



PTEROGRAM

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

Sitrep 3-05 Fall 2005

AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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'Grams come and go, but this one is surely full of stuff that I hope is of interest to every member. The roost report is, as usual, reasonably comprehensive and, I hope, accurate. As mentioned before, this document is our journal, and the essence of a roost ought to be documented. Hopefully, members who were not present will be served by the commentary.

Ptero Ping Hsu once again brought his talent, energy and equipment to the gathering and submitted nearly a hundred and fifty really good photographs of the activities and people. You will find a few in these pages and ultimately all of them on the AOP website. We are indebted to Ping for his labor of love. We invested in a bit of color for this issue which we could do more of if we grow in membership AND if every member would keep up with their annual dues.

You won't find here any photographs of the Katrina and Rita operations. Lots have been published and many more will be circulated in many media. We concentrated in this 'gram on some writings by a few of today's red, white and blue, blue suited senior coasties who in their admirable professional competence and persona and deft writing captured some of the spectacular response by Coast Guard aviation to the U.S. Gulf coast havoc this summer. If you saw some of this earlier, read it again. Pages 12 through 15.

You'll find in here testimonials to the worth of our association and also a few requests for help. Please don't gloss over either. We are performing good work, but a small number of even the most talented and committed volunteers can't do it all. A lot of us are talking about such things as where should this association go, how do we further assist active duty CG men, women and commands, how do we recognize and make more visible the people and achievements of the air crews who maintain, train and fly the birds of today? And how do we keep from dying off? Think about these and other questions and give your Executive Board your thoughts. And also think about lending a hand.

Read on...

Your Scribe,

RJC



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Notes From Ye Prez



[He/they didn't suggest this pic of George and Barbara. I did. We in CG aviation are a family, pilots, aircrews, maintenance support people who drive our safety and much more. And we all know it takes support at home not only to carry out today's missions but to support our undertakings to preserve and support the rich, rich history of CG aviation, so this is, admittedly, a transparent symbol of our family-ness. May God bless George and Barb and our family. Ed.]

So, another GREAT roost goes in the history books. Over 320 Pteros and their guests attended a star-studded banquet making it one of our largest gatherings ever. The CGAS Savannah team did an outstanding job setting up and executing events in near perfect weather conditions. Special Kudos to CDR Todd Sokalzuk and Lt's Ryan Allen and Matt Walker — the guys on the point. Many others were important in planning, and Ptero Art Wagner was the perfect "godfather". Thanks also to former Commandant Ptero Admiral Owen Siler, Aviator 515, honorary host and his wife Bette. BRAVO ZULU to all. It is a BIG job and you all did it with terrific style and class!!

Progress is slow but steady on many of our Ptero projects:

- Three HH-52's will arrive in Elizabeth City after Thanksgiving. Somehow these "pumpkins" will turn into "museum quality aircraft" and eventually be put on display in prestigious museums around the country. See page 7.
- Four large aircraft models (RD-4, HO-4S, HH-52, and HU-16) will make their way from Mexico to New London via Tucson, AZ. These models will go on display at the CG Museum and the new CG Academy Alumni Association building next year. See page 8.
- The Naval Aviation Museum Foundation will feature a Coast Guard panel titled "Remarkable Rescues: Courtesy of USCG" at its annual Symposium on 10-13 May, 2006. See page 8.
- Our efforts to support active duty forces who lost their personal effects during KATRINA has brought in many dollars to date. More is needed. See page 8.

Finally-I want to add my personal thanks to all of you who conspired – behind my back – to present me with the outstanding original artwork depicting an HH-52 teamed up with an HU-16 on a rescue case. It sure brought back a lot of memories. It is hanging with great pride in my "I love me room" in Mobile, AL. Stop by and check it out the next time you are in town. Special thanks to Ptero Billy Richardson for his fine work.

The transition to new leadership is slowly underway. You will see a new VP (Mont Smith) and a new Secretary (Cathie Zimmerman) on our mast head. Other changes will take place over the next few months. Spread the word — the Pterodactyls are alive and well. Find new members for us and help us grow this great organization.

Till next time — Merry Christmas and Happy New Year. Remember, 2006 is the 90th birthday of CG Aviation. Semper Paratus.

George



HELP! A PTERO AIR UNIT SUPPORT UPDATE

from a report by Ptero Art Wagner, Av 769

Sitrep 4-04, a year ago, contained a proposal by Ptero Wagner basically to lift from a Navy League of the U.S. model of active duty unit adoptions and have Pteros near a CG air facility step up and volunteer to fill two important voids. One, to assist the unit in reporting historical events and documentation to our history committee for preservation and to help the command in other ways as the command might find appropriate. We are a knowledgeable resource, and God knows today's active duty folk can use all the help WE are able to provide.

So, where are we in this endeavor today after a year since Ptero Art pitched the program at the Sacramento roost? Typically, one might suppose, pluses and minuses.

Let's take a look. We believe thirteen of our air stations have begun an association with Pteros and/or Navy Leaguers to provide support. Some links are as follows. Ecity (Sperry Storm and Matt Ahearn, Savannah (Art Wagner and Jim Perry), Hitron Jacksonville (Broward Council of the NLUS), Clearwater (bob Whitley), Mobile (Ptero Board and local NLUS), New Orleans (Don McIntyre), Detroit (Brian Blanchard), San Diego (San Diego Women's Council), Sacramento (Jerry Mohlenbrok, Kirk Colvin and Doug Bogle), Astoria (Pete Hoffman), Port Angeles (Tom Beard) and Sitka (Juneau NLUS Council). Several other air units have active Navy League councils close by as well as Pterodactyls. The objective, we believe, ought to be to muster our resources for the benefits this initiative envisioned at the outset. The concept of active duty support from retired or near retired Pteros and Navy Leaguers is clearly viable. If volunteers did nothing but send a disc containing a unit personnel an aircraft roster each six months, we'd make progress and have something we don't have today. Contact Ptero Art Wagner with any questions as to how to proceed (awagner50@comcast.net).



