



PTEROGRAM

The Official Publication of the Ancient Order of The Pterodactyl (AOP)
(In the dinosaur age, pterodactyls plucked creatures from the sea as have we.)

Sitrep 3-04 Summer 2004 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	A New Proposal.....3	CG Auxiliary Air.....4
Hall of Honor, Graham.....5	ROOST Details.....6,7,8	ROOST Registration.....9
Mail.....10	CG Flight Log.....11,12	More History.....13
Book and Article Reviews..14	New Aviators.....15	Application/Order Form...15



**“CALIFORNIA, HERE WE COME,
RIGHT BACK WHERE WE STARTED
FROM...NOT THAT MANY MILES
FROM...SACRAMENTO”**

Once upon a time (27 years ago) in sunny Southern California, four distinguished and retired CG aviators surfaced what has turned out to be more than just a great idea. Their vision evolved to the present day Ancient Order of the Pterodactyl, men and women of unique heritage seeking not only to maintain camaraderie among present and former shipmates but to preserve and promote CG aviation history, and to foster and perpetuate DIRECT SUPPORT to currently active duty CG aviation personnel.

This year from Thursday, September 30 through Sunday, October 3, many members will phlock to a traditional annual ‘roost’ to play together, share stories, tour a new (for some) region of our great country, present awards to active duty types and conduct a little organization business. We shall gather ‘round CG Air Station Sacramento, on their invitation, and with their support. See pages 6,7,8 and 9 for the details.



California, here we come...again...



DUES STATUS? — Please CHECK YOUR MAILING LABEL

Your mailing label INCLUDES THE JUNE DATE TO WHICH YOUR DUES ACCOUNT IS AOK.

IF THE DATE DOES NOT READ **2004 OR LATER**, PLEASE CATCH UP ASAP.

Check out page 15 for the renewal application, AOP address, etc. Thanks for helping to carry on!





Pterodactyl Executive Board

President

George Krietemeyer
(251) 343-1031

Vice President

Ray Copin
(425) 641-6869

Secretary

Gary Grow
(251) 666-5329

Treasurer

Tom McLaughlin

Trustees

Tom Beard - Historian

Doug Bogle

John Klemm

John "Bear" Moseley

Bob Watterson -

Emailmaster

rwatterson@comcast.net

Advisors

Dick Butchka

"Jeff" Davis

Dick Herr

Glen Ishler

Rudy Peschel

Gary Gamble - Webmaster

AOP WEB SITE:

<http://www.AOPtero.org>

PTEROGRAM is published three times annually as the official publication of The Ancient Order of the Pterodactyl which perpetuates recognition of USCG aviation history and its personnel. Reproduction of Pterogram for further distribution is authorized and encouraged. Correspondence may be sent to:
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



Notes From Ye Prez

Well, we had a GREAT event in Pensacola at the May 2004 Naval Aviation Hall of Honor Induction ceremony. Several Pteros phlocked in and helped the Graham family celebrate Stew's recognition. See more details on page 5.

Plans for the modifications at the naval Aviation Museum are moving along, slowly, but then, museums are not generally known for their rapid changes.

Meanwhile, the Leamy family has made a very generous donation to the Coast Guard Academy Alumni Association, and Cindee Hensick, Director of the Coast Guard Museum, is developing plans to commission a large number of historically accurate and appropriately scaled aircraft representing the nearly ninety year history of CG aviation. She asked us to help her select the models which were "most significant" so I asked ten Pterodactyls for their input. The aircraft, in categories, we have selected are:

Seaplanes/Amphibians -

JF-2	Duck
HU-16	Albatross
PH-2/3	Haleboat
PBY-5	Catalina
PBM-3	Mariner
JRF-2/3/4	Goose
NC-4	(Special Recognition)
RD1/2/4	Dolphin

Fixed Wing, land -

C-130	Hercules
R-5D	Skymaster
PB-1G	Flying Fortress
C-123	Provider
HU-25	Guardian

Rotary Wing -

HNS-1	Hoverfly
HH-52A	Seaguard
HO4S	"Horse?"
HH-3F	Pelican
HH-65	Dolphin
HH-60	Jayhawk

We realize there are other aircraft types deserving recognition, but these are the aircraft receiving the most 'votes' in our poll. If you really feel that one or two should be added to the list, send us a letter telling us why, and we will pass your contribution along to Cindee.

We also need your help deciding which side numbers to recognize on each aircraft model. If you have a specific aircraft number which you believe should represent the group, please let us know by postal mail or email with your rationale, e.g., HU-16E 7255 still holds nine certified world class amphibian records so that will be our choice for that model.

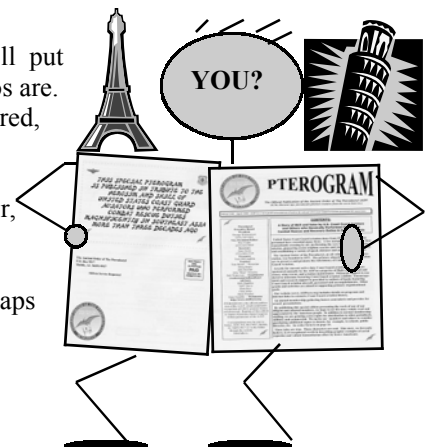
That's it for now. I look forward to seeing many of you in Sacramento for the 2004 gathering. I encourage early sign ups to ease the burden on our roost planners. See pages 6-9!

Semper Paratus!

George

From ye ancient editor: How about a **new feature?** We'll put **Your** face in Pterogram and demonstrate how global Pteros are. Whether travelling on vacation or TAD, active duty or retired, just take along an issue of Pterogram and have someone photograph YOU 'reading' Pterogram at some faraway location with an identifiable background, e.g., Eiffel Tower, the Great Wall or a distant airport welcome sign? When you return home, send me your photo by post or email. We'll print the best ones, with appropriate credit, and perhaps give a prize at the end of the year to the best of the best. **I await your first submission.**

RJC



A PROPOSAL

By Captain Art Wagner, USCG (Ret.)
CG Aviator 769

I propose a new and pro-active role for a future Pterodactyl focus. I have been a member of the Navy League in Savannah for a number of years and have been impressed with the effectiveness of their support of all naval services including the Coast Guard. They are extremely effective in promoting awareness of needs at the local, state and federal levels, recognizing service accomplishments, providing a forum for declaring opinions and issuing statements, and in establishing camaraderie through picnics, ship visits, etc.

