLY DAYS

by Ptero Bob Adamson, CG Aviator 205

The present deployment of U.S. forces in the Philippines have made me wonder how many people are aware that the CG was at times directly involved in hostile situations there long ago. When I reported in July 1949, relieving John Weber, the Philippine government was engaged in an escalating bloody conflict with the communist Hukbalahap (HUK) rebels. By 1950, the Huks had reached the Manila area where they even had units operating inside the city carrying out assassinations. The daily Manila Times carried full page ads for the capture of HUK leaders with "Dead or Alive" rewards.

Our unit was a tenant of the U.S. Naval Station (not NAS) Sangley Point, a few miles across Manila Bay from the city, adjacent to the local small city of Cavite. Normal travel to Manila was by Navy ferry after road travel became too susceptible to HUK attack.

Although the primary mission for our sole PBY-5A was support of three Loran stations, at times operations of a different type became necessary. The following incidents were some of the ones in which I was the pilot. I show crew names for only one flight because I lack detailed records for the others.

On 27 March 1951 while on a routine logistics run to Loran station Naulo Point, Luzon, I received orders to proceed to the Acoje Mine complex twelve miles east of Naulo Point to investigate and evacuate casualties from a HUK attack. My flight crew consisted of AD2 Hall, PR2 Oman and AL3 Turner. Upon arriving on scene, no hostilities were seen, but buildings were in ruins and still smoking, with personnel clustered in the middle. I dropped several messages advising that if they could proceed to Naulo Point for evacuation, we would make sweeps ahead of them to discourage ambushes. Finally three vehicles departed and we made continuous low level runs along the road without seeing any hostile activity. The vehicles arrived safely at Naulo Point, and the people were evacuated to Manila. The mine manager said the attack had been carried out by about

400 HUKs during most of the preceding night.

An interesting sidelight to this mission was that my copilot was a CAPT Asserson, commanding officer of the Naval Station, who had asked to come along to get in his flight time for the month. Upon return to Sangley Point, his comment was "Shjeesh, what a guy has to go through to get in some hours with the Coast Guard!"

On 28 March 1951 in mid afternoon, we received an urgent message from the U.S. Embassy in Manila, saying that Philippine intelligence had captured a HUK courier with documents showing plans to attack Loran station Naulo Point that night after sunset. The attack was to be in retaliation for Coast Guard participation in the Acoje mine incident described above. The Philippine government had no forces close enough to assist. I phoned the Sangley Marine Detachment and requested that they furnish a defense force immediately. The Marines sent twelve men with combat gear, and we got underway in our PBY, arriving at Naulo Point just before dark. HUK activity was observed around the station prior to landing. Those Marines hit the ground running before we even stopped, and they quickly established a defense perimeter. The HUK attack was not made, and the Marines stayed at Naulo for a week, giving the Loran crew refresher defense training.

On 29 March 1951, the commander of the U.S. Army 29th Engineers at nearby Camp Cavite requested our immediate assistance in evacuating wounded survivors of one of their field survey teams which had been ambushed. He had requested help from both the Philippine govern-

ment and the U.S. Air Force at Clark Field, but neither responded. We proceeded immediately, arrived in the Macalelon, Quezon area and located the survivors in a remote position on a dirt road through a clearing in the bush. Landing was made on the clearest section of the road, survivors were taken aboard, and takeoff was made without incident (if a bit bumpy). The PBY was, indeed, a hardy, versatile, dependable aircraft.

I must add a tribute to our enlisted flight crews who maintained and operated the PBY under very adverse conditions. There were no hangars, meaning all work was done in the open sun and under all weather conditions. At the end of a long and erratic supply line, they were masters of improvisation and ingenuity. Repairs were often made in the old sense, actually repairing broken parts because there were no replacements. At times, a visit to the boneyard was necessary to cannibalize parts from wrecked aircraft. On two occasions, into Cavite we went for help from our ever friendly Philippine friends at an automotive and blacksmith shop. SEMPER PARATUS!

*Photos are from Bob's scrapbook. Loading the Catalina. And the Tarumpitao strip. Of this, he writes "...something of a challenge, mushy after rain, and sometimes we had no JATO. Once, if that sucker had been 50 feet shorter, I would not be writing this."*





# MAIL



## POIGNANT REMINDERS

*[The following email was sent to us by Ptero Sperry Storm. Thanks, Sperry for sharing it with us. Many will recall Sperry's significant role in helping to gather the funds to make this monument a reality. The Ancient Order and many individual Pteros gave to the project. See Sitrep 3-00 for details.]*

On Sunday, 19 May, the parents and 7 family members of AD3 Mark C. Johnson, who died in the 22 Oct 81 accident of HH-52 1427 at Mobile were present at the CG Support Center Elizabeth City Chapel Service. Through the efforts of CWO Tony Ennamorato, a close friend and shipmate of AD3 Johnson, the family had been apprised of the memorial here. Tony spoke elegantly during the service about his friend Mark and the experiences they shared together during their Coast Guard careers. The parents live in Virginia, but other family members journeyed some distance to be here. They were all recognized during the service by Chaplain Gil Mitchell. Each family member was presented with copies of the original memorial monument dedication program and photographs.

