



PTEROGRAM

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

Sitrep 2-05 Summer 2005 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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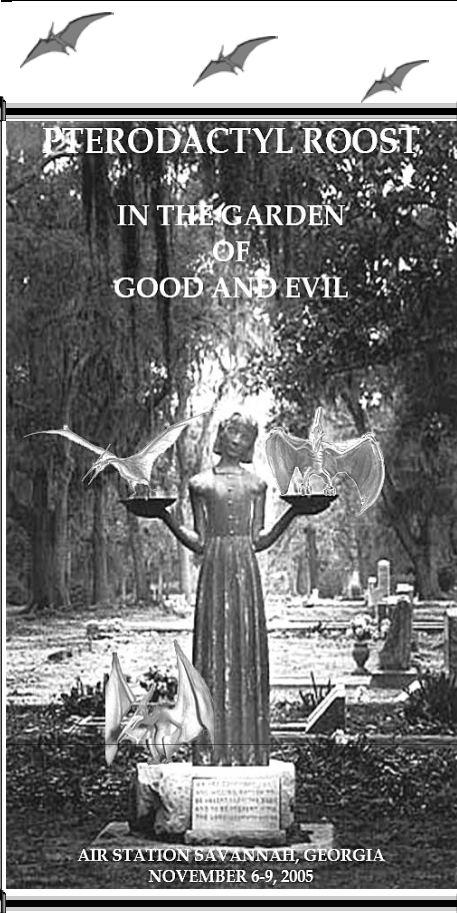
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URGENT - URGENT
PLEASE TAKE NOTE OF THIS MESSAGE. YOUR DUES & OUR PROGRAM ABILITY MAY BE AFFECTED.
A SOFTWARE GLITCH ON MAILING LABELS ON THE LAST SITREP SHOWED PAID TO A YEAR ONE YEAR TOO MUCH FOR ALL MEMBERS. SO, BE ADVISED YOU ARE NOT AS PAID AS THAT LABEL SAID. IF YOU DIDN'T NOTICE OR LOST TRACK OR JUST THOUGHT SOMEBODY WAS IN A CHRISTMAS MOOD, THINK AGAIN. MOST IMPORTANT, CHECK THE LABEL ON THIS MAILING. IF IT SAYS PAID TO 2005, SEND IN YOUR DUES RIGHT AWAY TO STAY CURRENT AND IN GOOD STANDING. IF YOU ARE IN DOUBT OR BELIEVE THIS MAILING LABEL IS IN ERROR, CONTACT YE ANCIENT SECRETARY WITHOUT DELAY (SEE PAGE 2 FOR CONTACT DATA).

**"NOW, HEAR THIS...ALL PTEROS:
ROOST DETAILS ARE ON PAGES 3-5"**



**NOV. 6-9, 2005
SAVANNAH, GEORGIA**

Whilst we Pterodactyls of the modern era are ever on the good side, this graphic (with pterodactyls already roosting in the garden) refers to a house in Savannah, a book and a movie, the local lore of which, if not already familiar to the cultured amongst us will no doubt become so to roost attendees in November during what promises to be a very special time.

Please review the roost stuff in this Pterogram, and get your plans made. Then mail in your registration as quick as an initiation judge announces, "You are fined, sir."



DUES CURRENT ? —

Please CHECK YOUR MAILING LABEL

Your mailing label includes the JUNE DATE to which YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT is AOK. IF THE DATE READS 2005, OK, BUT PAY NOW TO REMAIN CURRENT FOR ANOTHER YEAR.

Pterodactyl Executive Board

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(251) 660-1346

Vice President

Editor-Scribe

Ray Copin
(425) 641-6869

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Gary Grow
(251) 666-5329

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rwatterson@comcast.net

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Notes From Ye Prez



Thanks to all the Pteros and Air Station CO's who responded to our request for Air Station Patches –new and old. Pteros August Dobert and Hugh Dayton win the prize for the largest collections submitted. Most Air Stations sent their latest patch. All the patches will be delivered to the Coast Guard Museum in New London, CT by way of our New London OSC, Ptero Phil Volk, for use as part of our expanded aviation history displays. Ptero Al Tingley is providing on scene expertise in the desert of Arizona where our four large scale models are being built for the Coast Guard Museum. We hope to see models and patches on display before the end of the year- just in time for the celebration of the 90 th anniversary of Coast Guard Aviation in 2006.

Pteros Bob Johanson and Tom King are working with Headquarters staff to salvage 3 HH-52's from the Aberdeen Proving Ground in Maryland. We hope to get at least two good aircraft for display at the Smithsonian Museum at Dulles Airport and one other site to be determined. There are NO Coast Guard aircraft in either museum in the Washington area. Seems like an oversight that should be corrected by the men and women who have been "Flying since the world was flat".

