



PTEROGRAM

The Official Publication of the Ancient Order of The Pterodactyl (AOP)
THE COAST GUARD AVIATION ASSOCIATION

Sitrep 4-04 Fall 2004 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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Much of this Sitrep is devoted to a report on the 2004 roost. We believe it is important that we document roost activities and proceedings. Pterogram is our journal, and the annual gathering (roost) is our main event of the year. Actual attendees at most roosts usually number less than 25% of the membership, sometimes less than 20%. That alone is reason to be thorough. We hope each member, present at the roost or not, will take the time to read through these pages before setting the issue aside like we must with so many mailings. There is much 'meat' here, not only about the roost but so many other facets of our being.

We believe we are engaged in very good work, and we hope to continue to grow and mature, providing ever expanding support to active duty Coast Guard men and women, today and tomorrow. We hope to continue to enhance the preservation of and to make available to the public the rich past of CG aviation and the daily unfolding of its epic history. We hope to continue to support programs that contribute to those worthy goals. All this we can accomplish with the knowledge, talent, encouragement and continued financial support of our members, active duty or retired CG aviation personnel and their supporters.

If you read something here you don't understand, disagree with or want to know more about, let us know. If you submitted something that isn't included, remind us of that. Mainly, please read on, and please don't sit on any feedback you may have for your Board. Finally, there's lots to do, so to the extent you're able to find a little time to lend a hand, let us know that, too, and we'll help match needs with your time, skills and interests. The only salary is personal satisfaction, and that can be reward enough.

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 **2005 OR LATER**, PLEASE CATCH UP ASAP.

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





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Notes From Ye Prez

Another great Pterodactyl Roost concluded on 3 October in Sacramento, CA. Several hundred of us attended a variety of fun-filled events over the three day period. Our thanks go to Captain Steve Delikat and his Roost committee of active duty folks ably led by Ltcdr Geoff Borree and assisted or supported in many ways by Lt Brust Roethler, Lt Rich Stickleby, Cdr M O'Conner, Cdr Marc Gray, MCPD Charlie Loue, Coast Guard Auxiliary Flotilla 3-1 members led by Flotilla Commander Ron Clark, Ptero retirees Jerry Mohlenbrot, Doug Bogle, Kirk Colvin and many others.

Thank you all for a great weekend.

As some of you know, I announced to the assembled group at the business meeting that I would step down as President at our next gathering now being scheduled for Savannah, GA. I have been the President of our organization for over 13 years (longer than FDR was President of the US), and I am ready to let some new people have a chance at expanding and improving the phlock. Our finances are solid, and we have over 1,100 dues paying members. A perfect time to "pass the flag."

Hopefully, there are a few members who will step up to the challenge. We need to develop a rotation in leadership positions so that nobody has to carry the burden for more than a few years and to make way for new approaches. New Board members and officers can coordinate their efforts on the internet, and our annual meetings can be expanded to include more time for the Board members to meet and plan future activities of the group. So we don't all have to reside in the same county. Other organizations operate this way-we can too!!

Meanwhile, some of the new ideas being kicked around include:

- *authorizing members to pay dues via the CG allotment system,*
- *emphasizing the words "Coast Guard Aviation Association" as part of our name,*
- *contracting out the data keeping for membership lists, etc., and*
- *identifying retired Pterodactyls to work closely with local Air Station commands to help recruit, advise and support the active duty forces as needed and requested (as is already being done at ATC, ECG and SAV).*

*Opportunity is knocking, and I sincerely hope there are those of you who are willing to step up to the plate and keep our organization alive. Please contact me or Ray Copin with your thoughts and questions. We'll be happy to work with the new team as they slide into the pilot seats. **SEMPER PARATUS***

George

From ye ancient editor (scribe and Vice President): Prez George wants and needs relief. I certainly understand. So, we will need a new Prez in less than a year's time. Just so there's no misunderstanding, I am NOT available. Period. I accepted the VP slot last year, as I expressed clearly at the time, on a temporary basis to fill that opening specifically important now that we're IRS 501(c)(3) approved and generally to back up the Prez. However, I have my hands full enough as scribe and couldn't possibly take on Prez, too. I sure hope a new Prez is "listening."

RJC

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REPORT ON THE 2004 ROOST

The brilliance of California's golden sun was on display against very blue skies each day throughout the 2004 roost. Also brilliant was the planning and execution of all arrangements by the talented and diligent men and women of CG Air Station Sacramento. LCDR Geoff Borree and LT Brust Roethler seemed to be everywhere every day. Other busy members of the roost ground crew included retired Pteros Jerry Mohlenbrok, Doug Bogle, and Kirk Colvin, a slew of active duty personnel headed by the air station commanding officer, Ptero Captain Steve Delikat, and also an impressive assemblage of CG air auxiliaries. They were a fine team and took us for a great ride. We hope that our on scene expressions of thanks fell on open ears and that they feel significant personal satisfaction knowing how very much their efforts were appreciated.

The Holiday Inn served as an excellent headquarters. Beginning Thursday as early arrivals began to appear, CG air auxiliary members manned the well marked roost registration desk in the hotel lobby as well as the well stocked refreshment bar topside in the hospitality suites.

Golf and tennis tournaments didn't go down because of underwhelming sign ups, possibly because of the several opportunities to join interesting all day tours. The guided tours on Friday and Saturday, as advertised in Sitrep 3-04, took attendees to wineries, a gold mine, a luncheon cruise on beautiful Lake Tahoe, museums and more. Each tour was expertly led by both a member of the air station 'roost ground crew' and a professional guide. Photographs in this Sitrep and even more on the AOP website

(which are in color) depict the fun and camaraderie offered during the excellent tours better than words.

By Friday evening, most participants in the gathering had arrived to enjoy a very nice reception with great food and beverages, and story after story as very classy looking gals and guys clustered 'round.

A highlight of the weekend, as usual, was the banquet. More than two hundred women and men gathered at tables with white cloths and more than a few blue suits. The evening's program, as usual, was full, interesting and inspiring.

When it was time to transition from the 'adjustment' hour to the sit down, more formal stuff, a sharp CG color detail presented the colors which were honored by a forceful and flawless recitation of a tribute to the stars and stripes by retired USAF Chief Master Sergeant George Moses. Captain Delikat welcomed the assemblage which included several senior active duty personnel including VADM Harvey Johnson, PACAREA Commander, Ancient Albatross Ptero RADM Jim Olson, 17th District Commander, and Captain Bill Peterson, Captain Mark Butt and Commander Chip Strangfeld from the Commandant's staff.