WANTED ASSOCIATE SCRIBE

Ok, here we go. The service to the organization as scribe has grown some as the association has grown. Now, it seems, there's more than just Pterogram. Occasional executive assistance to the Prez or Board is an example. As the job, with all of its satisfactions has expanded, so has your scribe's years. I'd like help and will welcome the chance to introduce, not an assistant, but an associate to join me in mutual contributions to the Order.

Not only that, I'll help someone(s) (more than one associate will also be welcome), with more help in learning about desk top publishing and other administrative ways to easily serve the objectives of the Order with, really, minimum sweat, strain and time.

I'll like to 'hear' from you if you're interested in sampling this volunteer fare. Call me at (425) 641-689, fax me at (425)401-9265 or email me at rjcopin@aol.com.

This could even enhance your resume!



This painting, in color on page 10 and mentioned on other pages, shows Pteros, but the Ptero artist and the Ptero recipient will each, given a chance, signal their satisfaction of knowing hundreds of bucks were sent to the air, surface and land coasties who lost a lot, in some cases everything, in Katrina and Rita. If you are interested in obtaining a print of this original piece of this art, although Aviator 745 is not soliciting, contact Ptero Billy Richardson at ljber@adelphia.net...that's the way it goes, these days, folks, on line internet stuff...if another contact is needed, let us know...we can help.



REPORT ON THE 2005 ROOST AT SAVANNAH

November 6 - 9

As phlocking elements one by one closed out their phlight plans on the banks of the Savannah River, the weather Gods were smiling and continued so throughout the several days of one of the largest roosts ever. Steady moonshine, sunshine, warm temps and zip precip helped make a great venue even greater. Some drove or flew in several days early. Most arrived on Sunday, 6 November to pick up their name-tags and event tickets and begin their reunion highs. One smiling Ptero, following a series of encounters with friends he hadn't seen since last year's roost, was heard to remark that the exultation of the first few moments with so many former shipmates was enough in itself to make the trip worth every penny and minute. Registration in the Hyatt hospitality suite was manned capably and amiably by LTs Ryan Allen and Matt Walker of CGAS Savannah.

Monday featured a round of golf across the river (as far as we know all participants and their clubs survived); a city historic tour (lots of history in the low country); a Paula Dean tour (for those who might not know, she is Savannah's TV cooking program celebrity...Paula was not seen but son Bobby did greet our touristas). Monday closed with the evening social cocktail gathering (which was, in short, crowded).

While there was no planned program for the Monday evening social, a surprise presentation was executed in which ye Prez George Krietemeyer received a fine painting as an expression of appreciation from the membership for his leadership and work for the Order for the past fourteen years. The idea for something different and special surfaced many months ago in conver-

sations among several Pteros. When an original painting was suggested, Ptero artist Billy Richardson, Aviator 745, volunteered to do the brushing. The result of Billy's work is an impressive nautical-aeronautical depiction of an HU-16 and HH-52 engaged in SAR. To fund the expense and permit a large representation of members to participate, a "Cone of Silence" email sans the address of ye Prez was circulated opening the door to cash donations with any excess of green to be donated to the CG Mutual Assistance Katrina Fund. Not surprisingly, within a week, more than enough cash accumulated. After expenses, nearly eight hundred dollars was sent to the Katrina fund as coming from Pteros. Ye Prez, totally surprised, was clearly moved and somewhat bewildered since he had no idea of the project or process. The painting spent the rest of Monday night in George and Barbara's hotel room and then was displayed the following night at the banquet. See the painting on page 10.

The previously scheduled Tuesday tours went down without a hitch except for the cancellation of the Beaufort/Hilton Head excursion for which there were too few signups.

Promptly at 1800 the doors to the banquet hall opened and the nicely dressed crowd of three hundred and thirty moved in, dinner seats were claimed and the cash bars began doing business. It was great to see lots of blue suits in the assemblage. We were honored by the presence of four active duty flag officers, all aviators, the Vice Commandant, Atlantic Area Commander, the Seventeenth District Commander (Ancient Albatross) and the Chief, Office of Operations Capability. Several active duty Captains and

retired flag officers, including former Commandant, Admiral Owen Siler, Aviator 515, were also in attendance.

When time came to transition from the social adjustment to the dinner, host Commander Todd Solkalkzuk, CGAS Savannah commanding officer, Aviator 2764 summoned the throng to their seats, a sharp USCG color detail brought forth the colors, the national anthem was played (and sung by many in the audience), the pledge of allegiance to the flag was recited, and the awards banquet was underway. Commander Solkalkzuk articulated a warm welcome, and, following an invocation by ye ancient scribe, pronounced it time to partake of the sustenance which had been prepared (chow down).

When the plates were more or less clean, ye Prez George Krietemeyer mounted the platform and introduced the keynote speaker, Ptero Vice Admiral Vivian Crea, USCG, Commander, Atlantic Area, Aviator 1820. VADM Crea proceeded to share important data and interesting stories about service successes and challenges in a host of mission areas. She spoke about drug interdiction, maritime safety and law enforcement, homeland security, and search and rescue. She touched on personnel, training, organization, equipment and budgetary issues. While she pointed out a few areas where the service is particularly challenged to meet mission performance goals, her remarks were inspiring and upbeat and, not surprisingly, reflected Semper Paratus throughout. She told some Katrina and Rita hurricane stories, praising the performance of all the Coast Guard air, surface and land resources in coping with those storms.