I recently received a note from Mrs. Johnson that was probably intended for the Ptero organization and quote the note as follows...

"My family and I would like to express our thanks to you for the memorable weekend we had in May. I think about that time often, it is a bittersweet remembrance of our son Mark. The memorial is a beautiful tribute to all the crew members who perished during active service in the Coast Guard. I have read the names of all the crew members in the book and said a prayer for all the family members who have had to adjust to the loss of a loved one. I would like very much to visit Elizabeth City again. Hope to see you in the future.

Sincerely,  
Phyllis & Dale Johnson & Family"



## STILL MORE REMINDERS

Completing the Aviation Memorial Project in Elizabeth City resulted in acquiring data not before available concerning Coast Guard accidents. In a mutual effort, information was exchanged with the CG Headquarters Historian for the purpose of updating the Headquarters web site on aviation casualties.

In this effort, AR & SC has maintained a book at the Wings of Faith Chapel where the Aviation Memorial is located. The book contains the information enscribed on the Memorial along with a synopsis of each accident. Copies of the book have been distributed. The most recent update of the book "Dedicated to Aircrews Who Did Not Return (Sept. 2002)" was made available at the recent roost in Mobile.

The data initially assembled was lacking synopsis information for 30 of the 85 accidents enscribed on the Memorial. We are now lacking synopsis information for only the following five accidents:

21 Sept. 1943 JRF-5 *Salem*

5 Sept. 1945 JRF 37795 *San Diego*

15 Dec. 1945 JRF-6 *CGC Eastwind*

2 Jan. 1948 J4F *San Diego*

6 Jul. 1953 C-45B *Wright Patt. AFB*

If you can help even in the smallest way with information on any of these accidents, please communicate with the AOP. The fine progress so far has resulted from input from Pteros or friends. We thank Marilyn Rogers, Paul Tiff, Radnar Ranarsson and Charles Lockwood along with the Pteros which were acknowledged in Sitrep 1-02.

We know of two web sites with pertinent information:

<http://www.uscg.mil/hq/q%2Dcp/history/aviationcasualties.html> AND

[http://check-six.com/lib/Coast\\_Guard\\_Aviation\\_Casualties.htm](http://check-six.com/lib/Coast_Guard_Aviation_Casualties.htm)

Ptero Sperry Storm,  
CG Aviator 1111

## MORE MAIL



### DISCOVERY MUSEUM

The Discovery Museum is a non profit museum for children in Eureka, California. The Director contacted me about a possible vertical flight exhibit featuring CG aviation. A member of the Children's Museum Association, the museum caters to some 30,000 visitors of age 4 to 10. I will welcome assistance in obtaining materials that can be either loaned or donated to the museum for our exhibit. Videos of helicopters landing aboard ship, other photos, models, flight clothing and other equipment come to mind. Perhaps the exhibit could have kids doing LSO signals with paddles or lights. Please contact me with any suggestions or donations.

ENS Christopher Kendl,  
CG Aviator 3553A  
Public Affairs Officer  
Group Humboldt Bay  
(707) 839-6114  
Ckendl@d11.uscg.mil



### FORMER COSMIC AIR PLANS REUNION

The [newly named] "Coast Guard Air Reunion Group," formerly Cosmic Air is planning a reunion at Laughlin, Nevada on 5 and 6 May 2003 at the Riverside Hotel and Casino. CG veterans of service with, or in support of, CG aviation, active or in your past life, are welcome. Contact CDR Hugh Dayton (Ret), 5401 Locust Avenue, Carmichael, CA 96608-6643, (916) 486-1319, scdayton@cwnet.com.

Ptero Hugh Dayton, CG 1082

*[This group has met informally for decades and includes many Pterodactyls... its beginning traces to aircrews flying logistics in the western Pacific.]*



### ENGINES

*[Thanks to Ptero Deese Thompson, this was broadcast by Ptero Bob Watterson to his email list and is printed here in case your computer was in Charlie or you are not on the email list.]*

We gotta get rid of these turbines, they are ruining aviation.

We need to go back to big round engines.

Anybody can start a turbine, you just need to move a switch from OFF to START, and then remember to move it back to ON after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. On some planes, the pilots aren't even allowed to do it.

Turbines start by whining for a while, then give a small lady-like poof and start whining louder.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and finally a serious low pitched roar. We like that. It's a guy thing.

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: useful, but hardly exciting.