To me, a natural extension of this support would be a specialized one provided by the Pterodactyls and aimed at Coast Guard air units. Who better to assist an air unit than the very people who have lived the life and still have the passion to serve those who follow? To determine if an air unit would be interested in this type of support, I decided to discuss it with the Air Station Savannah CO and XO to see what their response would be.

I had an interesting conversation with them on Friday, 9 April. I outlined how I thought the Pterodactyls might be able to take on a Navy League type of support to CG air stations. As examples, I mentioned working issues they were unable to address due to political or regulatory restrictions, lending support at the local level with other commands and/or civilian organizations, and providing a forum for open discussions on any variety of subjects similar to the Naval Institute Proceedings or at one time, the CG Academy Alumni Association Bulletin. As luck would have it, the Regional VP of the Navy League stopped by while I was there to relate his Coast Guard Flag Rank contacts at the annual Navy League Sea, Air and Space Convention in D.C. He offered some additional assistance for future events. I could not have asked for a better example.

It became readily apparent to me during those discussions, in this time of Deepwater Acquisition and the move to the Homeland Security Department, that there are a large number of concerns at the local and headquarters levels. One mentioned was the lack of ability in force extension in support of MSO's during their ship investigations and escorts. Effectively integrating aviation elements with the many other Homeland Security organizations was another. Sector organization concerns were at the forefront. There was enthusiasm about such help and support, but I thought I might have a tougher sell.

There are a number of avenues we could pursue:

1. Provide voluntary assistance in establishing and maintaining a historical collection and memorializing effort. PAO's would welcome some help.
2. Transform the Pterogram into a CG Aviation Forum similar to the Naval Institute Proceedings and provide the aviation community, active and retired, the opportunity to tackle the tough issues and recommend potential solutions.
3. Query the membership to surface senior retired types, or any others who might be willing to "adopt" a unit. He/she/they would:
 - a. be available to assist with issues the unit cannot easily process, each in accordance with their individual abilities,
 - b. assist with award and recognition processing,
 - c. provide a continuity or "corporate memory" at the local level and assist the command in coping with the constant turnover of personnel, &
 - d. encourage and assist in preparing articles for the Pterogram.

I believe the time is ripe for the Ancient Order to take on this additional role and become more attuned to active duty types through direct expressions of interest and support.

[Art's proposal will be a topic of discussion at the 2004 roost. In the meantime, the membership is encouraged to give serious thought to the idea and to submit comments and suggestions as the spirit moves.]



Vietnam Memorials

Monuments to commemorate Coastie service in Vietnam will soon be in place. Your A.O.P. Board earlier approved a donation to support the construction of these monuments. Watch for details and attend ceremonies as you're able.

A monument will be dedicated at the Cape May, New Jersey Recruit Training Center on 16 July of this year at about 2:00 pm following Recruit Graduation. A duplicate will be dedicated on 3 October at the CG Academy, New London, Connecticut at 9:00 am.

Details about these ceremonies will be published by email. Also, members can be alert to information in Evening Colors (the CG Retiree Newsletter), the CG Academy Association Bulletin and "Quarterdeck Log," the Newsletter of the CG Combat Veterans Association. Computer buffs can 'tune' to www.coastguardcombatvets.com, website for the CG Combat Veterans Association.



It's a bird, it's a plane, No, it's *SUPER-AUX*!

By Ptero Herb Kugell, CG Auxiliari



[The aviation 'arm' of today's Coast Guard Auxiliary represents an impressive asset that is largely unheralded. The reach and strength of this 'arm,' extends far beyond the important flight instruction of Academy cadets previously reported in Pterogram, so we asked a long time auxilari and aircraft owner/operator to bring us this report. Space permits just a snapshot of a huge story. Hats off to our auxilari pilots and crews. When you encounter these dedicated men and women, bring your hands together in grateful thanks for their support to active duty forces and their service to the country.]

What's *SUPER-AUX*, you say?

SUPER-AUX is an airborne asset of the USCG while on orders, an asset donated by a member of the USCG AUXILIARY who usually is also the owner of the aircraft, and a member of TEAM COAST GUARD.

It may surprise you to know that nationally, a diverse fleet of single and twin engine land and amphibious aircraft owned and operated by Auxilari numbers more than the active duty fleet of CG fixed and rotary wing aircraft.

The Aircraft Commander, or First Pilot, of the airborne asset is responsible for the safety of the crew, all of whom have undergone extensive training and certification as Pilots and Air Crew/Observers. The pilots undergo phased in training at Pensacola to bring them more fully inline with the training required of all USCG pilots (helo or fixed wing). In addition, these volunteer pilots are trained in SAR maneuvers and procedures such that they have been designated OSC when they arrive as the first asset on scene.

The pilots must demonstrate profi-

ciency in executing the various patrols which the USCG Air Stations assign to the *SUPER-AUX*. In addition to SAR, these include patrols for Marine Domain Awareness, Sunset Patrols, Ice Patrols, Logistic Transport, Oil Spills, USCG Academy Cadet Training, Aids to Navigation Verification, Stellwagon Banks (whale tracking) to name some.

Here is the list of missions that auxilari aviators routinely fly:

SAR - Search And Rescue call out or the air equivalent to a vessel safety patrol. During a SAR mission, aircraft fly pre-determined search patterns based on complex algorithms. These algorithms are based on last known or assumed position, wind, current, and type of vessel that is missing.

Enforcement of Laws and Treaties - Air support of a Coast Guard mission to monitor major fishing areas.

MEP - Air support in the area of Marine Environmental Protection. Missions include support of locating and estimating sizes of oil slicks, and other environmental accidents.

Ice Operations - Air support in the area of ice patrol operations. Aircraft search for and report blockages by ice of major ports and rivers.

Logistics - Transportation of personnel and equipment. Auxilari transport individuals for all types of Coast Guard support and humanitarian support.