The Admiral's presentation kept everyone's attention and at the end prompted enthusiastic and warm applause.

Then ye Vice Prez/Scribe briefly explained to the assembly the significance of the painting on display which had been presented the night before to Prez George (see pages 3, 4 and 10).

Next came the Hall of Fame inductions introduced by ye Ancient Vice Prez/Scribe, Aviator 744 and Ptero Bear Moseley, Aviator 743 and presented by The Vice Commandant of the Coast Guard, Ptero Vice Admiral Terry Cross, Aviator 1584.

The Coast Guard Aviation Hall of Fame consists physically of a series of bronze plaques on display in Erickson Hall, ATC Mobile, which recognizes and honors individuals who have made significant contributions to CG aviation. The Hall of Fame was created by and is sponsored by the Ancient Order. Induction is not an annual event but occurs when nominations are received and acted upon by the Order's Executive Board. Prior to 2005, only 13 individuals or groups have been so honored. They are:

CAPT W.J. Kossler
RADM B.M. Chiswell
CDR E.F. Stone
CAPT F.A. Erickson
CAPT D.B. MacDiarmid
CAPT C.C. Von Paulsen
CDR S.R. Graham
LT J.C. Rittichier
RADM Norman B. Hall
LT J.A. Pritchard, Jr. and
RM1 B.A. Bottoms
WWII USCG Aviation
Maintenance Personnel
CDR B.E. Melnick
CDR G.E. Brown

Inducted at this Savannah roost were eleven CG aviators who volunteered for combat rescue duty in the Southeast Asian Theater of Operations from 1967-1972. The saga of the heroism of these aviators and

the volunteer exchange program with the U.S. Air Force was chronicled in Sitrep 2-04, a special edition Pterogram researched and authored by Ptero Bear Moseley. The following combat rescue aviators were inducted at this banquet:

CAPT R.V. Butcka, USCG (Ret.), Aviator 1238, the late CAPT J.L. Crowe, USCG (Ret.), Aviator 1065, the late CAPT L.A. Eagan, USCG (Ret.), Aviator 1060, CDR R.E. Long, USCG (Ret.), Aviator 1452, LCDR J.M. Loomis, USCG (Ret.), Aviator 1179, LCDR R. Martin, USCG (Ret.), Aviator 1080, CDR L.L. Mixon, USCG (Ret.), Aviator 878, LCDR J.C. Quinn, USCG (Ret.), Aviator 1091, CAPT R.T. Ritchie, USCG (Ret.), Aviator 1216, the late LT J.C. Rittichier, USCG, Aviator 997 and CDR J.K. Stice, USCG (Ret.), Aviator 1234.

Able to be present for the induction were Captain Butchka; Captain Jay Crowe's widow Anne and daughter Julie Shields; Captain Eagan's widow Patricia; Commander Long; Lieutenant Commander Loomis; Commander Mixon; Lieutenant Commander Quinn; and Commander Stice.

Unable to be present were Lieutenant Commander Martin, Captain Ritchie and the family of LT Rittichier. Their mementos and photos will be sent or presented to them as soon as practicable.

The induction to the Hall of Fame began with a description of the Hall of Fame, a reading of a letter from the Order's President and a letter from the Commandant of the Coast Guard, display of the large bronze plaque to be installed at ATC Mobile and individual photographed presentations by VADM Cross. See page 11. Needless to write, each recipient received extended applause.

Seated at the table with Captain Butchka was a surprise (to Captain Butchka) guest, Lieutenant Colonel Charles Langham, USAF (Ret.) and

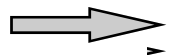
his wife Anne. Lt. Col. Langham, himself a Jolly Green pilot, was forced down in Vietnam nearly forty years ago and picked up by Capt. Butchka in another Jolly Green! Before reading further, now would be a good time for you, the reader, to pause for a moment of reflection in honor of those who failed to return from that war.



As hard an 'act' as the heroism of these combat veterans was to follow, inspiration kept flowing forth in the form of current awards for flight safety, aviation maintenance and rescue created and sponsored by the Ancient Order.

CDR Tom Farris, Aviator 2581, was on hand from the safety office at CG Headquarters to present the Captain Marion "Gus" Shrode flight safety award to LT Sean O'Brien, Aviator 3501, from CG Air Station Houston. This annual award was first presented in 1998. Recipients are selected by members of the Commandant's staff. LT O'Brien received a commemorative folder containing a description of the Shrode award and, for the Commandant a flag officer's congratulatory letter. The letter cited LT O'Brien's "astute management" of the safety program of CG air station Houston and described examples of his outstanding performance which included detailed planning and briefings of many transient personnel and helicopter relocations incident to the CG response to hurricane Ivan. LT O'Brien's name will be placed on the Shrode Award plaque in Erickson Hall, ATC Mobile.

CAPT Mark Butt, Aviator 2397, from the Commandant's staff, came forward next to present the third aviation maintenance award first



first presented in 2003. This year's recipient, selected by Captain Butt and his staff, was AMT1 Randy Losada from CG air station Miami. Petty Officer Losada received a commemorative folder containing a description of the award and, for the Commandant a flag officer's letter of congratulations. Petty Officer Losada's exceptional performance as his unit's HU-25 ATF-3 engine shop supervisor was cited along with praise and recognition for his outstanding leadership skills as well as highly respected technical capability. He served as a valued mentor, helping to develop the skills of mechanics while motivating aircrews to earn qualifications. He demonstrated superior engineering maintenance competence and leadership contributing to the successful accomplishment of Coast Guard missions. *[See the mail pages for this coastie's roost sentiments... meanwhile a committee of active duty and retired members will be researching, consulting and generally red tagging to come up with a suggestion for the naming of the maintenance award...Ed.]*

Come now, ye rescue awards.