Following dinner, awards were presented. The first recipient was our Order's ancient treasurer Ptero Ptom McLaughlin who was surprised to be called forward to receive the Commandant's Public Service Award. Ptom was cited for his many years of voluntary, diligent and accurate keeping of the books and the data documentation in support of our successful application for not-for-profit IRS status.

Next came the annual series of stirring accounts of exceptional performance by active duty aviation personnel and crews. [For new

readers: the Ancient Order innovated and sponsors these awards in the categories below. Awardees are selected by the staff of the Commandant of the Coast Guard.]

AM1 Brad Barrington, San Diego Air Station, was present to accept the Pterodactyl Aviation Maintenance Award. The presentation was made by Captain Mark Butt, CG Headquarters Chief of Aeronautical Engineering who was assisted by Ancient Albatross RADM Olson and Enlisted Ancient Albatross Master Chief Petty Officer Bill Beardsley. AM1 Barrington was cited for excelling in several maintenance leadership roles normally assigned to Chief Petty Officers with more experience. He expertly led a night check crew in support of expanding and demanding operational requirements, innovating effective procedures which enhanced readiness. As helicopter shop supervisor, also normally the job of a more experienced Chief, he performed outstanding work in support of intense vertical insertion training for all helicopter units which, again, increased demands for unusually high airframe availability. As a watch captain, he also excelled, in hands on repairs and in training personnel assigned to him. This exceptional Coastie's performance stood out amongst many outstanding submissions.

The aviation safety and both fixed and rotary wing aircrew rescue awards amounted to a unique 'clean sweep' for Kodiak air station.

Kodiak's Safety Department was awarded the Captain Marion "Gus" Shrode Aviation Safety Award for superior performance. Cited were the department's programs during a major hangar renovation, streamlining the base hazardous materials program, improving many local

training programs, both on and off base, helping to initiate a highly successful maintenance resource management program and public outreach working with the FAA to provide egress and survival training to 200 general aviation pilots throughout Alaska. Two trainees recently reported that training saved their lives following a ditching in frigid Alaskan waters. LCDR Brian Washburn, head of the department was present to accept the award along with a member of the department, LT Jeremy Smith who also received recognition as a member of the Kodiak helicopter crew next to be described.

The crew of HH-60J CGNR 6012 received the Sikorsky Aircraft Corporation Captain Frank A. Erickson Helicopter Rescue Award for saving an 18 month old baby girl suffering uncontrollable seizures in a remote village of the Alaskan interior. LCDR Joseph Uzmann (Aircraft Commander), LT Jeremy Smith (Copilot), AMT2 Joseph Triechel (Flight Mechanic), AST3 Joshua Mitcheltree (Rescue Swimmer) and HS2 Marc Capra (Aviation Mission Specialist – Corpsman) demonstrated exceptional skill, determination and courage in this rescue mission. They launched late at night and flew for five hours just to reach the scene of the evacuation more than 300 miles away over unfamiliar terrain in darkness in some of the worst weather Alaska has to offer, fog, snow, ice, and turbulent 50 knot winds. With the child aboard and fighting fatigue, they again battled icing, 50 knot winds, turbulence and near zero visibility in blizzard conditions to deliver the child and her mother safely to the nearest hospital, landing on an unplowed airstrip in 10 inches of snow. LCDR Uzmann, LT Smith and AST3 Mitcheltree were present to receive the award.

Next came the Commander Elmer

F. Stone Fixed Wing Rescue Award which was presented to the crew of HC-130H CGNR 1707 for a harrowing long range medical evacuation to and from the far reaches of the Aleutian Islands. LCDR Timothy Tobiasz (Aircraft Commander), LCDR Kenneth Harman (Flight Surgeon), LT Eric Storch (Copilot), AMT1 Curtis Jones (Dropmaster), AMT2 Bryan Stewart (Flight Engineer), AET2 Kewvin Martin (Navigator), AET2 Daniel Bures (Radio Operator), AMT3 Anthony Zalocki (Loadmaster) and HS2 Christopher Burnside (Aviation Mission Specialist—Corpsman) flew four sorties, more than 16 mission hours, over 2,200 nautical miles in very difficult conditions to bring a seriously ill mariner safely to a hospital. The patient with severe abdominal pain was located on a commercial vessel some 200 miles south of Adak. The evacuation plan called for a helicopter crew to fly an HH-60J Jayhawk to Adak with HC130H 1707 transporting a relief HH-60J crew and flight surgeon to Adak. The Herc would fly cover for the HH-60J flown by the relief crew which would hoist the patient and return him to Adak. A commercial medical evacuation aircraft would then take the patient to a medical facility in Anchorage. The mission was complicated by equipment limitations, the absence of weather reporting information at Adak and extremely low visibility at Adak which forced the C-130 to make multiple approaches before landing each time, before and after the hoist. Because of the low visibility, the commercial medevac aircraft never was able to land so the C130 had to take the relief crew to Adak, fly cover for the hoist, then land again at Adak to take aboard the patient for the transport to the hospital. In addition to superior aeronautical skill, the C-130 crew exercised exceptional risk management decision making, leaving the

flight surgeon at Adak during the hoist portion in case weather caused the patient to be stranded at Adak (which nearly was the case), flying the helicopter cover portion on three engines to conserve fuel (which ultimately allowed the C-130 the capability for the multiple approaches back into Adak and the evacuation flight to Anchorage). Severe weather, equipment malfunctions, fatigue and plan adjustments were all battled and overcome during this lengthy and successful mission. LCDR Tobiasz was on hand to accept the award on behalf of his crew.

After the awards, there were remarks by Ancient Albatross Olson and the introduction of the guest speaker, Mr. Donald T. Phillips. Mr. Phillips co-authored (with former CG Commandant Admiral James Loy) the book **Character In Action - The U.S. Coast Guard on Leadership** [*This book was reviewed in Sitrep 3-03.*]. Mr. Phillips, a prolific author who has conducted many studies and evaluations of organizational leadership approaches and results, took the banquet audience on a tour of valuable leadership principles covered in the Phillips-Loy book. He used excellent visuals to help make many points and closed with a stirring discourse of examples of effective leadership values and principles which were demonstrated by various Coast Guard personnel during the minutes and hours following the tragic attacks on our country on September 11, 2001. [*This presentation by Mr. Phillips might well be described as a outstanding masters-degree-level class in organizational management and leadership presented in clear, factual and understandable terms. The book is highly recommended for anyone engaged in group leadership, whether the organization is large or small, public or private, profit or non profit.*]



The banquet came to an orderly close after which conversations continued in the hospitality suites and elsewhere in the hotel.