Pteros Deese Thompson and yours truly are working to expand and improve the CG exhibits at the National Museum of Naval Aviation in Pensacola, FL. As you know, we just added another aircraft in beautiful Coast Guard colors. Several more items are on the shopping list, and Headquarters staff is involved to provide support and some funding to get the project on track for a 2006 completion. We are also in the early stages of planning a panel for next years Symposium in May. The subject will be Coast Guard Aviation Rescue Operations and will focus on some of our heroic air-crews exploits over the past 15-20 years. Several of our best and brightest will be on the panel. Let us know if you are interested in being a panelist.

Pteros Gib Brown and Bear Moseley and others on the History Team are doing an OUTSTANDING job capturing your history on our website. Check it out and see what's new. They also identified an opportunity to correct an oversight which was made when rescue crews were rewarded for their activities over 50 years ago, More on that later!

As you can see, there are a few people doing most of the work needed to make our group a dynamic and effective organization. Quit frankly, we need more help. I still have no relief in sight and am still looking for a few good men and women to help with the running of this organization. It is easy if everybody pitches in and takes a piece of the action. Think about what you can do to help and let us know you are available. A few hours a month will make a big difference.

That's all for now, folks—see y'all in Savannah.

Your Ancient Prez,

George



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



2005 ROOST OP PLAN — SAVANNAH, GEORGIA

(Thanks to CDR Peter Troedsson, CGAS Savannah C.O., LTJG Ryen Allen and other roost planners)



DATES: Sunday, 6 November — Wednesday, 9 November 2005

HEADQUARTERS: The Hyatt Regency Savannah on the riverfront, 2 W. Bay Street, Savannah, GA 31401. For room reservations: phone (800) 233-1234 or (912) 238-1234. Ask for the Coast Guard group rate (\$120 nightly plus tax, single or double). Other contact data: FAX (912) 944-3678 and website www.hyattregencysavannah.com. Check out the website for other hotel information. **Smoker Alert: All rooms are non smoking. Other adjacent or nearby hotels with some smoking rooms include the Marriott, Days Inn, DeSoto Hilton and Mulberry Inn. The roost ground crew (planning committee) regrets any inconvenience the non-availability of smoking rooms may cause.**

ROOST REGISTRATION AND HOSPITALITY: Page 5 presents the roost registration form which you are encouraged to complete and submit with your check as soon as possible. When you arrive at the hotel lobby, unless it is at a very early or ungodly time, there will be a place for you to sign in for the roost and receive schedules of activities, nametags, information about where and when the hospitality suite will be available and other helpful information.

EVENTS AND ACTIVITIES, Monday, 7 November

Coastal Forts Tour (Tour “A”): Enjoy a guided tour on a trolley visiting Civil War Forts and beautiful Tybee Island. Your group will visit Old Fort Jackson and Fort Pulaski where you can envision life during the Civil War. At Tybee Island, you can walk on the beach and visit our famed lighthouse and gift shop with an opportunity to climb all the way to the top and view some of the most spectacular views of coastal Georgia. Lunch and bus to and from the hotel included. Worth the trip, Tybee Island awaits. **0900-1430 Monday, \$49.00 per person**

Historic Savannah City Tour & Mighty 8th Air Force Museum: (Tour “B”): Founded in 1733, Savannah is one of America’s finest preserved cities and considered the “Jewel of the South.” Join us as we explore historical treasures amidst beautifully landscaped squares and stately monuments. Board an open-air trolley and discover fascinating highlights and facts about Georgia’s “First City,” ending with a visit to the Mighty 8th Air Force Museum. Lunch and bus to and from the hotel included. **1030-1600 Monday, \$38.00 per person**

The Paula Deen Tour (Tour “C”): Hey y’all! Come join us for a peek into the life of famous southern cooking entrepreneur, Paula Deen. Visit shops that Paula frequented, and still showcases, on her way to establishing one of the most popular restaurants in Savannah, **The Lady and Sons**. Get to know Paula like Savannah knows Paula, and sample some of the Low Country’s best at uncle Bubba’s Oyster House. The tour includes lunch, bus to and from the hotel, and a few surprises, and is sure to give you an appetite for more of the “Good Ole South” and Paula Deen. **1000-1400 Monday, \$48.00 per person**

Golf Tournament: Enjoy an amazing round of golf on one of Georgia’s most beautiful courses! **The Club at Savannah Harbor** is nestled between the banks of the Savannah and Back Rivers among the abundant wildlife of the picturesque Georgia Low Country. The Club is home for The PGA Tour’s Champions Tour Liberty Mutual Legends of Golf Tournament and offers an 18-hole championship course designed by renowned Architect Robert Cupp in conjunction with the legendary ‘Slammin Sammy’ Snead. Recently named one of top 60 golf resorts in the U.S. and awarded a Four Star Best Places to Play by Golf Digest, The Club at Savannah Harbor offers unparalleled views of historic downtown Savannah while gently winding its way through tidal wetlands. You can be assured a round at The Club at Savannah Harbor will provide an enjoyable and challenging golfing experience for players of all abilities. Player turnout will determine tournament format. The course is located directly across the river from the hotel, with transportation to be provided by ferry and as necessary to the course.