The EADS North America Commander Elmer Stone Fixed Wing Rescue Award was first presented by the Ancient Order in 2000 and has been presented annually since then with the recipient crew selected by the Commandant's staff. The selected honorees this year was the crew of HC-130 1708 from Kodiak air station, Alaska, namely LCDR Schmidt, LT McKechnie, AMT1 Kearns, AET1 Martin, AMT2 Noriega, AMT2 Auito, and AET2 Maret. Of the crew, LT McKechnie and AET1 Martin were able to be present to receive their award and memento in person. The others will receive theirs by mail. This crew launched in response to an emergency signal emanating from about 1,000 miles south of Kodiak. Fighting 100 knot winds at

altitude, the aircraft descended below a 500 foot overcast in heavy rain to sight flares, marked the position, dropped a radio and raft, and in darkness and heavy rain ultimately diverted a merchant vessel which successfully recovered the distressed mariner. The award was presented, with remarks, by Mr. Josian Morales, President and CEO of EADS CASA-NA and Rear Admiral David Kunkel, Aviator 1726.

The Rotary Wing Rescue Award was next. The Sikorsky Aircraft Corporation Captain Frank Erickson Rotary Wing Rescue Award was first presented in 2000 so this was the sixth crew to be so recognized. Captain Michael Moore, Aviator 2039 and Ptero David Spracklen, Aviator 2387, a Sikorsky Aircraft Corporation manager, did the honors. The honored crew of HH-65 6513, CG air station Kodiak, consisted of LT Eason, LT Kornexl and AMT3 Gibbons. LT Eason and AMT3 Gibbons were present in Savannah to receive the award. They launched from the deck of CG Cutter *ALEX HAILEY* in extreme weather conditions to assist in the rescue of crewmembers from a commercial vessel hard aground on Unalaska Island. They witnessed, while hovering near the stricken vessel, the sudden and tragic mishap of an HH-60 which resulted in the HH-60 crew and hoisted ship's personnel to be dashed into the sea. HH-65 6513 quickly rescued by hoist the HH-60 crew and a ship's crew member from the icy waters and then, navigating through darkness, decreasing visibility and treacherous terrain, delivered their survivors to Dutch Harbor. Having refueled their helicopter, this crew returned to the scene through driving snow to successfully recover the HH-60 rescue swimmer and the ship's Captain.

Each of the awardees were greeted, as one might suspect, with admiring, grateful and loud ap-

plause.

Reflective closing remarks were delivered by our Ancient Albatross Ptero RADM Jim Olson, Aviator 1563, Commander 17th CG District. Present also was the Enlisted Ancient Albatross, MCPO Bill Beardsley.

Thus, on schedule, refreshed and very much inspired, the assembly retired to await the activities of next day.

Savannah awoke once again to a blue sky signalling temps in the 40's (that's celsius...do the math, it was nice). Anyway, the elevators worked well to bring more than 120 or so to the business meeting of the gathering.

The business agenda proceeded with Prez George gaveling order, asking Ancient Al Olson to deliver the traditional airman's prayer, Ye scribe read the list of missing members which you will find on page 19.

Prez George then recognized and brought to the fore CDR Solkalsuz, and LT's Ryan Allen and Matt Walker to receive accolades for a great roost. Ptero C.O. Solkazuk was applauded for his leadership in bringing us a fine gathering. LT's Allen and Walker were given life memberships in the Ancient Order and CG aviation history books.

Ye Ancient Secretary, Ptero Gary Grow, Aviator 1205, reported on membership, indicating that we currently have 1,134 dues paying members and honorary members. The mailing list includes an additional 129 associate members and others. In the past year, we have gained 92 regular and associate members and 9 new lifers. 25 regular members converted to life. Unfortunately, 183 members are late in paying dues, 65 retired, 88 active duty. We average about 140 delinquents each year which not only dents our budget but requires extra and and undesirable volunteer effort



to track people down. Gary reported that he is in the process of transitioning the data base to Cathie Zimmerman who will henceforth assume the duties of Ancient Secretary. Reflecting on the transition of said duties over the years, he remarked favorably on others who have picked up various pieces of what once came under the secretary's main rotor, specifically: the establishment of the email list by Ptero Bob Watterson and now managed by Ptero Tom Rich; the expansion of the AOP website managed by Ptero Gary Gamble; and the editing of Sitreps by ye scribe. Prez George then described his long, personal friendship and professional association with Gary and presented Gary with a mounted upper end of an HH-52 cyclic for his many years of skillful and diligent control of many aspects of the Order's business as Ancient Secretary.

Turning now to money, Ancient Ptreasurer Ptero Ptom McLaughlin took the mike to entertain the assembly with his annual report. Ptom stated that as of 11/1/05, the checking account balance was \$8,795.67, and the USAA account where life member dues are collected stood at \$87,192.20. He indicated that as a matter of policy, only interest is drawn from the latter account for operating purposes. 240 eyes then fixed on Ptom, and 120 smiles were visible as Ptom removed his representative petty cash jar from the purple crown royal pouch and recited the petty cash list from the 25 centavo coin through all the other coins, tokens and ducats remaining in the fund, concluding with the proverbial lock washer. With that fun offering, we might have closed the meeting but, lo, there was much more business ahead.