Training - Training missions involve air operations and coordination with land and surface vessels to hone skills needed to support the aims and missions of the Coast Guard.

Pilots and air crews must attend annual safety workshops and engage in active certification for swimming, egress from aircraft, survival, and maintain current FAA Third Class Medical certificates.

Members of the Auxiliary presently offer for use of the USCG some 300 aircraft. The bulk of the operating cost of the civilian aircraft (75%) is borne by the Auxiliary owner.

Auxiliary pilots first flew during 1943 in the midst of World War II. The first official mention of Auxiliary aviation is when Congress passed Public Law 451, in September 1945, permitting aircraft to be used by the Auxiliary.

As an example, in the First CG District, there are 24 Auxiliary Aircraft (20

single-engine and 4 multi-engine) accepted for service. Another twelve aircraft are awaiting final inspections and qualifications for acceptance into the program.

Last year, First District southern area Auxiliary Aviators flew 279 missions for a total of nearly 1000 flight hours and 4500 mission hours. This year, to date, they have flown 113 missions, before boating season. Nationally, 300 pilots and 300 certified air observers flew in excess of 10,000 hours.

Auxiliary pilots and crews, during an emergency call-out, are available to lift off from their airfields on short notice on weekdays, and during boating season (weekends), are normally either in the air or at the airfield ready to fly. These men and women, like their boating counter-parts, volunteer their time and energy, and in many an instance their aircraft to assist the Coast Guard.

Just a sampling of the 'fleet:'

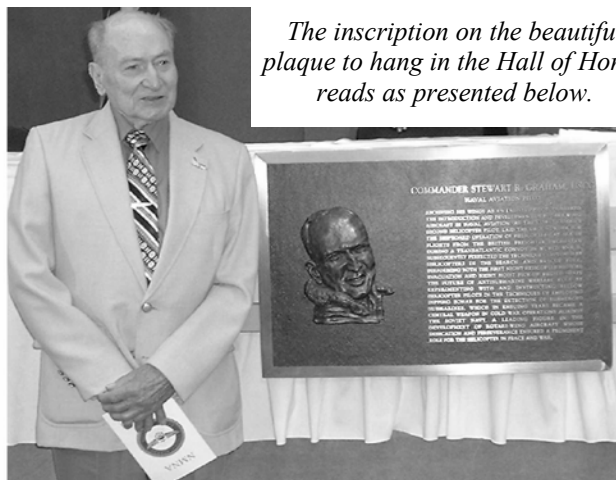


CG Auxiliary - Semper Paratus



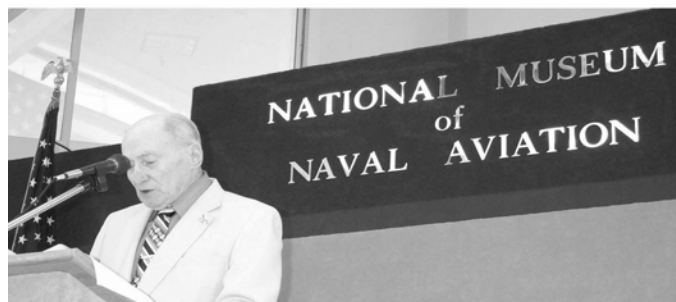


**Pterodactyl Stewart R. Graham,
Commander, U.S.C.G. (Ret.),
Coast Guard Aviator 114, Coast Guard Helicopter Pilot 2,
Enshrined in the Naval Aviation Hall of Honor,
Naval Aviation Museum, NAS Pensacola, Florida, May 6, 2004**



The inscription on the beautiful plaque to hang in the Hall of Honor reads as presented below.

A grand occasion it was with many family members of Stew, coasties and other friends in attendance to cheer the induction.



Commander Graham accepting the high honor.

**STEWART R. GRAHAM COMMANDER, USCG
NAVAL AVIATION PILOT**

Receiving his wings as an enlisted pilot, Commander Graham pioneered the introduction and development of rotary wing aircraft in naval aviation. As the Coast Guard's second helicopter pilot, he laid the groundwork for the shipboard operation of helicopters at sea in flights from the British freighter *Daghestan* during a transatlantic convoy in World War II. Subsequently perfecting the techniques employed by helicopters in the search and rescue role, he performed both the first night helicopter medical evacuation and night hoist pick-up. He helped shape the future of antisubmarine warfare role by experimenting with and instructing fellow helicopter pilots in the techniques of employing dipping sonar for the detection of submerged submarines, which in ensuing years became the central weapon in Cold War operations against the Soviet Navy. Commander Graham became a leading figure in the development of rotary-wing aircraft whose dedication and perseverance ensured a prominent role for the helicopter in peace and war.

Stew, Prez George, Sergei Sikorsky



Prez George with Pteros Capt. LeFevre & RADM Belz



This painting of Stew landing an HNS-1 aboard the merchant vessel Daghestan

recreated the famous first helicopter landing aboard ship during WWII convoy duties. The painting was commissioned by Stew's family and presented to him at a special ceremony in the Naval Aviation Museum library on May 6, 2004. Shown with Stew by the painting are Sergei Sikorsky, artist Pamela Davis-Lumley and Stew's grandson Alan Graham (a medevac helo pilot!).



2004 ROOST OP PLAN



DATES: Thursday, 30 September — Sunday, 3 October, 2004

LOCATION: Sacramento, California

MAIN SUPPORT FORCE: CG Air Station Sacramento, Ptero retirees.

HEADQUARTERS/ROOM RESERVATIONS: Make your own reservation for space in the Holiday Inn, Sacramento-Northeast, 5321 Date Avenue, Sacramento, CA 95841. **Phone toll free (800) 338-2810 or (916) 338-5800.** A special group room rate of \$93 plus tax per night applies if you mention being part of the '04 Pterodactyl Roost when you reserve your room. Early reservations are suggested as the blocked rooms at this rate will probably fill quickly as this information was circulated in advance in Sitrep 1-04. If you need transport from the airport to the hotel, get your luggage and seek BLUE VAN ground transport (terminal A, ground transportation counter, terminal B, next to the restaurant). Cost varies for the 7 pax vans, like \$21 first person, \$8 next person same party, \$9 additional persons same party so if you can hook up with others, do so to save.