Tee Time: 0830 Monday, \$65.00 per person (includes green and cart fees, and souvenirs)



EVENTS AND ACTIVITIES, Monday, 7 November (continued)

Cocktail Social: There's no better place in Savannah to enjoy the company of old friends than at **Kevin Barry's Irish Pub**. Savannah is world famous for its St. Patrick's Day Celebration, making Kevin Barry's, the only Irish Pub on River Street, an immediate local and tourist favorite. Located on River Street right next to the Hyatt, Kevin Barry's will provide an opportunity to enjoy River Street the way the Irish do on St. Patty's Day! Pub fare style food will be provided, with drink available at a cash bar. **1800-2000 Monday, \$10.00 per person**

EVENTS AND ACTIVITIES, Tuesday, 8 November

Savannah Art Gallery Tour (Tour "D"): Savannah, established as a home for the arts, is also home to the Savannah College of Art and Design. This tour features a visit to the Telfair Art Museum, and many local galleries, such as the Thomas Kinkadee Gallery. Bus to and from hotel included. **0900-1200 Tuesday, \$29.00 per person**

Hilton Head (SC) shopping trip and Downtown Beaufort Tour (Tour "E"): This exciting day trip travels to Beaufort, South Carolina for a guided tour of Historic Downtown Beaufort, followed by a visit to beautiful Hilton Head, SC for an afternoon of shopping at Outlet Malls. Lunch and bus to and from hotel included.
0900-1600 Tuesday, \$59.00 per person

Tennis Tournament: : Enjoy a day of tennis at one of Georgia's finest resorts. Co-located with The Club at Savannah Harbor, the Westin Resort has authentic red clay tennis courts which will provide an amazing playing experience for all who attend. Lunch is included. The courts are located directly across the river from the hotel, with transportation to be provided by ferry and as necessary to the courts. **0900-1400 Tuesday, \$20.00 per person**

Savannah Riverboat Luncheon Cruise (Tour "F"): Enjoy lunch dockside prior to enjoying a narrated sight-seeing cruise in which the Captain provides a narration of the Savannah River. Lunch includes your choice of: Glazed Ham, Southern Fried Chicken, and Chef's Specialty of the Day, Fresh Fruit Display, Assorted Salads, Rice, Seasonal Fresh Vegetable, Rolls and Butter, Dessert, Coffee or Iced Tea. Bus to and from the hotel also included.
1230-1600 Tuesday, \$57.00 per person

Annual Awards Banquet: Centerpiece of a great gathering. Look forward to a super Semper Paratus gala. Prestigious speakers. Stirring annual active duty rescue, maintenance and safety awards. A special induction to the CG Aviation Hall of Fame. A spectacular dinner in the Hyatt Waterfront Ballroom. The meal includes your choice of either a crabmeat stuffed Breast of Chicken with Chef's choice of seasonal sides, tender Mescaline Green mix salad, and dessert, or a Vegetarian alternative. Coat and tie or equivalent suggested. **1800 Tuesday, \$45.00 per person**

EVENTS AND ACTIVITIES, Wednesday, 9 November

Business Meeting: In Headquarters (Hyatt). Lots of important stuff to cover. Elections. Next year's roost location. Updates on finances and projects, State of CG aviation and more. This is fun, too, and it is very important for members to support the Ancient Order by participating in this necessary and informative event.
0800-1000 Wednesday, \$6.00 per person

Low Country Boil/BBQ: Finish off the Roost with a fabulous Low Country Meal prepared at CGAS Savannah by the CPO Mess. Mingle with men and women who are 'Low Country Life Savers.' Operations permitting, each currently operated CG aircraft will be available for viewing including the HITRON Augusta A109 Sting Ray.
1200-1400 Wednesday, \$12.00 per person

With the 2005 roost history, we'll phlock homeward and await the next one.



DON'T FORGET TO REGISTER — NEXT PAGE

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TIME CRITICAL !! - - - - DUE 15 SEPTEMBER '05



REGISTRATION SAVANNAH ROOST NOV. 06-09, 2005

NAMES: <i>Please check here if staying at the Hyatt</i> <input type="checkbox"/>	
ADDRESS:	
CITY, STATE, ZIP	
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EMAIL ADDRESS	

ACTIVITY	Cost per Person	Number of Persons	Total per item
GOLF Tourney Monday, 0830-?	\$ 65		
TOUR A, Coastal Forts Monday, 0900-1400	\$ 49		
TOUR B, Historic Savannah Monday, 1030-1600	\$ 38		
TOUR C, Paula Deen Monday, 1000-1400	\$ 48		
COCKTAIL SOCIAL Monday, 1800-2000	\$ 10		
TOUR D, Savannah Art Tuesday, 0900-1200	\$ 29		
TOUR E, Hilton Head Tuesday, 0900-1600	\$ 59		
TENNIS Tourney Tuesday, 0900-1400	\$ 20		
TOUR F, Riverboat Cruise Tuesday, 1230-1600	\$ 57		
AWARDS BANQUET Tuesday, 1800	\$ 45	<input type="checkbox"/> Crab/chicken <input type="checkbox"/> Vegetarian	
BUSINESS MEETING Wednesday, 0800-1000	\$ 6		
BOIL/BBQ Wednesday, 1200-1400	\$ 12		
REGISTRATION FEE	\$ 10 per registration	Active Duty No Fee	
GRAND TOTAL			\$