Then it was time for Sunday's activities which began at 0800 with the annual business meeting, packed as usual with a full agenda.

Prez George Kreitemeyer rapped the gavel. Ancient Albatross Olson delivered the airman's prayer. Ptero Doug Bogle read the list of missing members who have closed out their flight log [See pg 19].

The prez summarized some pertinent membership statistics. As of September the ancient secretary's report listed 1,157 dues paying members and a mailing list of 1,264 which includes air unit commanding officers, honorary members, etc. Unfortunately, some 200 members are delinquent in dues which we hope will be shortly rectified. We've seen some gains and now list 359 active duty members. We hope to see continued growth, especially among active duty types. [There are several indications that "passing the word" remains a communication challenge seemingly in every facet of life...many active duty members and even retirees apparently still believe that to be a Ptero you have to be or have been an aviator...NOT...the ByLaws provide for and we have members who are aircrewmembers (officer and enlisted), CG auxiliarists (aviation and surface), and other supporters (CG active and retired as well as civilians)...**members: please help pass the word as you are able.**]

Ancient treasurer Ptom McLaughlin was as entertaining as usual as he verbally danced through some more or less pertinent numbers with some occasional stoically-delivered humor thrown in for good measure. He reported the checking account at \$5,424.07 with some funds in transit. As of 8/27/04, the USAA account stood at \$80,176.42 with another \$1,000 coming to the fund

from new lifers. [Before you say to yourself, boy, we're rich, let's spend some of that dough, please know that though we're still entirely volunteer - and carefully audited - we have operating costs and give grants with the Executive Board committing funds from dues and interest from the USAA life members account without which we wouldn't be solvent...one bottom line is that we're operating in the black but do not have a bottomless treasury...and we'll be able to do more with more members and if each member would stay current with dues.]. Ptom's report also indicated that the Sikorsky Aircraft Corporation had, as hoped, provided two years of support for the Erickson Rescue Award and that some fifteen or so new entries for the website flight log had provided the \$25 each to help support that endeavor. [See Sitrep 3-04 or contact us for an explanation of the flight log program.]. Ptom closed his presentation with a recitation of petty cash contents from the Saudi Riyal to the renowned lock washer.

The focus then turned to the state of CG aviation. Informative opening remarks were made by Ancient Albatross RADM Olson and Enlisted Ancient Albatross Master Chief Beardsley. Captain Bill Peterson, Chief of G-OCA (Aviation Operations), then took the mike and aided by visuals presented a detailed update on what's going on with all the aircraft, their upgrades and deployments, future plans, challenges, etc. The transition to the new Homeland Security Department and budget planning were emphasized during his briefing along with recognition of two other pivotal members of the Commandant's staff who were present, namely Captain Mark Butt, Chief of G-SEA (Aeronautical Engineering), and Commander Chip Strangfeld, Chief of G-WKS-1 (Aviation Safety). Capt Peterson thanked the Ptero-

dactyl membership for our support to the active duty personnel and units and asked for our continued help.

Prez George then offered brief remarks, first thanking G-OCA, G-SEA and G-WKS-1, and granting permission for them to depart back to the head shed [Ha! As if they needed his permission, but he had,, in fact, amended the order of presentations to accommodate their travel schedule.]. George then expressed his and the Executive Board's interest in picking up on Captain Peterson's call for air station support by Pterodactyls another aspect of which was covered in a presentation later in the meeting. George also expressed that we're in a healthy financial position, but that "after fourteen years at the helm, it's time for new leadership." He said it is intention to step down at the next roost, and he is hopeful that a successor will volunteer to take over before elections to be held at the 2005 roost. George also said he would be happy to continue on the Board in some capacity but was anxious to pass the reigns on to another.

Yours truly (ancient scribe and Vice President) stood to announce that he "would go with George." This was intended to be a clear and irrevocable signal that the current Vice President was not available to succeed George as President so a new President and Vice President will be required. Ye scribe will remain as such if wanted. [See pg 2]

Ptero RADM (Ret.) Bob Johanson was introduced as a leader of the ICARUS project last year at Kittyhawk. He thanked the membership of the Order for the financial support to the pylon project and acknowledged the significant help from members in and around Elizabeth City. Because of its relevance to this meeting and Ptero Johanson's report, an email from Ptero

VADM (Ret.) Howie Thorsen, the other prime mover will be included here [*Ptero Thorsen also represents the Foundation for Coast Guard History and was unable to attend this year's roost*]:

"Bob Johanson and I were gratified by the response of so many Pteros in contributing to the pylon at the Monument to a Century of Flight in Kitty Hawk. We had a good look at the completed monument, both at the dedication in November and during the celebration of the centennial of the first flight in December, and we are well pleased with the end result. The AOP logo is appropriately included on the Sponsor block, along with Sikorsky, Lockheed Martin, and EADS. There is still room for individuals who would like to sponsor a brick (\$100) for the courtyard; we are no longer 'in the loop' for those but will be pleased to furnish the information to any who have trouble in making a contact. All administrative costs plus the \$60k for the pylon have been covered, and there was even enough remaining for a little addition to the Foundation for Coast Guard History coffers, which will allow FCGH to continue its mission of support to the Coast Guard in part of its history program. Along that line, as Chairman of the Board of Regents of FCGH, I am pleased to announce the publication of 'The Coast Guard.' By the time of the [2004 roost], Tom Beard will have had the opportunity to show most of you the book, which is the result of two years of labor by quite a few folks, under his able leadership. The publisher told me that it was the best of all similar books they have produced, such as for the Navy, Naval Aviation, Marines, Army, and others. We have made arrangements for its sale by all Coast Guard PXs, and it will be carried by major book sellers. We are very proud of this project, making it 'two for two' along with the pylon.

Our [FCGH] membership is not large but is growing, and we truly appreciate [*A.O.P.*] support in helping us make the public more aware, and more appreciative, of the finest organization in the world, the Coast Guard."