ROOST REGISTRATION: Register with the support force by completing the registration form on page 6 as soon as possible. Include your check for the total amount due. Events on the form are keyed to the information in this Op Plan. Bus tours will be scheduled on a first come-first served basis so don't delay your submission.

HOSPITALITY: Suites at Headquarters.

EVENT AND ACTIVITY PLAN:

Thursday, 30 September


Noon Hospitality for early arrivals.

Friday, 1 October

Hospitality suites open. Breakfast on your own.

0832 First Tee Time, GOLF TOURNAMENT Haggin Oaks Golf Club, Sacramento. \$40 per golfer includes green fees and cart. Bring your own clubs. Refreshments and a box lunch will be available.

TENNIS courts will be available for anyone wishing to play.

0800 - 1630 TOUR A. Lake Tahoe Splendors Lake Tahoe is one of our amazing national treasures! The Washoe Indians came here to gather and celebrate the splendor of this natural masterpiece. Visitors from around the world still come to experience the enchantment of Lake Tahoe. 22 miles long and 12 miles wide, it is the largest alpine lake in North America. Its average depth of 989 feet with the deepest point 1,645 feet contains enough water to cover the entire state of California to a depth of 14 1/2 inches. Surrounded by the majestic peaks of the Sierra Nevada's, it is a sight to behold. Enjoy a luncheon cruise on the lake aboard the M.S. Dixie, an award winning paddle wheeler passenger vessel!. Take in dazzling vistas of the Sierra, the dramatic splendor of Emerald Bay, the charming Fannette Island and see the unique Vikingsholm castle on a roundtrip cruise from Zephyr Cove. Join us for a day at the lake that has been described as the most beautiful lake in the world. Cost \$70 per person. Included: roundtrip deluxe motor coach, professional guide, hosted luncheon aboard M/S Dixie, cruise, bus driver tip. 

Friday, 1 October (*cont'd*)

0900 - 1700 TOUR B. *Napa Valley Winetasting* Experience the splendor of Napa Valley where you will discover a dreamlike place with nature and man working together to create a special way of life and a landscape of rolling hills of grapevines. This small valley is one of the most famous winegrowing regions in the world and is the ultimate retreat for wine lovers. You will enjoy stops for tasting at two local wineries nestled in this beautiful green lush valley. Lunch (no host) will be at Vintage 1870 in Yountville with several restaurants to choose from as well as boutiques for shopping. Come see what the world is talking about, and don't miss out on this incredible opportunity to experience this unique and charming valley! Cost \$60 per person. Included: roundtrip deluxe motorcoach, guide, wine tasting fees, bus driver tip.

1800 - 2100 EVENING RECEPTION. Headquarters main foyer. Cost \$20 per person includes Hors d'oeuvres (enough for a meal!). Cash bars. Mucho Camaraderie!!

Saturday, 2 October

Hospitality suites open. Breakfast on your own.

0900 - 1600 TOUR C. *Mine, Wine & Dine Tour - Amador County* In store for you on your gold country adventure is a tour of the Sutter Creek gold mine! This is a great lesson on gold mining from the earliest days to the present. This real mine experience includes gearing up in hard hats and stepping aboard the "Boss Buggy Shuttle" for a historic journey deep underground. Learn about gold country geology and mining technology as you traverse beneath thousands of tons of native rock, viewing mining equipment from the smallest drills to the massive 15-yard haul truck. See beautiful crystals and learn how to distinguish between real gold deposits and pyrite (fool's gold) in the quartz of the Comet Vein. Note that the gold mine tour involves 32 steps up, a 200 foot walk and 47 steps down (accommodations can be made for those who don't wish to do the walking portion). In the 1850's, once the gold dust began to settle, a number of Amador county residents planted vineyards. These pioneers brought their heritage from half a world away. Today, numerous vintners call Amador County home and produce award winning wines. You will visit & taste wine at a winery in this lovely boutique vineyards region. A hosted buffet lunch will be at the winery! Cost \$70 per person based on a 40 person minimum per 47 passenger motor coach. Includes: roundtrip deluxe bus, professional guide, lunch, mine tour admission, bus driver tip.

0900 - 1700 Tour D *Sacramento Highlights & Gambling Excursion* Relive the California Gold Rush! Listen to legends that made Sacramento famous as you drive by the city's historic landmarks including Sutter's Fort (1839). In store is an interior tour of the beautifully restored State Capitol from the 1800's which underwent a 68 million dollar restoration to bring back its original beauty and grace...plus a leisurely stroll through the 40 acre Capitol Gardens, with plants and trees from every continent, and where you will visit the Firefighters' Memorial and Vietnam Veterans' Memorial. Driving past the Stanford Home, hear the story of this fascinating railroad baron and California governor. Also, visit Old Sacramento, the center of activity in the mid-1800's when gold seekers poured in from around the world with aspirations of wealth. Today it is a national landmark and 28 acre historic park. Enjoy a no host lunch and time to explore Old Sacramento on your own. The afternoon will include an optional visit to the Thunder Valley Indian Casino. See if Lady Luck is on your side! Note that if you don't wish to take in the casino, the coach will drop you back at the hotel before they head to Thunder Valley. Cost \$30 per person. Included: roundtrip deluxe bus, professional guide, bus driver tip.



Saturday, 2 October (cont'd)

0900 - 1700 Tour E *San Francisco Highlights* Motor coach to the city, then listen to legends that made San Francisco famous as you drive by the city's historic landmarks, including the Civic Center, Opera House, financial center and Union Square. Choose from one of a myriad of fine seafood restaurants for your no host lunch at historic Fisherman's Wharf where you can also visit shops, museums and other points of interest. Time permitting, there will be a stop at the Cliff House offering a magnificent overview of the Pacific ocean. Drive through Golden Gate Park, developed in 1871 as the largest man-made park in the world. Leave the city over the Golden Gate Bridge with a photo stop before returning to headquarters at Sacramento. Cost \$35 per person. Included: roundtrip deluxe motor coach, professional guide, bus driver tip.