The Prez opened the subject of officer elections by presenting only a partial slate in that Cathie Zimmerman, a resident of Virginia who

serves aviation safety on the staff of the Commandant, has agreed to serve as Ancient Secretary and Ptero McLaughlin has agreed to continue as Ptreasurer. The president and vice president slots were yet to be filled. Only one nomination from the floor was made, that by the Ancient Scribe placing in nomination as Vice President Ptero Mont Smith, Aviator 1520. Noting that Ptero Mont was not present because his day job took him away just before the meeting, the scribe announced that, indeed, Ptero Mont had accepted the role if elected. A second and affirming vote quickly followed. With no other nominations forthcoming, Cathie and Ptom were elected as Secretary and Ptreasurer, respectively, and ye Prez stated that he would continue in office but only until July next. He asked members with aviator numbers under 1,000 to stand, indicating that the substantial volunteer labor to fly and maintain the Ancient Order to date came largely from that group. He then asked those with numbers between 1,000 and 2,000 to stand, and he challenged that group to pick up the load. The first challenge will be to identify a new Prez before mid 2006.

In lieu of an annual report on the state of CG aviation, all present were then treated to a riveting presentation by three blue suiters who together took the crowd behind the scenes of the awesome Katrina and Rita hurricane responses. Captain Dave Callahan, ATC Mobile commanding officer, Aviator 2408, Commander Norm Schweizer, CGAS Houston commanding officer, Aviator 3131, and Lieutenant Commander Tim Tobias, CGAS New Orleans Operations Officer, Aviator 3037A, stood together before the group and passed the mike back and forth, holding rapt attention as they described, conversationally, with stills and video clips,

stories of this historic undertaking. Many of the stories and images went far beyond the favorable mass media coverage of Coast Guard performance. Space and format here does not allow much of a taste of this outstanding 80 minutes of service history. The scribe will try to give just a hint of that inspiring time. Several short but illuminating video clips depicted up close and personal debriefs by pilots and crews. One such clip related an experience by a woman rescue swimmer who described her rescue of a four month old baby who was thrust into her arms from a building as she hung suspended over water on the hoist cable some hundred feet below the helicopter. There was no option but to be hoisted while clutching the baby in her arms, terrified [*her word*] that either the baby would slip from her grasp or the baby would suffer harm from being hugged too tightly. Both swimmer and baby survived the ordeal. This rescue swimmer was AST3 Sara Faulkner, United States Coast Guard, currently assigned to ATC Mobile. She performed this rescue suspended 'neath a CGAS Clearwater HH-60J piloted by LCDR J.W. McGinnis, Aviator 3191. Semper Paratus!

A series of brief reports started with Ptero Bob Johanson, Aviator 869 who indicated that arrangements are being made to take custody of and relocate to AR&SC Elizabeth City three HH-52A's from the Army's Aberdeen Research Laboratory for ultimate museum exhibit purposes, hopefully someday including the Smythsonian. The airframes are 1382, 1392 and 1425 for those of you who have touched them personally. Ye Prez then put his signature on one of the documents wherein the Order shares with the CG certain responsibilities with regard to this project. For his diligent work in this effort,



this effort, ye Prez presented Ptero Bob with the AOP President's award in the form of a plaque of appreciation.

Ptero Paul Busick, Aviator 1341, Chairman of the CG Academy Alumni Association Board, reported that more than \$200,000 has been donated by Pteros to the fund which helped make possible the new Alumni Center facility at the Academy. He also mentioned the named brick project for that building and praised the Order's support of the Cadet Aviation Club.

Next was Ptero Al Tingley, Aviator 720, to give what he quipped was a non progress report on the large models being constructed with the previously reported grant from the family of the late RADM Frank A. Leamy, Aviator 40. Early this year, Al accepted an invitation to be the Order's OSC since his residence is close (but not exactly within shouting distance) of the Arizona contractor. Al was asked to check on the progress of model construction during a partial payment process with a view to quality of the end products. To recap, the four models are to be of an HU-16E, HO4S, HH52 and RD-4. Al shared some of his frustration with the modeler who, Al has learned, is actually having the work done in Mexico. The project will continue to be monitored, but Al has advised the keeper of the funds to withhold further payments until more acceptable progress is noted.

Ptero Al's report brought suggestions from the floor regarding other large models of CG aircraft which have been constructed or are under construction, some of which fly. Frequent supported and contributor Ptero Mitch Perry, Aviator 500, stood to ask for more focus on the PBY5A stating that at one time, the CG operated more Catalinas than any other aircraft.

Ptero Deese Thompson, Aviator 683, was called on to say some

things about the Naval Aviation Museum at Pensacola whereupon he did. Next May 10-12 during the annual symposium at the museum staged by the museum Foundation, there will be a SAR panel discussion featuring several remarkable SAR cases performed by CG aviation. The panel will consist of four HH-60 pilots, two rescue swimmers, and a flight mechanic. If you're a member of the Foundation, you will receive the usual advance mailing. If not, you can link to the Foundation website from our own (www.AOPtero.org).