Ptero Sperry Storm was next to address the meeting. Sperry highlighted two projects at Elizabeth City. He

briefly described an initiative by a publishing firm that produces "Images of America" in telling the story of Elizabeth City Coast Guard units and their heritage. Look for more on that in the future. Sperry also mentioned that Ptero Ken Freeze has been contributing great effort and talent in fine tuning the accident details for the crew members who are listed on the memorial monument at Elizabeth City. Finally, he reported on the hurricane damage to the monument and the successful efforts to replace it. He announced that a rededication of the memorial was scheduled for October 26, 2004 [*See pg 15 for a report on that ceremony.*].

Ptero Ptom Beard then displayed a copy of the 'coffee table' book, THE COAST GUARD, as he had during the roost, at the Friday evening reception. By the time you read this Sitrep, this fine book, for which Ptom served as Editor-In-Chief, should be available at exchanges and book stores. This isn't just a history book but with text and great photos, it tells the story about the missions and the people of today's Coast Guard in a particularly engaging way. Check it out and see if you don't agree. A great gift, and also super 'PR' for the service. [*See pg 18 for details.*]

Ptero RADM (Ret.) Paul Busick thanked the membership for the financial support aimed at helping ensure that CG aviation is remembered in the new Alumni Center at the Coast Guard Academy. More than half the pledged \$250K has been raised, and \$1,000 bricks are still available as a tax deductible, easy-to-do donation which memorializes the donors).

Speaking of the Academy, it was reported that the Cadet Aviation Club is strong, with some 107 members who are receiving flight instruction by CG Auxiliaries as well as ground school classes. Sitreps will continue to update club happenings.

Ptero Gib Brown briefly mentioned the CG aviation history website and new developments and projects such as the extensive and growing 'Roll of Valor' and stories that keep coming and keep getting added to the site. Along with other 'aviation history committee members,' Pteros Bob Workman, Bob Watterson and Bear Moseley have been particularly active in their volunteer efforts.

Ptero Art Wagner spoke briefly about his vision and proposal publicized in Sitrep 3-04 involving Navy-League-like support for CG air units specifically tailored to the CG. After a brief Q&A period, there was a good demonstration for support of this program by those in attendance. [*See page 12 for a brief article on this subject.*]

Prez George mentioned, again, his support of this initiatives to help air units, and he once more cited the need for someone to point up membership recruiting for the Ancient Order. He also indicated that among the ideas being pursued by the Executive Board was one hoping to see dues to the organization approved as a CG pay allotment item. If this gets approved, it will go a long way toward reducing delinquents who simply forget to send in their dues.

The final item on the agenda had to do with where and when to roost next year. Discussion was limited, and Savannah was enthusiastically approved. Dates to be determined but probably early November 2005. Look for details in the spring Pterogram (Sitrep 1-05).

The final roost activity was the picnic at the air station, a short distance from headquarters for the weekend. And a great picnic it was, with the air station Chiefs staging a top drawer, 1/c barbecue lunch with succulent offerings worthy of more accolades than mere words here can convey. It was truly a fine lunch. There was music as a trio performed on the hangar deck. There were no speeches for which all present were grateful. It was just another grand time for sharing with friends before splitting for home. But first, for some lucky attendees, was the opportunity to go aloft for a little sightseeing from an air station Herc (HC-130H). Pteros had to sit in the back but all did so happily without complaint.

We now look forward to the 2005 roost, a couple of thousands miles or so eastward.

Long Break.

The 2004 roost photographs on the following pages offer a hint of the special times enjoyed by many more Pteros and guests than space permits us to include. Check out www.AOPtero.org for more, in color.

Checkin' In...

Photos by Ray Copin



Hospitality...



Lake Tahoe Tour...



Gold Mine & Wine



Photos by Jerry Mohlenbrok and Ray Copin



Friday Evening Reception...



*Photos by George Seaman
and Gary Todoroff, Coast Guard Art Program*

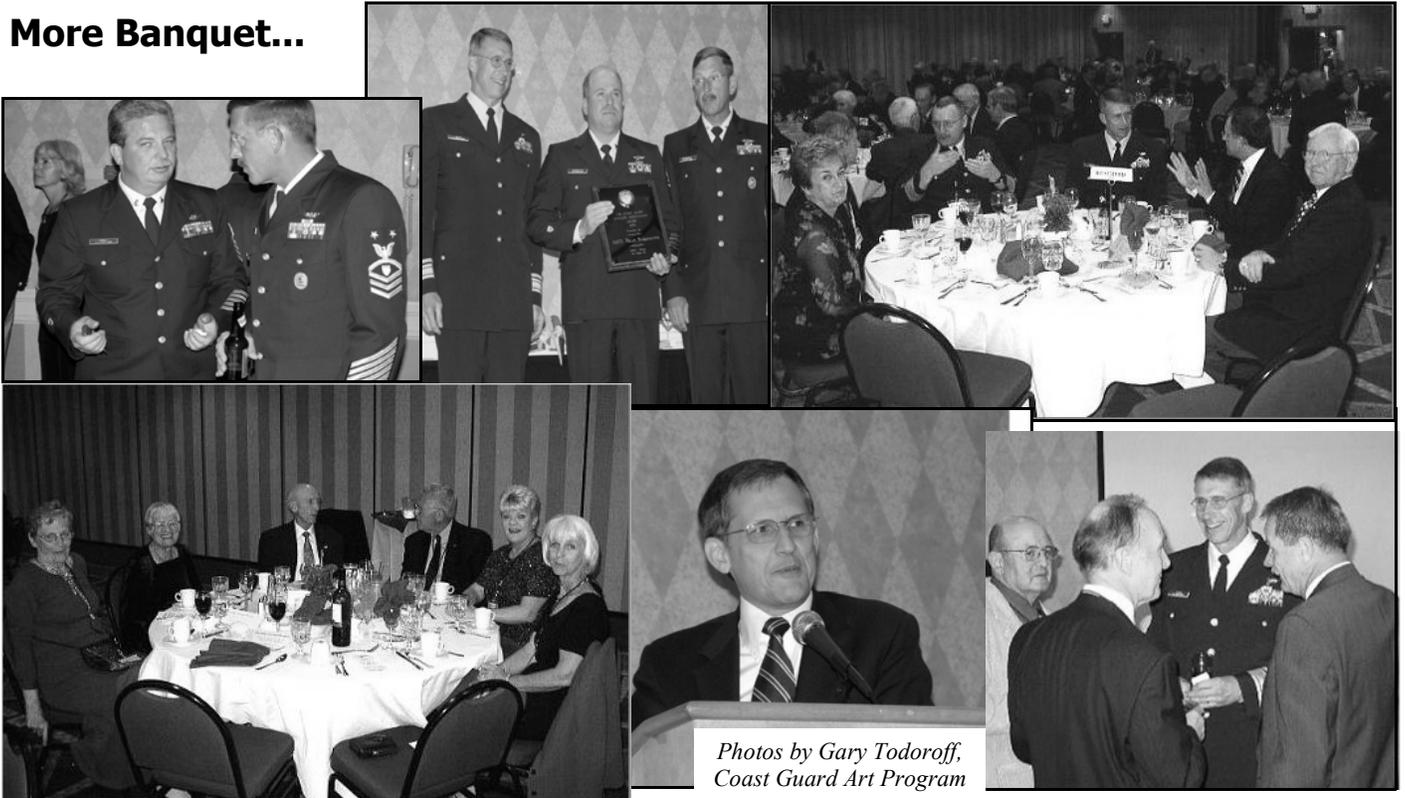
Banquet...