Make your check to
PTERO 2005 and return your
completed form and check to:

Pterodactyl Roost 2005
c/o CGAS Savannah
1297 N. Lighting Rd.,
Savannah, GA 31409

Contacts for questions:
LTJG Ryan Allen or CDR Ed Hansen
(912) 652-4646

DOLPHIN ROLLED OUT

On Tuesday morning, 10 May 2005, an impressive ceremony heralded the official display of a beautifully restored Douglas RD-4 *DOLPHIN* at the National Museum of Naval Aviation, Naval Air Station, Pensacola, Florida. More than a hundred active and retired military personnel and guests, including many Pterodactyls, gathered to witness the addition of this rare, historic aircraft, resplendent in her vintage 1930's U.S. Coast Guard aircraft colors, into the museum's renowned collection of airframes.

Ptero Rear Admiral David Kunkel, USCG, Coast Guard Aviator 1726, in a keynote address, described some of the heroic rescues performed by the small fleet of RD-4's operated by the Coast Guard seven decades ago. Ptero Kunkel, now the Commandant's Director of Operations Capability, said that "The RD-4 laid the foundation for Coast Guard aviation by flying missions to ensure the safety and security of the nation and its citizens."

[As reported in Sitrep 1-05, the Ancient Order supported the acquisition of this RD-4 with funding for its relocation to the museum. A story in Sitrep 1-04 titled "A Star is Born" chronicled some of the daring offshore missions performed by these airplanes which were named after stars. That story can be found on the aviation history website linked from www.AOPtero.org...Ed.]



WWW.



Our CG aviation history website continues to expand and impress visitors. Check it out. Link from our Ptero site (www.AOPtero.org)...click on aviation history, or go directly to the history site (www.uscgaviationhistory.aoptero.org). Both sites are full of great stuff thanks to Pteros Gary Gamble and Gib Brown, webmasters extraordinaire.



POLAR OPERATIONS DIVISION ROLLED IN



[Early this year, an important decision was announced by the Commandant to disestablish the Polar Operations Division at ATC Mobile. This is perhaps best explained to our readership by printing the text of a message transmitted in March to active duty forces by the Commandant's Aviation Operations staff element (G-OCA). The text follows here.]

1. The recent disestablishment of Polar Operations Division (POPDIV) was primarily the result of a continuous effort to balance our valuable Coast Guard resources against an expanding operational portfolio. The timing of this decision was driven by the immediate need to flow HH-65 operational capacity into the gaps created by the re-engine project. This was a necessary move, dictated by operational necessity, good stewardship and solid business practices. Still, one cannot help but reflect on the passing of a proud tradition of extending Coast Guard aviation excellence literally to the ends of the earth.
2. Polar operations' origins date back to the post WWII era. Since then, 11 different CG icebreakers have plied the world's polar regions, protecting national security and providing the international science community with the rarest opportunities for research "where no man has gone before." In 1966, as the CG accepted the role of sole provider of icebreaking service to the nation, the service began to include helicopter detachments. Recognizing that these aircrews needed specialized training to operate effectively and survive the hazards of the polar environment, the CG established helicopter icebreaker support section (IBSEC) at ATC Mobile in 1969. It was later renamed ship-helicopter operations division (SHOPDIV). The unit adopted its final titled in 1977, Polar Operations Division, or more affectionately, "POPDIV."
3. Since 1966, 1400 aviators have completed 161 polar deployments amid the barren windswept desolation of Barrow and Thule, the majesty of the Ross ice shelf and the sublime ridiculousness of Antarctica's penguins. Avdet 162 is currently preparing for an arctic east/west deployment this summer aboard *CGC HEALY* where they will make a historic crossing of the North Pole. When they return, this chapter of Coast Guard aviation history will come to a close.
4. During the nearly 40 years of polar helicopter operations, the men and women of IBSEC, SHOPDIV and POPDIV established a reputation for excellence, safely conducting flight ops in the world's most extreme environment, making extraordinary missions seem routine, and leaving a legacy of accomplishment and discovery that will be an enduring highlight of CG aviation history. *[In 1947, Jim Cornish, CG Aviator 149, piloted an HTL helicopter from the deck of the icebreaker CGC Northwind for the first landing of a helicopter on the continent of Antarctica. We will in the future seek space in Pterogram and on our websites for stories and images telling of the extraordinary legacy of all these CG aviation polar explorers, explorers all were they...Ed.]*