Ptero Howie Thorsen, Aviator 776, showed some current pictures of the Century of Flight monument at Kittyhawk, including shots of some of the named bricks. One hundred dollar bricks are still available the funds from which will help provide maintenance support over the years to come. The monument is providing excellent public visibility of CG aviation history. Ptero Howie also reiterated his banquet announcement that more than a hundred Pteros had so far contributed more than \$35,000 to the CG Mutual Assistance Katrina Fund. *[Contributions to that fund which directly supports CG families suffering losses from Katrina may be send on line to CGMA.org or by postal mail to Coast Guard Assistance, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203-1804...in either case let CGMA know your donation comes from a Pterodactyl member.]*

Approaching the business meeting outer marker, Ptero Bob Workman, Aviator 914, furnished an update on the project to provide an award posthumously to the U.S. Army MD, a Captain Martin, who performed life saving services in Newfoundland following the crash of the Sabina airliner. That was the case involving the disassembly and transport of two helicopters to the scene which made the rescues pos-

sible. *[See Sitrep 2-05 for Ptero Art Ladley's summation of that case which is on the Order's history website in even more detail.]* Ptero Bob reported that efforts are underway to gather senior officials with Captain Martin's family for a high level and hopefully well covered award ceremony. He also indicated that this case served to give rebirth to the development of the helicopter for SAR which at that time was at risk of being shelved.

Ptero Art Wagner, Aviator 769, briefly mentioned the status of the project to support air stations with volunteer Ptero help. See page 3 herein for the essence of his report.

On short final, Ancient Albatross Ptero Jim Olson, Aviator 1563, CCGD17, in leather, recognized the presence of the reigning Enlisted Ancient Albatross, MCPO Bill Beardsley, returned a 'substitute' scarf to former Ancient Albatross Ptero Ed Barrett, Aviator 1344 *[That's enough on that]*, and closed with good words about the roost and CG aviation.

Taxiing in, the scribe opened the subject of the location of the 2006 roost by recognizing the presence of an emissary of CG air station Traverse City, LT Jeremy Anderson, Aviator 3530. Ptero Jeremy came here to learn the drill and to pitch his command's enthusiastic invitation to celebrate the 90th year of CG aviation at that northern location. Hearing no other competition, a resounding yea to accept this invitation was then heard. Sometimes the biggest decisions take the least time. As we go to press, the phlocking dates for next year are planned to be Monday, 18 September through Wednesday 20 September with early arrivals on the 17th with a program schedule similar to this year's. Initial planning details on the headquarters will be published in Sitrep 1-06 with activity details and registration data following in 2-06. Any change in dates, of course,

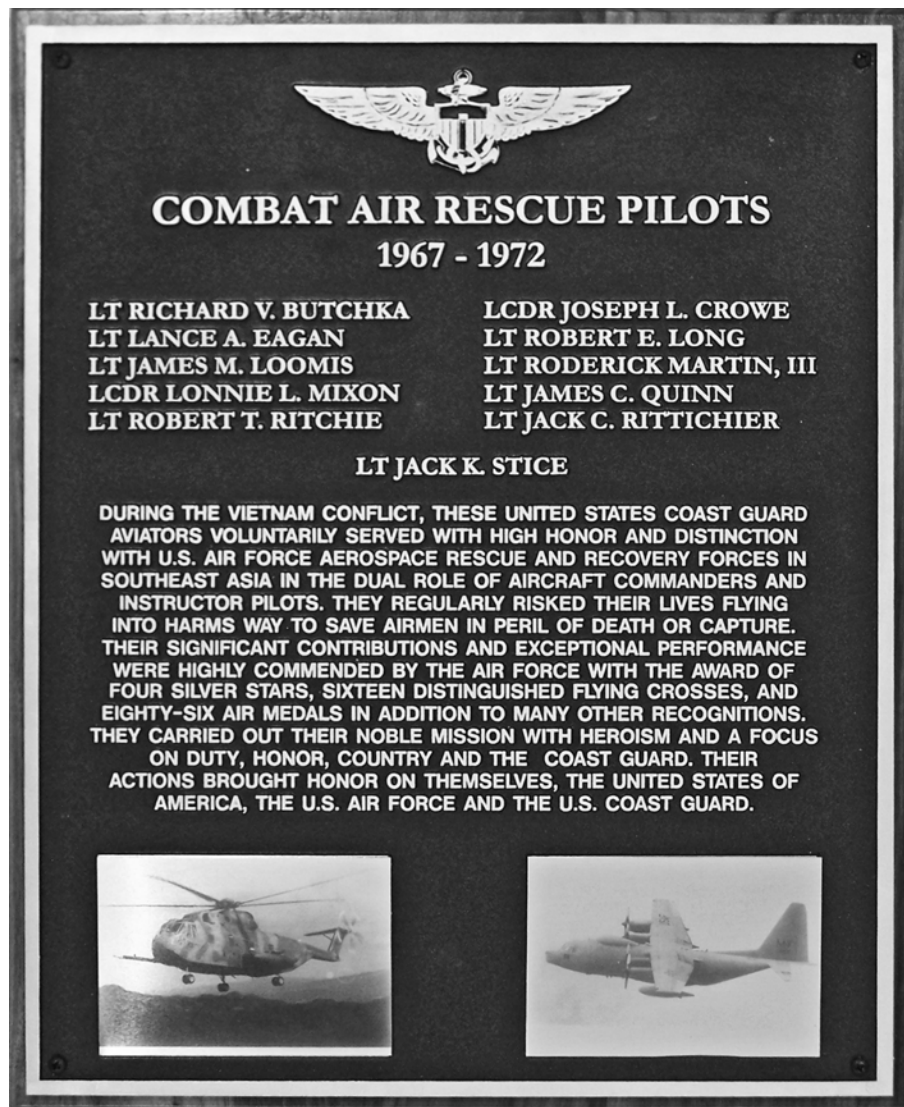


will be published but no changes are on the radar at this time. It was also mentioned that in the spirit of looking over the horizon, we have begun preliminary discussions with CGAS Houston about the possibility of roosting there in 2007.