*Photos by Gary Todoroff,
Coast Guard Art Program*



More Banquet...



*Photos by Gary Todoroff,
Coast Guard Art Program*

Business Meeting...



Photos by Ray Copin



Sunday Picnic...



Photos by George Seaman & Ray Copin

Air Unit Support, Step I

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

The last issue of the Pterogram contained an article detailing my proposal for support to Air Units, and all of the responses I have received to date have been positive. At the 2004 Sacramento "Roost" Business meeting on Sunday 3 October, I made a Power Point presentation outlining the Pterodactyl support that I envisioned. It, too, was favorably received and I was more or less given the approval to proceed. Interestingly, my presentation followed CAPT Peterson's (OCA) on the state of the CG Aviation. In his post-presentation comments, he encouraged Pterodactyl involvement at the units. I intend to keep him abreast of my efforts to do so.

Most of the comments I received encouraged me to start in a small way, and I agree wholeheartedly. First, I have provided HQ OCA a copy of my presentation and a draft of this article. Next, we must identify at least one Pterodactyl Volunteer for each Air Unit. This may not be possible for some of the remote sites, but in today's world of communications, we should be able to support them from a distance, particularly if the volunteer had once been stationed there. Many Pterodactyls are already actively involved with units and need only to have the project formalized. Why do I think we can do this? The Pterodactyls love of Coast Guard Aviation, plain and simple. I will ask Bob Watterson to send out an APB (All Pterogram Bulletin) announcing the Project and soliciting volunteers.

We as Pterodactyl Volunteers must not intrude at the Air Unit and become a nuisance; our intent is to HELP them. An initial mutually beneficial support to the unit would be to assist the Station PAO in "memorializing" today's events that will become tomorrow's history. I learned recently of a new software package for preparing news releases. I will become familiar with it at Savannah and see if we can hook up with the History Site somehow. Completing the PAO's paperwork for him/her, maintaining the unit historical files or scrapbook, and interfacing with the CG Aviation History Web Site is our first goal. We can:

- Unload the PAO for other duties
- Establish a standard method of transmitting the significant events to the CG Aviation Web Master
- Assist the PAO in establishing or maintaining the local media interface

The Unit History should contain:

- Significant Events
- Record of Awards



- Photo File
- CO/XO/Personnel Assigned File
- Aircraft Assigned File
- News Clips/Video

A logical extension of this first step of support would be to assist the CO/XO in identifying local sensitivities, constituency groups, and a history of Coast Guard relations. Knowledge of the other military organizations, opportunities for “jointness”, and potentials for mutual support is all vital information for the newly reported aboard commander. Introduction to the various local service organizations and political leaders would ease the transition for the new arrival. I could envision the Volunteer assisting in preparing for any speeches or presentations because of his/her local knowledge.

If our local Volunteer is not a member of a local service organization, unlikely if I know most of our gang, he/she should do so. Membership pays so many dividends, not to mention the personal satisfaction of helping others. If a Navy League Unit is established, join up! The Navy League support to the Naval Services is legend. Here in Savannah, the Navy league hosts Coast Guard ships, holds an annual picnic for the CGC Tarpon, Station Tybee, MSO, and Air Station, and promotes many other Coast Guard activities. If there is no Navy League Unit, establish one! There are many other activities that we can promote, assist, or lead for the units, but I think we need to get established as a viable resource for the units.

Step I consists of:

- Publishing this article to get the word out
- Sending out an APB soliciting Volunteers
- Signing up our Volunteers
- Generating a standard Significant Event Form or method for Web submittal

I hope we will be overwhelmed with Volunteers! Send in your name and the unit you want to assist to:

Art Wagner
 711 Bradley Point Rd.
 Savannah, GA 31410
 912 898-8939 cell 912 660-6446
 awagner50@comcast.net or wags769@aol.com



Some Flight Crew Members

by CWO2 Wally Stembler, USCG
 (Ret.), Ptero P2710

I have been retired from the Coast Guard now for better than 40 years. I remember fondly my years in the ‘Guard.’ Especially, I remember my time as part of a flight crew in many parts of the world, in many types of aircraft. I have enjoyed receiving the Pterogram and reading about the pilots and crews I flew with and their experiences, also in many parts of the world and in many types of aircraft. It has brought back good memories.

It caused me recently to reflect on the Coasties that were a part of those flights. We didn’t have ground crews and flight crews like our Navy buddies. The folks that worked on and prepared the aircraft for flight also flew in them, which, to me, was a reassuring fact.

I think of A.J. Ralph, Bob O’Leary, Oley Olson, Bill Rhinehart, Mike Salovich, Walt Lantz, Gus Jablonski, “Check” Checklin, Carl Simon, Dan Boone, Joe Gimbl, Shaky Helms, Doc Dougherty, Ted Thomas and George Ford. There are many others that I am sure may come to some of your minds as you read this list. Others will come to my mind as well.

Hearing the claxon sound off in the middle of the night and not knowing until you got out on the apron what type of aircraft you would be flying in (seaplane, amphibian, land plane) or what kind a mission you would be involved in, was always interesting, to say the least. This was also interesting for the pilots I am sure. Together, pilots and crew got the job done.