RESCUE IN NEWFOUNDLAND - 1946



A TALE OF CG AVIATION RESOURCEFULNESS, COURAGE & SKILL AND MULTI-AGENCY COOPERATION

Prepared by Captain A.E. Ladley, USCG (Ret.), CG Aviator 724

[This dramatic rescue story tells another story, the significant worth of the volunteer efforts of the diligent members of your A.O.P. history committee and our great CG aviation website. The rescue images and reports were located in the files of the Coast Guard Historian at CG Headquarters, processed into digital data by Ptero Art Wagner, CG Aviator 769, edited into a Word document by Ptero Art Ladley, CG Aviator 724 and formatted to the CG aviation website by webmaster Ptero Gib Brown, CG Aviator 795. As a direct result of this work and the existence of the website, the essential details of this historical rescue are now available to authors and researchers and to the public in general rather than hiding in a dusty box somewhere in a room somewhere. When asked, Ptero Ladley graciously took the time to condense the tale so we could print the main points here. The full version can be found on the website (<http://uscgaviationhistory.aoptero.org>). Enjoy...Ed]

During the early morning of September 18, 1946 a Sabena airliner, a DC-4, crashed into a hillside 27 miles west of the Gander Airport in Newfoundland while attempting an approach in inclement weather. The airplane had departed Shannon, Ireland at 5 pm the day before with 54 souls on board. Searches by patrol boat and plane, over land and sea were to no avail on the 18th, although several other old wrecks were reported. On the 19th, TWA Pilot Ray Jennings sighted the wreckage. He said the plane had cut a 300-foot swath through dense spruce trees and he saw survivors.

Due to the remoteness of the area, it was determined that helicopters could provide the only means of immediate rescue of survivors.



Crash Site

On September 20th, the Coast Guard's Eastern Area Rescue Officer, Captain R. L. Burke [CG Aviator 15] gave orders to Air Stations Elizabeth City and Brooklyn to prepare helicopters for immediate shipment to Gander, Newfoundland to assist in the rescue of the survivors. Elizabeth City provided an HNS helicopter; Brooklyn provided an HOS helicopter, which was newer and had more power than the HNS. The U.S. Army Air Force provided C-54s from Westover Field in Massachusetts to ferry Coast Guard air crews and the disassembled helicopters to Gander. Also aboard the C-54 that left Elizabeth City, besides helicopter flight crewmen and mechanics, were CAPT Frank Erickson [CG Aviator 32] and CDR Stuart Graham [CG Aviator 114] of the Coast Guard Rotary Wing Development Unit.

On the morning of September 21st, the C-54 with the HOS arrived in Gander twenty minutes before the

aircraft with the HNS. Re-assembly of both helicopters commenced on arrival. While the helicopters were being assembled, pilots were flown to the scene of the crash in a Coast Guard PBY from Argentia, and plans were laid for flying the survivors out by helicopter.

It was decided to drop lumber at a clearing on a hill $\frac{1}{4}$ mile from the crash site for the purpose of constructing a small platform as the muskeg would not support the weight of the helicopter. A second platform was built on the edge of a lake approximately 7 miles to the west of the crash site so that survivors could be offloaded and then flown by PBY to Gander. The PBY had put a work party ashore at the lake to build the platform.

Earlier, the PBY had dropped off an Army rescue team including a doctor at the lake. The Army team, accompanied by a Coast Guard search and rescue officer, made the trek from the lake downriver to the crash site in six hours. Because the return trip would be upstream, the return time from the crash site to the lake was estimated to be 36 hours. It was this fact plus the condition of the survivors that dictated the need for helicopters.



HNS



By 1440 on the 21st the HOS was in the air and completed a successful test flight. Shortly thereafter, the HOS departed for the crash site with LT Gus Kleisch [CG Aviator 109] at the controls and aviation ordnanceman Bob O'Leary [Ptero P-2098] aboard as photographer. The HNS had some performance problems on its test flight and was not ready for use until the next morning.

When LT Kleisch arrived on scene, the platform had not been completed but he had been advised that the surface was firm. As the HOS landed, its wheels settled into the muskeg until the helicopter rested on its fuselage. The engine had to be shutdown as the carburetor air scoop was under the fuselage. LT Kleisch consulted with Captain Martin, U.S. Army, a medical doctor, about the plan of evacuation and the condition of the patients. Five survivors of the crash had already died on the 19th. Thirty-one were killed in the crash. Eighteen with varying injuries remained to be taken out.



HOS

The HOS was extricated from the muskeg by lifting the tail, placing the tail wheel on a rolled tent and block of wood, and clearing the carburetor entrance. Between 1600 and 1856, LT Kleisch transported seven survivors, one at a time, from the clearing near the crash site to the lake. The first survivor, a stewardess, was taken aboard the HOS

through an improvised hole in the Plexiglas nose. The hole had been cut during disassembly of the HOS at Brooklyn. Once the HOS reached the lake, the survivors were transferred by raft to the PBY for ferry to Gander.



Transferring survivors by liferaft to PBY

The seventh survivor to be picked up had severe head injuries and the transfer from the HOS to the PBY was quite difficult. At one point, the men making the transfer stated they could not do it because of her pain and concern in changing her head position. Nevertheless, Dr. Martin had forewarned that she must be transferred, and it was finally accomplished.