1800 - 2300 *Annual Pterodactyl Banquet* Holiday Inn Banquet Room. Anticipate cash bars, a festive setting, award presentations, a surprise guest speaker and great food. Select from Chicken Asiago (boneless breast stuffed with sun-dried tomatoes and asiago cheese with herb cream sauce) or Filet Mignon (8 oz. with a chipotle Demi-glace) or Grilled Halibut (with a pecan and shallot radish). Coat and tie suggested. Cost \$50 per person. The cost includes a handsomely marked-for-the-occasion wine glass for each person.

Sunday, 3 October

Hospitality suites open. Breakfast on your own.

0800 Annual Business Meeting. Holiday Inn Classroom. Cost \$5 per person includes coffee and light pastries.

Noon Picnic Lunch. CG Air Station Sacramento Frost Park. Cost \$15 per person includes BBQ, salad/chips, soft drinks. Cash donations for beer gratefully accepted.

REGISTRATION FORM NEXT PAGE



Prior Roosts, 1977 to 2003

Long Beach, CA	Corpus Christi, TX	San Diego, CA
San Francisco, CA	Port Angeles, WA	Cape Cod, MA
San Francisco, CA	New Orleans, LA	Pensacola, FL
Mobile, AL	Elizabeth City, NC	Colorado Springs, CO
Elizabeth City, NC	Oshkosh, WI	Atlantic City, NJ
Traverse City, MI	Pensacola, FL	Seattle, WA
San Diego, CA	Astoria, OR	Miami, FL
Mobile, AL	Clearwater, FL	Mobile, AL
Washington, D.C.	Traverse City, MI	Elizabeth City, NC





TIME CRITICAL !! - - - MAIL BEFORE 15 AUGUST !!!



REGISTRATION 2004 Pterodactyl ROOST

NAMES: <i>Please check here if arriving Thursday, 9/30</i> <input type="checkbox"/>	
ADDRESS:	
CITY, STATE, ZIP	
PHONES	DAY: () - EVE: () -
EMAIL ADDRESS	

ACTIVITY	COST per PERSON	Number of PERSONS	TOTAL
Golf Tournament (Friday)	\$40		\$
Tour A. (Friday)	\$70		\$
Tour B. (Friday)	\$60		\$
Evening Reception (Friday)	\$20		\$
Tour C. (Saturday)	\$70		\$
Tour D. (Saturday)	\$30		\$
Tour E. (Saturday)	\$35		\$
Annual Banquet (Saturday)	\$50	<input type="checkbox"/> Chicken _____ <input type="checkbox"/> Beef _____ <input type="checkbox"/> Fish _____	\$
Business Meeting (Sunday)	\$5		\$
Picnic Lunch (Sunday)	\$15		\$
Registration Fee	\$10 (<i>per registration</i>) (<i>no fee for active duty</i>)	<i>Only One Fee per form</i> (<i>active duty delete this fee</i>)	\$ 10.00
GRAND TOTAL DUE =			\$

Please....Make your check
to PTERO 2004
And return your completed
Registration and check to:

Pterodactyl Roost 2004
c/o CGAS Sacramento
6037 Price Avenue
McClellan, CA 95652

Contacts for questions:
LT Brust Roethler
LCDR Geoff Borree
(916) 643-7659

CUT ALONG THIS LINE IF REMOVING PAGE INSTEAD OF COPYING



MAIL

LOWER and SLOWER

I enjoyed Jim Clune's piece in the last Pterogram, and I'm happy to accept his challenge. I remembered a case Mike Cole and I launched on out of CGAS San Diego some years ago. My mildew-scented logbook shows it occurred on 18 May 1964.

RCC Long Beach roused us out pre-dawn to go to the aid of a Norwegian freighter M/V *Stavanger*. The ship, which also had a number of paying passengers, was afire some 400 miles south of SDO. We delayed long enough to top-off the mains and drop tanks and load extra MK20 life rafts. Our Albatross waddled off from Lindbergh at zero dark 30 with 11 hours of fuel and just under max gross weight.

To the best of my recollection, we found *Stavanger* just after dawn with two foreign merchies in the vicinity and a USNS ship a couple of hours away. I remember that one of the merchies was Japanese, and Mike was having a problem trying to communicate using his best Marine Corps Japanese tourist phrases. The fire was now out of control, and the Captain was anxious about getting the passengers off and on to the other ships. All we could do to help was to coordinate the transfers and to standby in case someone went overboard.

We didn't have any outboard motors to cage so the best we could do was to pull the 1820s back to 1700 RPM and make lazy circles in the sky. Homeplate said a relief HU16 would be underway soon and we were to remain until relieved on scene. That promise was repeated hourly until we started getting real antsy about our state. We had been airborne well beyond 8 hrs and still calculated 4 hours of fuel remaining. Crossing our fingers and legs, we departed scene at max range power with the relief still 1 hour out. I believe we estimated about 3+00 enroute to San Diego.

Not totally trusting the gauges (which were getting uncomfortably close to E),

I didn't relish a normal approach coasting down the mountainside from Balboa Park to Lindbergh Field. Fortunately, San Diego weather was as ordered by the Chamber of Commerce, so we set up abeam Tiajuana for long straight-in approach to San Diego Bay, ready to ditch along the shoreline if things got real quiet. An uneventful splash resulted followed by a relaxing water taxi to our ramp. Total flight time – 13.1 hours.

My old friend Jim Clune and his two copilots flew 13.2 with two engines in reserve. Mike and I had only two old piston-pounding R1820s. Like Mal Smith says in his book "I Never Liked Those C-130s Anyway," I never liked those C-130s anyway either, but I sure loved that Goat.

Ptero CAPT Carl Meredith,
USCG (Ret), CG Aviator 850

LOW AND SLOW - A LITTLE BIT LOWER

I enjoyed my good friend Jim Clune's story in Sitrep 1-04 describing his flight of "13.2 hours, 12/5 of which was two engines." But, since I have seldom, if ever, gotten one up on Jim Clune, his challenge to beat this record sent me scurrying to the old Flight Logs.

On 14 May 1963, Dick DeCorps, Al Allison and I scrambled out of Barbers Point, HI, in HC-10B 1351 in response to an aircraft missing in the vicinity of Johnston Island in the Pacific. After a short 3.2 hour flight to Johnston I., we topped off and started our search. Since the search area started in the immediate vicinity of Johnston, the outboards were caged as soon as we reached search altitude and were not restarted until ready to enter the landing pattern 14.0 hours later, 13.8 hours on two engines including 6.0 hours at night.