So far I have’nt been able to attend a roosts, but I enjoy reading the stories and seeing the pictures. Perhaps I will

be able to make one in the near future, I want to. By the way, I have noticed that you are all getting older. How did that happen? Semper Paratus,

[Ptero Wally was among those who volunteered this past summer following our ALPTERO which solicited help in support of the aviation history site...this short piece of nostalgia having to do with remembering crew members could have been printed as correspondence, but I chose to show it as a brief article because it highlights something easily missed as we talk and write about museums, artifacts, hardware, training, funding and even the mechanics of heroic rescues — our lot as Coastie air-crew members has been and is people oriented, really a family — and what a great family we are privileged to have!...Ed]



A Snail in a Gale

by LCDR Paul Smith, USCG (Ret.)
CG Aviator 345, Helo Pilot 18

On April 11, 1956, we received a distress call at CG Air Station St. Petersburg, FL at 0917. A supply barge with six men aboard was sinking 97 miles northwest of Clearwater, FL. The wind at the time was 50 knots from the northwest which was directly in the path of the distressed vessel. The only alternative was a helicopter. I was designated as plane commander and began some calculations. The helicopter, HO4S 1309, had an airspeed of 90 knots. Flying into a 50 knot gale would leave me with only a 40 knot ground speed. The flight time from St. Pete to the scene would take nearly three hours. With a fuel range of only four and a half hours, we could not attempt the flight. I decided to carry a 55 gallon drum of fuel in the cabin, to be transferred in flight. This would give me enough time to hoist six men on board and return downwind at a ground speed of 130 knots.

I departed St. Pete at 0933 with Harold French as my copilot and Warren Wilson as my hoist operator. After two hours into the flight, I told Wilson to commence transferring fuel via the siphon hose. After about ten minutes of watching my fuel gauge with no increase, I asked Wilson how he was doing. "Not good," was his reply. I turned control over to Harold and went aft to the cabin. Wilson had a large bucket half filled with aviation fuel from sucking on the siphon hose. I jettisoned the bucket and turned the fuel drum from vertical to horizontal and got the siphon flowing on the first try. The extra fuel came just in time to avoid aborting the flight.

August "Gus" Kliesh had arrived on scene ahead of me in a P5M, so I homed in on his position. When I arrived over the vessel, it had al-

most zero freeboard and was rolling badly in the trough, with waves awash a foot deep over the deck. I hovered over the vessel in the extreme turbulence and noticed that Wilson had already lowered the 'horse collar' to the waiting men below. Once the first man was in the sling, Wilson started him up. While he was being hoisted, I flew a 360 and came back upwind just the sling reached the deck again. It took about twenty minutes of this procedure to hoist all six men aboard. Once the last man was on his way up, I turned downwind and headed back for St. Pete. The rest of the flight was uneventful. We covered the 120 miles back in less than an hour and still had thirty minutes of fuel remaining.

[Can't help but muse that as we marvel at the amazing feats of today's crews, it's well to be reminded that their predecessors were also amazing, especially considering what they had to work with...Ed.]



The Men and Women Of the Coast Guard

by ADCS Johnny Jarman, USCG (Ret.)

*We are in the Coast Guard,
I'll tell you why.
We are here to protect the citizens
And the saving of their lives.
We are proud of our heritage
And the country which we serve.
We are proud of the Coast Guard
And the country we all love.*

*We sail the deep blue waters
And fly the big blue skies.
We are always available
to protect human lives.
So, if you are in distress,
Please give us a call.
We will try to save you
Unless we, too, should fall.*

*The men and women of the Coast
Guard have served their country well.
They have faced dangers
And came back to tell.
Now that this story is ended,
I can truly say
I'm proud to be in the Coast Guard
In any and every way.*

*[Senior Chief Jarman is one of the
many dedicated civilian employees
at AR&SC, Elizabeth City...Ed.]*



HITRON CREW HONORED

[An article in Sitrep 2-03 by the pilot of a HITRON helo, Ptero Craig Neubecker, described his crew's successful first night time bust by an armed HITRON resource of a 'fast boat' loaded with drugs. Here, from another agency, comes a nice tribute to and recognition of the skill and service of that HITRON mission.]

USCG LT Criag Neubecker (pilot), LT Shawn Koch (copilot) and Avionics Technician First Class William Greer (Aviation Gunner) were recently awarded the Airborne Law Enforcement Associations's (ALEA) 2003-2004 Captain "Gus" Crawford Memorial Air Crew of the Year Award. This is the first time that any Coast Guard crew has ever received this award, and they were honored at the ALEA annual conference on July 24, 2004 in Charlotte, NC. The crew serves with the CG Helicopter Interdiction Tactical Squadron (HITRON) at Jacksonville, FL.

Neubecker, Koch and Greer received the award for successfully completing the first night airborne use of go-fast interdiction under extremely daunting conditions, ultimately stopping over 6,0000 pounds of pure, uncut cocaine with a street value of more than 194 million dollars from reaching the U.S. Their daring mission occurred in early 2003 while aboard the CGC DILIGENCE on patrol in the drug transit zones between Columbia and the U.S.A.

Some details of this bust
and this photo taken on CGC Diligence
were previously published in Sitrep 2-03.



COAST GUARD AVIATION MEMORIAL REDEDICATION

(With thanks to the Daily Advance, Elizabeth City, NC and Ptero Sperry Storm)

On Coast Guard Day in 2000, a beautiful long sought granite memorial monument at the Coast Guard air facility in Elizabeth City, North Carolina was dedicated to honor all USCG aircrews who had perished while performing Coast Guard aviation missions. The names of 228 aviation crew members were inscribed on the monument funded by donations from Coast Guard members and friends, including the Ancient Order of the Pterodactyl. Sitrep 3-00 reported the ceremony which took place on that fine day.

In the fall of 2003, effects of hurricane Isabel resulted in damage to the monument necessitating its replacement. October 26, 2004 dawned with a new and larger granite memorial in its place on the lawn next to the wings of Faith chapel at the Coast Guard base. Civilian and military workers at the CG Aircraft Repair and Supply Center, who had originally conceived of and pushed for the original monument, designed and erected the new memorial which retains much of the initial design.

Captain Rod Ansley, CGAS Elizabeth City Commanding Officer and Captain Tom Wade, AR & SC Executive Officer AR&SC officiated at the rededication ceremony. Ptero Sperry Storm, Captain, USCG (Ret), represented the Ancient Order of Pterodactyls. He spoke of the addition of an inscription on the memorial recognizing an accident that occurred in 1943 for which information was unknown at the time of the original dedication. Tribute was paid to the aviation crewmembers that had died in 86 incidents.