Turbines don't break often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow at any minute. This helps concentrate the mind.

Turbines don't have enough controls to keep a pilot's attention. There's nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engine planes smell like God intended flying machines to smell.

I think I hear the nurse coming down the hall. I gotta go.



### PTEROS TO PTEROS

The USCG Academy is the only service academy without an Alumni Center. Fund raising is over halfway completed, quietly from corporate and major donors to date, for this four million dollar project to build (and operate perpetually) a first class alumni center. The three story building is to be built on ground leased from the Academy near the football stadium overlooking the Thames River. It will serve as a permanent home for the staff as well as a meeting place for alumni and others, with banquet facilities for about 130. It will also end the awkwardness of the staff raising funds on federal property. The center will serve as a mini-museum and a meeting place for parents and cadets. Leadership Development Schools will also benefit from the facility.

None of the Academies are fully funded. Alumni Association contributions primarily enhance cadet scholastic life through grants and endowments used to improve academic, athletic and other fundamental programs.

Here is where we Pterodactyls come in. "Naming opportunities" still exist, and the Alumni Association Board of Directors would like to have the aviation branch of the service highlighted by having one of the rooms dedicated to CG aviation. This can be a reality if we can garner donations totaling \$250,000. Three of us have accepted the challenge by kicking off the Ptero fund and hope Pteros will contribute generously. Five year pledges may be made. Watch for detailed info from the Association by mail and on the Association website. Please be in touch with any of us three, and thanks.

Paul Busick, CG Av

(PEBusick@earthlink.net)

Jerry Sickafoose, CG Av

(jerrysickafoose@aol.com)

Don Winchester, CG Av

(G5FlyGuy@aol.com)





## 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!!!**

### CG Aviator Nr.

3600 Craig Murray  
3601 Jeffrey Graham  
3602 Robert Potter  
3603 Jason Dorval  
3604 Harry Greene  
3605 Scott Lugo  
3606 Thomas Combs  
3607 Scott Sanbom  
3608 Lauren Felix  
3609 John Leach  
3610 Steve Talick  
3611 Ryan Engel  
3612 Micha Acree  
3613 Timothy Hunter

### CG Aviator Nr.

3614 Jon Brackin  
3615 Rachel Norton  
3616 Thomas Wallin  
3617 Jerry Krywanczyk  
3618 Brian McGlaughlin  
3619 Joshua Miller  
3620 Zachary Koehler  
3621 Shana Morris  
3622 John Egan  
3622A John Scott  
3622B Steve Jensen  
3623 Thomas Howell  
3624 Nashon Almondmoss  
3625 Ryan Stewart

### CG Aviator Nr.

3626 Todd Troup  
3626A Vincent Bukowski  
3627 Devin Townsend  
3628 Richard Walsh  
3629 Jared Parrot  
3630 Daniel Lanigan  
3631 Jon Bartel  
3632 Thomas Shuler  
3633 David Hunter  
3634 David Young  
3635 Joshua Fitzgerald



## 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 (\$200 after 12/31/02) — includes a Ptero Coin |
| <input type="checkbox"/> Annual Membership         | \$ 10 (\$15 after 12/31/02)                          |
| <input type="checkbox"/> Ptero Lapel Pin           | \$ 5   |
| <input type="checkbox"/> Ptero Coin (5 for \$20)   | \$ 5   |
| <input type="checkbox"/> St. Pete Disney Patch     | \$ 6   |
| <input type="checkbox"/> AOP patch, modern logo    | \$ 8   |
| <input type="checkbox"/> AOP patch, original logo  | \$ 10  |
| <input type="checkbox"/> 25th anniversary cups (2) | \$ 15 (see page 10)                                  |

**Total Enclosed:**

\$

Please check as appropriate:

- ☐ CG Active  
☐ CG Retired  
☐ CG Reserve  
☐ Former CG  
☐ Other \_\_\_\_\_

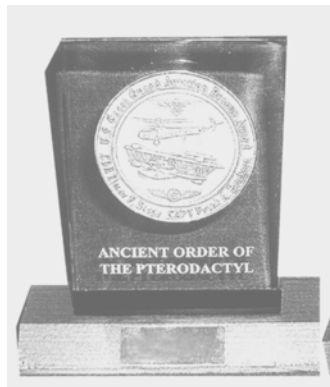
- ☐ CG Aviator  
☐ Aircrewman/Observer  
☐ Flight Surgeon  
☐ Exchange Pilot

Dates Served CG:

#### **MAIL TO:**

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

**WHAT A ROOST IT WAS!  
25 YEARS  
MUCH TO BE PROUD OF  
SEE INSIDE FOR  
AWARDS  
FANTASTIC RESCUES  
STORIES PAST & NOW  
PHOTOS IN COLOR  
ETC.**



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