Here's another challenge for you old time Pteros (those of who flew before there were crew mission limits). In the four days from 14 May to 17 May, we flew 47.2 hours (33.8 hours total pilot time and 13.4 special crew time. During our 'crew rest' time on the ground, we planned the next day's search for us

and the other service aircraft that joined us as the search progressed.

Who's next to answer the challenge? Ptero VADM Chuck Larkin, USCG (Ret.), CG Aviator 629

A STAR WAS BORN

I note from my tattered logbook that I had a 4.3 hour flight in RD-4 #134 on 1 May 1942 with pilot Lieutenant Snyder [no doubt William H. Snyder, CG Aviator 47]. As I remember, we manually cranked up the landing gear. This took place at CGAS St. Pete. Remains of another RD-4 were parked behind the hangar next to the Station Brig. See attached [below]. In the photo, kidding around, are Aviation Radioman Hank Burokoff and Lowell Eaker. 1942!! Great memories.

Ptero Donald Epler, ex-ACRM

[Can't help wondering about the many missions and rescues performed by this venerable craft shown here wasting away to many years ago?]



HALL OF HONOR

[This following email came right after the Graham induction reported on page 5 and just prior to our going to press.]

Now that I have returned from Cloud Nine and am back to reality with my feet set at ground level, I want to express my deep appreciation and pleasure to have been recognized in such a thoughtful way. I have received many kind emails from the close-knit members of the Pterodactyls who were not able to attend the Hall of Honor ceremonies.

My highlight of the occasion was to be the Fourth Coast Guard Aviator to be so enshrined, especially with such notables as Admiral James Holloway, Marine Brigadier General Robert Galer and Astronaut Captain James Lovell.

Ptero CDR Stew Graham,
USCG (Ret.), CG Aviator 114

"EXTRA, EXTRA, READ ALL ABOUT IT, FOR ALL PTERODACTYLS:

HOW YOU CAN PRESERVE YOUR OWN PERSONAL COAST GUARD AVIATION HISTORY

AND YOU DON'T EVEN NEED A COMPUTER"

If you have a computer and can easily access the Ancient Order's website and USCG Aviation History website, fine, **but** if you don't use a computer, read on because you can still take part in an important service being offered.

Basically, whether or not you are currently on active duty, you can easily have memorable details of your personal CG aviation career, and a photo if you wish, entered into a Coast Guard Aviation Flight Log in an easily accessed section of the CG Aviation History internet website. Before getting into the how-to-do-it, let's address the why-do-it.

You may be thinking, "Who cares about me or my personal history?" The short answer is a heckuva lot of people and institutions now and in the future! To start with, the aircraft you fly or flew, your aviation assignments and awards and other similar details represent an important part of the rich history of CG aviation and should be preserved as part of the whole, whether you think it's important or not. Researchers are and will be very interested. Beyond that, how about your family? Children, their children and theirs, etc.? You really owe sharing your experience with every one of them. In addition, if we can make it easy enough for you, whether or not you have a computer, WHY NOT prepare a concise, simple summary of all those stories, documents, photographs, etc., in those footlockers in the attic or wherever? Read on and see how you can accomplish that in probably thirty minutes or less.

We provide an easy-to-complete form. All you have to do is fill in a few blanks and follow instructions to send it by computer or by postal mail. The rest is up to us. What we do is put your data into the CG Aviation History repository, i.e., add it to the computerized data base catalogued in such a way that your information can be quickly and easily viewed and even printed.

If you already have a computer and are regularly 'on line,' you can just access the Ancient Order website (www.AOPtero.org) and click on Aviation History, or you can go directly to the history site (www.uscgaviationhistory.aoptero.org/).

Once on the history site, find and click on the Flight Log for information, a sign-up form, and quick and easy access to individual and aviation unit entries. See the next page to see the kind of information you can add.

If you don't have or use a computer, there are at least three options for you. We wager at least one of your kids does and is an 'on line user'...just ask them to read all this and do it for you. Or go to a public library, take this with you and show it to a reference helper who probably will take you on a quick, easy and cheap trip into cyberspace. Or, finally, you bag the whole computer idea, follow instructions on the next page, mail your data to us, and we'll take it from there. At least then, even if you're not particularly interested in reviewing "yourself," others, including your family and friends will be able to, and will want to, now while you're on the earth and well beyond.

Some other details. There is a small fee required. While all the data entry and servicing by Pterodactyls is accomplished by volunteers, there is a cost in maintaining the system. A one time \$25 entry fee applies for current members. A new annual member pays \$40 which includes their first year membership dues. Active duty members can update their entry annually at no charge...for others updates cost a measly five bucks.

Here's what just a part of a full entry looks like...if you can't read it here, you can on the website!

CG Aviation Full Log Entry



Name: Captain Robert J. Watterson, USCG

E-Mail: rwatterson@bellsouth.net
Address: 7272 Spring Lake Drive South
Address Line 2:
City: Mobile
State: Alabama
Zip/Postal: 36695
Phone: 251- 639-1798

Date of Birth: Feb-02-1936

Highest Rank/Rate/Position Achieved: Captain
Military Service/Federal Civilian Service Inclusive Dates: From:
1954 To: Aug-01-1985
Branch of Service: USCG
Other Service (Please Describe):
Highest Civilian Position Achieved:

GET GOING. GET ON THE FLIGHT LOG.



Coast Guard Aviation History Flight Log Information and Entry Form

ADD YOUR HISTORY AND PHOTO TO THE DATABASE

Join the individuals and air units who have entered their aviation histories in this unique, interactive, internet database program.

PARTICIPATE IN USCG AVIATION HISTORY

Website visitors using this Flight Log can call up the photos and in depth information of friends, relatives or shipmates. Gift entries for your friends and lived ones are available. A gift card will be sent to the individual being honored telling him or her of your thoughtfulness. Memorials are another way to honor those who contributed to Coast Guard, naval or civilian aviation or were aviation enthusiasts.