Captain Ansley introduced the keynote speaker, Vice Admiral Vivien Crea, USCG, Commander, Atlantic Area. He noted that VADM Crea's aviation career had included an extended assignment in Elizabeth City, flying C-130's. VADM Crea is CG Aviator 1820 and a life member of the Ancient Order. In her remarks, VADM Crea recalled several of the accidents inscribed on the memorial, having personally known and served with some of the crewmembers that had perished.



Capt Tom Wade points out names on the aviation memorial after the rededication ceremony (staff photo by McNair Rivers, Daily Advance, Elizabeth City, NC)



VIETNAM MEMORIAL MONUMENTS

Coast Guard Combat Veterans Association

Vietnam Monument Dedication Ceremony

October 23, 2004
9 a.m.
U.S. Coast Guard Academy
Robert Crown Park
New London, Connecticut

CG Training Center, Cape May & CG Academy, New London

U.S. COAST GUARD IN VIETNAM WAR, 1965 - 1973

THEY DID THAT OTHER ARCHITECTS COULD NOT

OPERATION MARKET SWAG, COASTAL SURVEILLANCE FORCE, TASK FORCE 812

IN-COUNTRY OPERATIONS

COMMAND AND SUPPORT

YVESVILLE

USCG DETACHMENTS IN VIETNAM

AIR UNITS

That U.S. Coast Guard aviation personnel performed admirably and heroically in Vietnam during that war is documented in several books and articles, some of which have been cited in previous Sitreps. Sitrep 2-04 was totally devoted to some of the legendary exploits of CG aviators. As reported in Sitrep 3-04, thanks to the vision and persistence of members of the Coast Guard Combat Veterans Association, identical bronze monuments have been placed at Cape May and New London to list CG units that served in Vietnam. The Ancient Order contributed funds to this effort.

Few citizens know that more than 8,000 CG personnel went to Vietnam (more per capita than any service) or are aware of their contributions and sacrifice. The beautiful bronze plaques are intended to remind all who may pass them in the future to learn, reflect, sigh and give thanks.

The plaque at Cape May was dedicated in July, 2004. October 23 saw the dedication of the plaque at the Coast Guard Academy. The Ancient Order was represented at this ceremony by your ancient Prez George Krietemeyer and Vice Prez Ray Copin who were privileged to be among the wreath laying team at the ceremony.

Among the unheralded stories in the annals of Vietnam are those of the CG (Pterodactyl) aeronautical heroes of Operation Tight Reign. Check all that out by linking to CG Aviation History on the AOP website (www.AOPtero.org).





Sitrep 1-04 Features (Pteros Weber, CG Av 139 & Adamson, CG Av 205)

I read both articles with great interest since I had the honor of serving with these officers as a member of flight crews when they were stationed at Eliz. City Air Station '53-55. Both were skilled pilots who took a personal interest in their crews. I remember Commander Weber as a dashing young man who frequently wore a white scarf and appeared cool under pressure. LT Adamson was division chief of the ordnance gang. CAPT MacDiarmid, our skipper, was a strong supporter of off shore landings and Jato take offs. If you have email addresses for these this men ,please forward this letter with my thanks for a job well done and for giving me an opportunity to recall CG aviation in the 50's. I would like to have an 8x10 picture of the Martin PBM5G as seen in the SITREP. Can you help me?

Ptero Dave Pearl (formerAO3)
[Help was simple...since this came by email, Dave was quickly led to the CG Aviation History website where images abound for the asking.]



Active Duty Support

[Here follow excerpts from a thoughtful submission by Ptero Jim Thach, III, a great supporter of the Ancient Order addressing aspects of Ptero Art Wagner's initial proposal as presented in Sitrep 3-04.]

I have read with interest the thought provoking proposal by Art Wagner in the last Pterogram, and I agree the needs Art identifies are real and must be addressed. The question I wish to address is how best to accomplish the support of Coast Guard aviation.

Art has suggested that we Pterodactyls transform into a focused Coast Guard aviation support organization, with our effort aimed at helping HQ, operating

units, and individuals deal with the trials and tribulations in this post 9/11 world. This approach would be a useful, effective, and honorable next step for the Pterodactyls, and I wholeheartedly support it!

A critical need that Art touched on might not be best addressed by the Pterodactyls alone. That is how to educate and influence the Federal Government about the needs of Coast Guard aviation. Let us be honest, one of the most critical Coast Guard aviation needs is money, and funding comes from educating the Congress and the White House. Developing the infrastructure and contacts required to 'educate' at the Federal level is not an inconsequential effort. It requires time, money, and a considerable amount of effort. I believe there is no question that we need a voice for Coast Guard aviation at the Federal level. I suggest we work through the Navy League of the United States, using its existing organization and resources to educate and influence the Fed's to properly support Coast Guard Aviation.

Ptero James Thach, III
"The Old Sikorsky Guy"

[Jim's letter included some details about working with and through the Navy League of the U.S.. that have been shared with and are in synch with Ptero Art Wagner's thoughts. Thanks to both these 'guys' for standing up for the troops!]



More Can You Top This

I hate to 'one-up' my old friend Ptero Carl Meredith but his article in Sitrep 3-04 stimulated me to look in my musty old log books. As a young pilot at CGAS Miami (Dinner Key), I knew I had some looong flights. So, I flipped through the yellowing pages, and to my delight found that on 5 June 1963, LT 'Jumping' Joe Russo and I logged a total of 13.2 hours in a noisy, unairconditioned, twin engine (most of

the time) Goat (HU-16E CGNR 7240). We were looking for the vessel *MORNING STAR* which as lost somewhere in the Bermuda Triangle!! We did not find her because two days later I flew another 10.4 hours looking for her again.

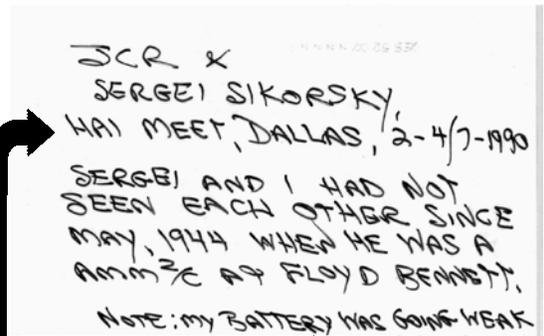
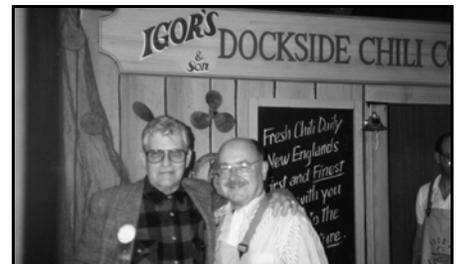
While I was at it, I tried to beat Ptero VADM Larkin's 47 pilot hours in three days, flying in air conditioned comfort/ eating steak and eggs prepared in the galley I'm sure :). I couldn't do it, BUT I'll throw down another milestone for folks to beat — 256.9 flight hours in three months. That's an average of 85 hours per month and was before the new [then] rules were put in place.