With all that accomplished, the Ancient Prez brought the gavel down on the business meeting for presumably his final time in the chair, and all adjourned to prepare to for the low country boil at CGAS Savannah.

Practically as quick as that, there we were, again in glorious Georgia sunshine, lining up in the chow line near the hangar and offices of the air station. Awaiting to be devoured was the touted boil of sausage, shrimp and veggies together with salads, beverages and dessert. Great food, continuing reuniting conversations and tours of air station helicopters and facilities were the features of this final activity of a superdooper roost. Already looking forward to next year's gathering, we are grateful for the hard work of our Savannah roost ground crew.

Semper Paratus all the way!



This image pictures the large bronze plaque displayed in the U.S. Coast Guard Aviation Hall of Fame at the Coast Guard Aviation Training Center, Mobile, Alabama. Induction of this group of Coast Guard aviators into the Hall of Fame took place in ceremonies at Savannah, Georgia on November 8, 2005 during a gathering of the Ancient Order of the Pterodactyl (an association of Coast Guard

Here's a black and white smattering of a couple of Ping's roost pics...



A WEE SAMPLING OF PING'S PICS



Tours B and F



**Many More Photos
Are On Our Website**

www.Aoptero.org

Thanks, Ping!



Hall of Famers & Jolly Green Garb

**Ye Awards
Banquet ...
Colors, National
Anthem, Pledge
to the Flag ,
an address by
Atlantic Area
(Ptero Vivien
Crea) and
inspiring
recognitions.
Semper
Paratus**



Safety - Lt O'Brien & Cdr Farris



Maintenance - PO Losado & Capt Butt



*Fixed Wing Rescue - EADS N. A.
Morales, PO Martin, Lt McKechnie,
and RADM Kunkle*



*Rotary Wing Rescue - Sikorsky's
Spracklen, PO Gibbons, Lt Eason, and
Capt Moore*



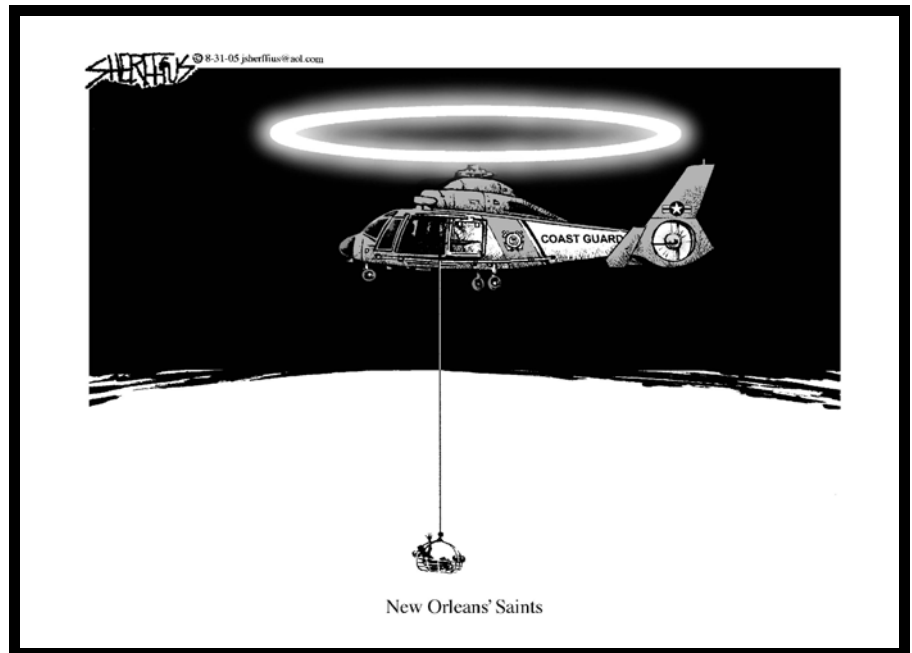
*United States Coast Guard
Aviators 878 and 1820*

*Hall of Fame Inductees with VADM
Terry Cross, Vice Commandant,
top to bottom: Dick Butchka,
Mrs. Crowe, Mrs. Eagan, Bob Long*

*Hall of Fame Inductees with VADM
Terry Cross, Vice Commandant,
top to bottom: Jim Loomis,
Casey Quinn, Jack Stice,
Lonnie Mison*

HURRICANE SAR — SEMPER PARATUS, VERSION 2005

[This great cartoon appeared soon after Katrina devastated the Gulf coast. Permission was obtained from the cartoonist, John Sherrfius, for the Ancient Order and the Coast Guard to reproduce John's creative product with credit. We have it in color, too.]



[In early September, the commanding officers of ATC Mobile and Air Station New Orleans released a joint message addressed to their "Fellow Commanding Officers." This wonderfully crafted and instructive summary of action follows here in its entirety with special thanks to Captain Dave Callahan, ATC Mobile, CG Aviator 2408 and to Captain Bruce Jones, AS New Orleans, CG Aviator 2407.]

Fellow Commanding Officers,

We (Captain Callahan and Captain Jones) have struggled to find words which adequately express our admiration, respect and appreciation for the herculean efforts of the many, many Coast Guard men and women, Active, Reserve, Auxiliary, and civilian you sent to us and who made the recent Coast Guard air rescue operations over Louisiana and Mississippi possible. Words cannot adequately express what they accomplished, but please pass this message from both of us to them, and thank you all for your leadership and support in the Coast Guard's continuing Katrina response and recovery operations.