If you submit a photograph, it must not be larger than 8" x 10" or 600x800 pixels (if digital). It can be in color or black and white and can be either a current or earlier picture in uniform or civilian attire.

Active duty military personnel may update their records once a year at no charge. An administrative payment of \$5 will be required for other updates.

YOUR COAST GUARD FLIGHT DONATION:

- ▶ Preserves your personal history in the USCG Aviation History Repository,
- ▶ Adds to the value and depth of this valued database,
- ▶ Supports The Ancient Order of the Pterodactyl programs and improvements,
- ▶ Provides support for USCG Aviation history programs, and
- ▶ Invites visitors to the Ancient Order and CG Aviation History websites to a greater understanding of the people who have helped shape the history of Coast Guard aviation.

DATA ENTRY FORM (enter on line or complete here and mail a copy with your fee to the address below)

Cut this out or copy the form and add additional sheets if space is too limited

First Name: _____ MI: ____ Last Name: _____ Email Address: _____
Street Address: _____ City: _____ State: ____ Zip: _____
Telephone: (____) _____ - _____ Date of Birth (yyyy-mm-dd): _____ - _____ - _____
Highest Rank/Rate/Postion Achieved: _____ Military Service: _____
Dates of Military Service/Federal Civilian Service, inclusive (yyy-mm-dd): _____ - _____ - _____
Highest Civilian Position Achieved: _____
Education (Academy, University, College, Degree(s), Technical Schools: _____

Aircraft Flown (8 maximum): _____
Pilot/Aircrew Designation (Mil & Civ): _____ / _____
Combat Experience (Theaters/Campaig(s)): _____
Notable Assignments (Limit of 5): _____
Association and service organization memberships (Limit of 5): _____
Highest personal decoration of award (One): _____
Significant Achievements (flight time, commands, professional milestones, community involvements): _____

MAIL COMPLETED ENTRY, PHOTOGRAPH (if desired) AND CHECK PAYABLE TO A.O.P. TO:

G.E. BROWN, Jr.
2018 Trail Creek Circle
Twin Falls, ID 83301

(if you email the data, your log entry will be active on receipt, but if the fee is not received within 30 days, your log entry will be deleted...photos can be emailed to gibbrown@ltlink.com)

IF YOU ARE SUBMITTING AN 'IN MEMORIAM ENTRY' LET US KNOW.

CONTRIBUTIONS FOR THESE DATA ENTRIES ARE TAX DEDUCTIBLE.



ANOTHER SNAP SHOT OF CG AVIATION HISTORY, CIRCA 1945



Sitrep 1-04 (Spring 2004 Pterogram) featured a story War II Coast Guard Reserve Officer and Aviator, “Barney” depicting the exploits of a World Bailey, CG Aviator 157. Toward the end of the war, as his story goes, Barney was assigned to command a Coast Guard PBY Catalina performing U.S. Coast & Geodetic Survey work in Alaska and in the northwest U.S. employing a huge aerial camera developed for mapping purposes and which was unique, expensive and technologically on the edge for its time. The large photo above of Barney and his crew and aircraft was taken at Annette Island, Alaska on 18 October 1945 during their final return to the lower 48. The photo was taken, evidently by timer, by crewman W.B. Hale at the right in the picture.

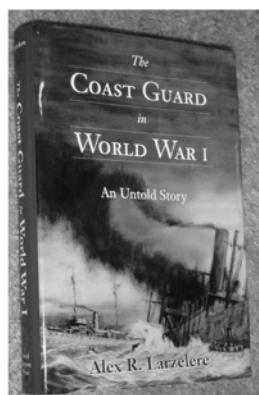
In April of this year, ye ancient editor had the occasion to visit Mr. Bailey at his Southern California coastal home. I was accompanied by Captain Fred Herzberg, USCG (Ret.), volunteer Executive Director of the Foundation for Coast Guard History who devoted an afternoon video taping an interview with Mr. Bailey. The interesting interview has been edited by Captain Herzberg and is stored in a Foundation for CG History database.

It is certainly worth noting by all Pterodactyls that in addition to all of our Ptero efforts to preserve and protect the heritage of CG aviation, the Foundation for CG History, in its initiatives to do the same for the entire Coast Guard, includes aviation history in its interest and actions. Computer buffs are encouraged to check out the fine FCGH web-site (www.fcgh.org) which features, among other items, aviation articles by our own Phistorian Tom Beard and others. Every Ptero can support the efforts of the Foundation by becoming a member.





BOOK REVIEW



"The Coast Guard in World War I" by CAPT Alex Larzelere, USCG (Ret). Reviewed by Ptero Art Ladley, CG Aviator 724.

Those of you who have read Alex's previous book "The Coast Guard in War: Vietnam 1965-1975" can look forward to another engrossing and well-researched treatise on Coast Guard history.

Shortly after the Coast Guard was transferred to the Navy in April of 1917, cutters, officers and enlisted men were assigned to a wide range of challenging and often harrowing duties for the next two and a half years. Cutters were involved in convoy duty in the Atlantic as well as patrol duty operating from ports in France, Spain and the Caribbean. Coast Guard officers commanded not only cutters but some Navy ships, seized German and Austrian vessels, some converted foreign yachts and even American passenger ships used as troop transports.

Because of their seniority and experience, Coast Guard aviators were assigned as commanding officers of Naval Air Stations at Key West, FL, Rockaway, NY, Chatham, MA, North Sydney, Nova Scotia, and Ile

Tudy, France.

Other Coast Guard officers were assigned as commanding officers of Naval Training facilities at San Diego, CA, Bumpkin Island, MA, Bensonhurst, NY and Cape May, NJ.

Many officers and men had shore assignments throughout the US at Navy districts, section offices and port security units; many warrant officers and enlisted men continued their duty as surfmen at augmented coastal stations that also served as a coastwise network for a coordinated warning system.

The book is replete with numerous accounts of rescues, enemy action, and displays of bravery and ingenuity that are a tribute to our Coast Guard heritage. It also recounts the significant management and planning contributions that senior Coast Guard officers gave to the war effort.

The last chapter includes fascinating commentary on the congressional hearings that finally resulted in the Coast Guard being returned to the Treasury Department in 1919.