As sunset was fast approaching, the HOS arrived at the clearing to pick up the eighth and last patient of the day. Because the injured man was rather large and wrapped in a sleeping bag, there was some difficulty in getting him through the nose opening. With the man safely aboard and this the last flight of the day, the HOS headed straight for Gander as darkness closed in. Soon LT Kleisch was able to pick up the airport beacon to locate the field, landing at 1945.

The following day with both LT Kleisch in the HOS and LT W.C. Bolton [CG Aviator 138] in the HNS available, the remaining ten survivors plus fourteen members of the Army rescue team, several others, and equipment were flown out of the crash site before sunset.

On the 23rd, CDR Graham flew a representative of Sabena Airlines to the crash site and, when his investigation was complete, returned to the Gander airport.

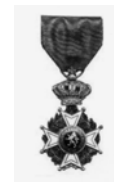
A subsequent public information release from Coast Guard Headquarters commented that the press had termed the rescue operation a "miracle" when, in fact, it was actually an example of fine inter-service cooperation and proper coordination of men and equipment.

The two Argentia Coast Guard PBYs involved in supporting the rescue operation, dropping sleeping bags, food, and medical supplies to the crash site and shuttling survivors from the lake to Gander, were piloted by LT Jim Schrader [CG Aviator 102] and LCDR Larry Davis [CG Aviator 85].

For their part in the rescue operation, each aviator involved received The Knight of the Order of Leopold medals from The Belgian government and Air Medals from the U.S. Government; crewmembers received similar medals.

Ptero Ladley concludes with a few personal comments:

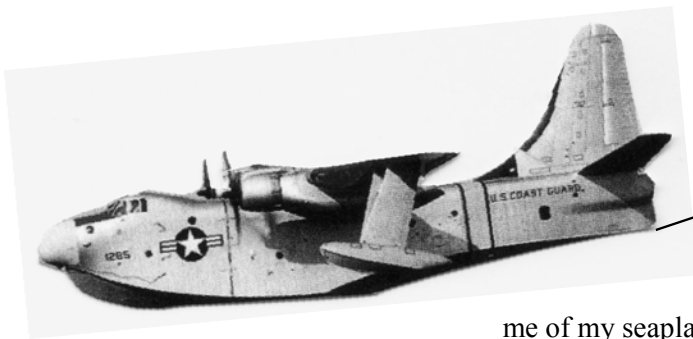
"There are lots of details about this rescue that are not in any written records. Suffice to say from what is known is that the Coast Guard and Army demonstrated remarkable inventiveness, skill and courage in coordinating this operation and saving eighteen lives. Certainly the real hero of the rescue was the Army doctor, Captain Martin, who kept the injured passengers alive and made the decisions on the order of evacuation."



*Chavalier (Knight)
of the Order of Leopold*



Air Medal



HERE COME DE WAVES

I served a tour at CGAS Kodiak from 1963 to 1965. On 27 March 1964, we experienced a major earthquake and tsunamis. Seismographs recorded Richter readings from 8.7 to 9.4 magnitude. Downtown Kodiak was destroyed along with 108 homes and some 45 fishing boats. Land around the NAS and CGAS sunk some 5.5 ft. On that shocking day, I happened to have the duty. I was heading back to the hangar after supper (I lived about 1/2 mi. from the hangar). About 5:30PM the first shocks were felt. As soon as I arrived at the hangar, the water was ankle deep. I jumped onto a mule and we attempted to get the C-123 out.

Captain [Robert] Hammond [CG Aviator 148] was standing on the hood of the mule as I was backing the C-123 out. The Captain asked me "Can the guy in the cockpit riding the brakes start those engines?" I replied, "Yes Sir, he is a plane captain (Lou Eschete). As the water got to be 3-4 feet deep, the engine of the mule died. The duty section leader (John Steadman) made 2-3 dives to remove the pin from the tow bar and finally got it out. I went dashing by through 3-4 ft of water on my way to the C-123 to tell Eschete "Lets start 'em and get the hell outa here" He started both engines and reversed the aircraft about 30-40 yards to clear the hangar, and away we went. As we taxied toward the runways, I asked the tower, "Where is the highest ground?" The tower directed us, and as we headed in that direction, it reminded

me of my seaplane days at CGAS St. Pete. Lou Eschete recently emailed this to me: "As we sat on the end of a runway waiting for a pilot so we could get the plane to Anchorage, we didn't know Anchorage was even worse than Kodiak. We sat there until the tower told us a huge wave was headed our way and to vacate immediately. We headed for the GCA runway. Had to make a left turn onto it and actually got the C-123 up to 70 knots. I don't remember the runway numbers. The one that we sat on waiting was the one nearest the hangar."

When we did get to the high ground and shut down both engines, water drained from the aircraft for hours. Next day at first light, 3 HU-16s were airborne for some survey flights. I don't have the figures, but we flew mucho hours the next few days and did all maintenance, fueling, etc. by flashlight which many folks find hard to believe.