Ah!! Those were the good old days, and I have the white silk scraf and hearing aids to prove I was there!

Ptero [Prez] George Krietemeyer
CG Aviator 913

En Route The Archives

[Regular contributor, Ptero Bob Adamson, CG Av 205, recently mailed in several interesting documents and photos that he received years back from his friend, the late Ptero John Redfield, CG Av 471. All will be passed along for website screening, possible posting, preservation, etc., including the photo below which had the hand printed notations on the back written by John. Thanks, Bob.]



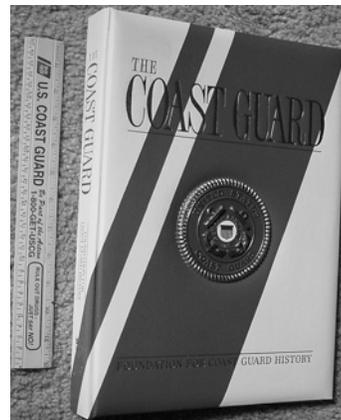
Helo. Assoc.

John's sense of humor



GOODBOOKSGOODBOOKGOODBOOKSGOODBOOKSGOODBOOKSGOODBOOKS

A long awaited Coast Guard book will be on the shelves by the time this Sitrep arrives, as mentioned in earlier pages. Editor-in-Chief was our own Phistorian, Ptom Beard, CG Aviator. Barnes & Noble is starting an 8 week promotion where they will prominently feature **THE COAST GUARD**. Though they were not yet shipping books at press time, Amazon.com sales ranking is already indicating brisk sales. Readers who have seen advanced copies repeated a common and overwhelming approval in the book's elegance. Many people have already ordered multiple copies to use as gifts. As some expressed, 'it is the perfect CG remembrance.' Copies will make an excellent gift to high school and college libraries where students might be introduced to the exciting world which is the Coast Guard. With over 350 pages of riveting and informative text and stories of the "Coastie" experience, essays on history, lighthouses, search and rescue, training, **aviation**, the drug war, and the war on terrorism all have one common focus: the incredibly trained and highly motivated people that make it all work. Stunning full-color images complement the text. The black and white photo of the cover here hardly does justice to the magnificent red, white and blue padded cover with its 3-D USCG seal and equally beautiful pages inside. Watch for this great book.



THE FIGHTING FLYING BOAT, A History of the Martin PBM Mariner, by Capt. Richard A. Hoffman, USN (Ret.), published by the U.S. Naval Institute, can be located online at www.NavalInstitute.org. Captain Hoffman is now engaged in writing a history of the Martin P5M Marlin flying boat and plans to include a chapter on Marlins in the Coast Guard. The author has been in contact with the Coast Guard Historian's office seeking details of Coast Guard P5M Marlin rescue missions. If you have details and have not yet been contacted, let us know so we can put you in touch with the author.

U.S. COAST GUARD AVIATION, 1916-1996, sponsored by the Ancient Order, is still available while supplies last. You may order using the form on page 19. This nicely bound book contains a great deal of CG aviation history as well as Pterodactyl history, bios of many aviators, an aviator number list and more. Though a lot of history has gone down since 1996, the 80 years represented in this book is quite precious. Like other similar texts, this would be a great gift for libraries.

THE LAST RUN by Todd Lewan picks up where **THE PERFECT STORM** left off. The author reportedly probes even deeper into the story of a brawling storm and epic CG rescue in the Gulf of Alaska, an utterly heart-pounding story about the crews from CG Air Station Sitka led by Ptero Captain Ed LeFeuvre, CG Aviator 1814. A retired CG aviator wrote "It is really the best book I have ever read about CG rescue action. I hope they make a movie out of it!"

COMING BACK ALIVE by Spike Walker has also been recommended, this time by Ptero Jim Wright, CG Aviator 1312. This story is also about the rescue covered in **THE LAST RUN** and "tells of some pretty incredible CG flying."

COMBAT RESCUE AND RECOVERY, Sitrep 2-04, compiled by Ptero Bear Moseley, CG Aviator 743, isn't really a book being too short for a book and too long for an article, but it ought to be promoted and is available for purchase. See the order form on page 19. What a great gift for a library to make available in print some terrific stories of CG aviator heroics in wartime.

This information about reading material is presented as a service to our members. We, at





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.
3718 Jeffrey Bogdanovich
3719 Matthew Matsuoka
3720 Andrew Behnke
3721 Edward Geraghty
3722 Ryan Allen

CG Aviator Nr.
3723 Russell Hall
3724 Matthew Walker
3725 Jesse Culver
3726 Ryan Matson
3727 Thomas Bolin



Taps - These Pterodactyls have crossed the bar and closed out their flight logs

Charles E. Clarke*
Wallace C. Dahlgren
James L. Harrison
Gerald W. Hayes
Andrew F. Horne*

Joseph W. Lersch*
Foster F. Lewis*
Charles M. Mayes*
John C. Redfield*
Raymond W. Rush*

Gilbert H. Schutzendorf
Donald P. Turley, Jr.
Thomas L. Young*



**published in 3-04 and read at the 2004 roost*

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- (Combat Rescue Special Edition)*

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 -
 - Exchange Pilot
- CG dates served: _____

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Can you have your cake and/or wear it, too? This is one of two decorated cakes at the 2004 roost picnic (see pg 12 for the other one). The graphic, in color, on the one above is resplendent on the back of the roost T-shirts still available through the form on pg 19 .

**Mucho Inside,
Roost Plus Plus Plus**

SEMPER PARATUS
(Always Ready)

**Yesterday meets Today at a Roost of Pterodactyls
at CGAS Sacramento, California.
CDR Talmadge Sivils, USCG (Retired), CG Aviator 344,
is greeted by LCDR Jerry Sinnaeve, USCG, CG Aviator 3163,
pilot of a CGAS San Francisco HH-65 Dolphin helicopter.
LCDR Sinnaeve is inviting CDR Sivils
to visit "his" Dolphin for a personal tour.**

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