Key features of the book include an excellent chronology of key Coast Guard events and a number of appendices concerning ships, assignments and awards. It is another gem for your library.



RESCUE ARTICLE



[Pages 98-103 of the Spring 2004 edition of *FOUNDATION*, magazine of the Naval Aviation Museum Foundation presents an absorbing tale

by our own ancient phistorian, Ptom Beard...Ptom wrote recently telling me of the article...as a member of the NAM Foundation, I received the edition and found the writing and artwork superb...here is Ptom's note about it.]

The Spring 2004 edition of *FOUNDATION* Magazine from the National Naval Museum of Aviation Foundation (Pensacola) has an article by yours truly titled, "Ocean Express." It is the story of Ptero John Lewis [CG Aviator 1140] flying a HH-52A making a truly remarkable rescue 50 plus miles at sea in a full-blown storm-at night!

A floating oilrig, caught in the storm, capsized. John was there in the tempest to save the sole remaining man aboard just seconds before the rig rolls over and sinks. Ptero Howie Thorsen gave aid from another Seaguard by shining a night-sun light for John. I have a copy of the magazine proof in front of me and see where the magazine's editor did a marvelous job with my work.

This note is an encouragement for Pteros to read the story of one of our own, join the Foundation and above all, do some writing for the magazine. They need Coast Guard air stories. There are a bunch of these stories around-I get mine from listening at Roosts. And I'm getting tired being one of the few writing. There have to be better chroniclers out there among the Pteros! I know they tell good tales-and what stories they are!

Ptero Tom Beard, CG Aviator 1104

[Contact the offices of the non profit Naval Aviation Museum Foundation for membership info...1750 Radford Blvd, Suite B, NAS Pensacola, FL 32508-3104... (800) 327-5002...or email charlie-hendrix@naval-air.org...you will enjoy benefits and satisfaction.]





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. As busy and focused as you are on many things, you are history-in-the-making, and you will want to preserve that history as well as that of those before and around you today. Your modest annual dues will help to keep you informed and make possible a multitude of active duty awards, memorials and CG aviation history-preserving- projects. **Happy Landings, and again, Welcome Aboard!!!**

CG Aviator Nr.

3712 Aaron Ortenzio
3713 Edward Aponte
3714 Joseph Matthews

CG Aviator Nr.

3715 George Cathey
3716 James Mazel
3717 Ali Davis



Taps

With regret , we report that the following Pteros have flown 'cross the bar.

CAPT Charles Clarke, CG Aviator 873

CAPT Charles Mayes, CG Aviator 559

Foster Lewis, Ptero 2148

AD2 Raymond Rush, Ptero 2518

CAPT Andrew Horne, M.D., Ptero P-2082

LCDR Joseph Lersch, CG Aviator 1062

CDR John Redfield, CG Aviator 471

CDR Thomas Young, CG Aviator 1166

Tax Deductible Dues and All Purchases Help Us Achieve Goals

Multi-mission Form:

Apply for or Renew Membership, Update Data or Order Stuff

☐ 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 | \$200 (includes a Ptero Pin) | <input type="checkbox"/> Ptero Ball Cap | \$15 |
| <input type="checkbox"/> Annual Membership | \$ 15 | <input type="checkbox"/> Ptero Pin | \$ 5 |
| <input type="checkbox"/> 25th Anniversary Cups | \$ 15 | <input type="checkbox"/> Ptero Coin | \$ 5 ((\$20/5 coins) |
| <input type="checkbox"/> H-52 History Book | \$ 40 | <input type="checkbox"/> Sitrep 2-04 | \$ 8 |
| <input type="checkbox"/> Character In Action Book | \$ 30 | | |
| <input type="checkbox"/> CG Aviation History Book | \$ 50 | | (Combat Rescue Special Edition) |

Total Enclosed:

\$

Please make copies of this form and pass it on.

Please check as:

- ☐ CG Active
☐ CG Retired
☐ CG Reserve
☐ Former CG
☐ CG Auxiliary
☐ 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**



Page 4

SACRAMENTO ROOST DETAILS/ REGISTRATION

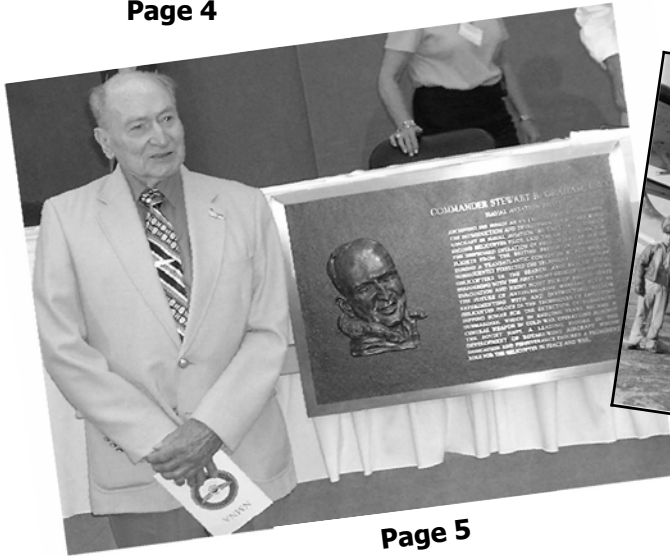
Pages 6 - 9



"Once again, the name is Perry,
with a P, as in pterodactyl."



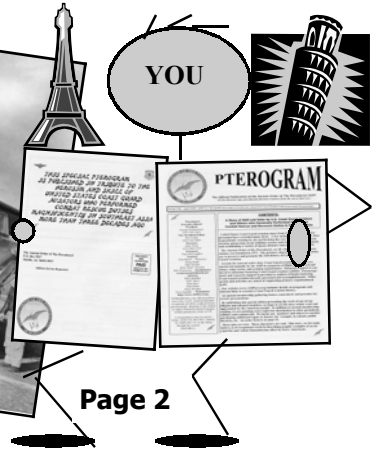
Pages 11-12



Page 5



Page 13



Page 2

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

Address Service Requested

NON PROFIT
ORG.
US POSTAGE
PAID
SEATTLE, WA
PERMIT # 1441