A FUN DAY, eh? Semper Paratus
Ptero Charlie Dugan
ASMCM, USCG (Ret.)

KINGFISHER MEMORIES

Aloha. Re: Prez Notes in Sitrep 3-04. I really feel the OS2U3 Kingfisher should be added to the list. During spring and summer of 1942 as an Aviation Radioman, I logged 231 hours on OS2U3's. In May, that included 104 hours of patrol from 24 different flights, ten different aircraft and ten different pilots. So, it is possible to assume that during the period May to november, '42, perhaps some 2300 hours or so

of patrol were flown. I am only considering flights out of South Florida, in my case out of a detachment assigned to NAS Key West. On 8/12/42, with pilot AP1C Canion in OS2U3 5766, radio call 547A, we were covering a large convoy gathering south of Key West and observed the torpedoing of a ship.

After '42, my assignments shifted to the PBY and PBM, but I always remembered the special feeling of the smaller OS2U3 seaplane experience.

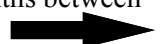
Ptero Don Epler

[Thanks to Charlie Dugan and Don Epler for sharing these memories. Stories from an aircrew perspective as well as from the cockpit are always welcome and, in fact, strongly encouraged. Please keep the cards, letters and emails coming. Now, let's take a flying leap from coasties in seven-decade-old seaplanes to a coastie getting ready to explore space. Read on...Ed.]

UPDATE ON STS 115

[This report from our coastie astronaut was filed by email in April of this year...Ed.]

Our flight is still on for December 8th (which is actually being tracked as a no-earlier-than-date). That date is very much contingent upon the launches of STS 114 (no-earlier-than 15 May) and 121 (no earlier than 12 July) happening on time. Specifically, we're very much tied to 121, since that will be the same vehicle (Atlantis), and shuttle processing requires 4-5 months between



flights of the same shuttle. These first two flights each really have two major objectives:

1) Providing the viability of the return-to-flight (RTF) design changes, including modifications to the external tank, additions of embedded wing leading edge (WLE) impact sensors, addition of a 40-foot inspection boom, and testing techniques for tile and WLE repair techniques, and

2) Logistics resupply of the station. Our mission (STS 115) will commence the resumption of International Space Station assembly with the installation and activation of a 35,000 pound truss segment/solar power module. Ours will be the heaviest ISS assembly mission to date, and we have no margin for logistics transfer and little margin for inspection/repair spacewalk work. This means that in addition to the shuttle processing schedule constraints, our launch also depends heavily on the successful results of the RTF test objectives and resupply transfers for 114 and 121.

NASA has been working incredibly hard to make the shuttle safer to fly and to provide for options in the event that an impact event occurs (including utilizing the ISS as a "safe haven" for the shuttle crew if the orbiter is irreparably damaged).

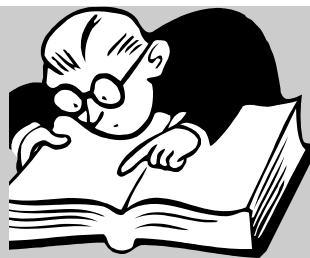
Given all the hard work we've seen, and the nature of the upgrades, we're all very optimistic that we'll be back in the flying business again. You can find out more information about the upcoming missions at <http://spaceflight.nasa.gov/home/index.html>.

Ptero CDR Daniel Burbank, USCG,
Astronaut, CG Aviator 2672

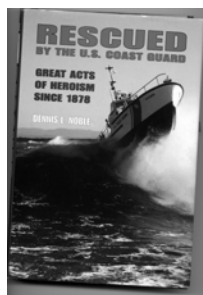
**DAN, WE'LL BE ROOTIN' FOR YOU
WAY DOWN HERE WHILE YOU'RE
WAY UP THERE!!!**



Good Reads



**RESCUED BY THE
U.S. COAST GUARD —
Great Acts of Heroism since 1878**
by Dennis L. Noble, 2005
Naval Institute Press
Annapolis, Maryland
www.USNI.org



[This review is reprinted from the CUTTER, newsletter of the Foundation for Coast Guard History...this is a great book, already enjoyed by ye Ancient Prez & also by me...Ed.]

Although the U.S. Coast Guard enjoys a reputation as the best maritime rescue service in the world, details of its heroic history are not well known. Dennis L. Noble has corrected that oversight by taking a look back over the past century at some of the dramatic rescues carried out from shore-based Coast Guard stations, aircraft and boats.

The author highlights a day shortly before Christmas in 1885, when Keeper Benjamin Dailey and his U. S. Lifesaving Service crew rowed five miles in seas almost as high as the length of their boat to pick up shipwrecked sailors and bring them safely to shore. He also describes a 1918 rescue of sailors from a sinking tanker when a USCG crew had to pull through burning gas and oil to extricate them. Among the most memorable is the daring rescue by Paul A. Langlois [CG Aviator 954], of two people adrift in a sailboat. Langlois, in the darkness of a gale-swept night, managed to maneuver his helicopter around rocky pinnacles to save them. More

recent dramas are described by the rescuers themselves. Not every rescue attempt is successful, though, as Noble reminds us. In this collection, he includes attempts that have ended in the

deaths of those in distress as well as of those who attempted the rescues.

Everyone who enjoys man-against-the-sea stories will appreciate this overview of rescues and the people who carried them out. Likewise, maritime rescue specialists and historians will be drawn to the author's description of the changes in life-saving equipment, from oar-powered boats to modern forty-seven-foot motor lifeboats and the array of aircraft used by these Coast Guard heroes.

[The non profit Foundation for Coast Guard History, of which I am a proud Life Member, exists and seeks to preserve and promote all Coast Guard history just as the Ancient Order concentrates on CG aviation history. Visit www.FCGH.org for more organizational details and membership information...Ed.]



MARLINS in the Coast Guard

This very interesting treatise is a proposed chapter in a forthcoming complete history of the Marlin P5M by Captain Richard A. Hoffman, USN (Ret.), author of *The Flying Lifeboat [PBM Mariner]*.

The good Captain's research has included contact with many Pteros with experience flying both the Mariner and the Marlin. Check the Naval Institute at www.USNI.org or phone 800.233.8764.



P5M Marlin



PBM Mariner





NEWLY DESIGNATED AVIATORS OF THE U.S. COAST GUARD

The following pilots have been designated as Coast Guard Aviators and have been provided with a first year dues-free membership in the Order. Welcome aboard, Pterodactyls!! We salute you and wish you safe flight. We envy the thrills, opportunities and satisfaction which are on and beyond your individual horizons. As you settle in at your initial and subsequent assignments and carve out future CG aviation history, we hope you will **maintain** your Pterodactyl membership and "stay tuned" to your rich heritage. As busy and focused as you are on many things, you are history-in-the-making, and you will want to preserve that history as well as that of those before and around you today. Your modest annual dues will help to keep you informed and make possible a multitude of active duty awards, memorials and CG aviation history-preserving- projects. **Happy Landings, and again, Welcome Aboard!!!**

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3754 James Carabin	Corpus Christi	3760 Christopher Stoeckler	Clearwater
3755 Taylor Carlisle	New Orleans	3761 Matthew Gabbianelli	Miami
3756 Jorge Porto	Los Angeles	3762 Stacia Cwiklinski	Miami
3757 Jeremy Denning	San Diego	3763 Allyson Thompson	Elizabeth City
3758 James Boger	Savannah	3764 Scott Caesar	Barbers Point
3759 Bradford Youngkin	Clearwater		



TAPS

With regret, we report that the following Pterodactyls have flown their last flight 'cross the bar.

	NORM MILEY	TAL SIVILS	DON DAVIS	CHUCK MOORHEAD	ED LEWIS
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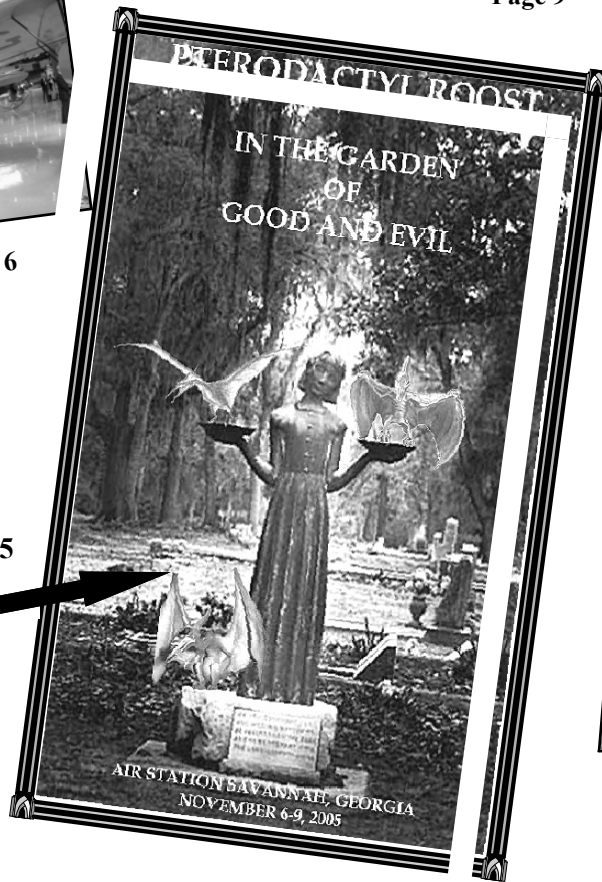


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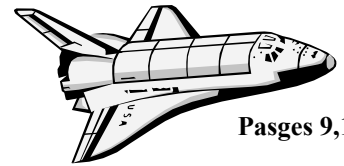
ROOST PLAN & Pages 3,4,5
REGISTRATION

???

**EVEN MORE
INSIDE!**



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