SUBJECT: COAST GUARD HURRICANE KATRINA AVIATION RESCUE OPERATIONS

1. On 28 August 2005 aircraft from Airstas New Orleans and Houston and ATC Mobile descended on the devastated city of New Orleans and Mississippi coastal communities only to find the utter horror of great expanses under water up to rooftops or completely flattened by winds with burning gas mains and buildings and thousands of survivors clinging to rooftops adding to the unimaginable scene. In tropical storm conditions, every available helicopter immediately began hoisting survivors, reacting intuitively to the difficult task of triaging the neediest from among the throngs of victims, and delivering those recovered to the nearest dry land or overpass.
2. As the scope of the disaster became known, Airstas around the Coast Guard immediately began dispatching aircraft and aircrews to join the enormous rescue operation, staging out of both ATC Mobile and Airsta NOLA. Each and every Coast Guard Air Station, without exception, contributed personnel and/or aircraft to this extraordinary effort. In addition, logistics and support personnel from units including PSU 308, ISC St. Louis and New Orleans, MSU Houma, SFOS Atlantic City and Grand Haven, CEU Miami, Atlantic Strike Team, MLC (K), ESUs NOLA and Portsmouth, and many others descended onto the severely degraded Airsta NOLA facility to help with watchstanding,



aircraft dispatch, loading of equipment, aircraft maintenance, facility repairs and any other task required, making this operation the epitome of the "Team Coast Guard" concept.

3. All Airsta NOLA berthing and most shop spaces were rendered uninhabitable by flooding after Katrina's Cat 4 winds peeled back the hangar roof. Consequently, during the intense first four days of the operation until temporary tent cities and other shelters began to arrive all aircrew and support personnel staging at CGAS NOLA bunked head to toe on floors or on cots in the Airsta's crowded admin building. For much of this time the admin building/operations center was without power, air conditioning, running water, and all but one working cellular phone making the concept of "adequate crew rest" an impossibility. ATC Mobile encountered challenges with their own hangar roof, losing all of their operations spaces, Opcen, and many maintenance shops, along with a loss of basewide power and phone communications.

4. Despite these hardships, the extraordinary Coast Guard men and women who gathered from all over the Coast Guard to join the fight worked ceaselessly and cheerfully, allowing around the clock SAR and maintenance operations to continue unabated and at an unprecedented level. The dogged determination, enthusiasm and eagerness to serve in any capacity exhibited by all members was awesome to behold. Many members of the embedded media commented frequently and with wonder at the superb quality, dedication and camaraderie of the entire crew.

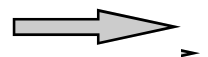
5. In around the clock flight operations over a period of seven days, Coast Guard helicopters operating over New Orleans saved an astonishing 6,470 lives (4,731 by hoist) during 723 sorties and 1,507 flight hours. They also saved or assisted thousands of others by delivering tons of food and water to those who could not be moved immediately. These figures include all Coast Guard helicopter operations over the New Orleans metro area regardless of whether the flights originated at CGAS NOLA, CGAS Houston or ATC Mobile, and are almost certainly underreported as some sorties returned to their bases before overtaxed flight operations personnel could collect their data. The numbers from coastal Mississippi are still being scrubbed, and will increase the total considerably.

6. Challenging each pilot and flight mechanic to his or her limits, most hoists were completed in obstacle-strewn environments, often on night vision goggles, over power lines and downed trees with daytime temperatures near 100 degrees, often in power-limited aircraft. The conditions encountered by rescue swimmers included flooded houses and buildings, steep, slippery roofs, foul and contaminated water, and the need to hack through attics with axes or break out windows to free survivors. Add to this the urgency felt by all crew to continue rescuing a seemingly endless supply of increasingly desperate survivors as the hot days wore on. Aircrew returned from missions with dozens of rescues on a single sortie. One ATC HH-60J crew completed its day's work with 150 lives saved. One CGAS Houston HH-65B crew saved 110. Another crew returned to base almost dejected, having saved "only" 15 lives. The stories of heroism and initiative these courageous professionals from all over the Coast Guard have to tell are remarkable.

7. That these extraordinary operational accomplishments, often achieved by mixed crews and aircraft from across the nation flying together for the first time, were accompanied by no significant personnel injury or major aircraft mishap is simply remarkable. The operation's superb safety record is a testament to the leadership, professionalism and skills of each individual participant, and also to the Coast Guard's aviation training, safety and standardization programs we have relied upon for years.

8. The Coast Guard's superb aircraft mechanics and aircraft maintenance program were a key enabler of the operation's success. Aircrew from every unit commented on the quality and speed of aircraft turnarounds and maintenance. Again, Coast Guard aviation's outstanding training, safety and standardization programs in place at CGHQ, ATTC and AR&SC, and at each individual Air Station enabled maintainers from across the country to instantly form effective teams at ATC Mobile and at CGAS NOLA and keep aircraft flying to save lives.

9. ATC Mobile served as the major staging area, force provider and maintenance depot for aircraft and crews cycling continuously to and from New Orleans, while simultaneously conducting major SAR and post-hurricane operations in its own AOR. At times ATC had no less than 37 USCG aircraft on its ramp and in its hangar. As helicopters operating out of New Orleans approached major maintenance cycles, both ATC and Airsta Houston accepted these aircraft and provided fresh mission capable aircraft and crews in return.



10. The support and logistics chain worked around the clock to return the hurricane-scarred CGAS NOLA and ATC facilities to life. Logisticians here and up the chain determined how best to meet our vital needs, and where they could not be met quickly using existing administrative procedures and requirements, steps were taken to procure needed equipment and supplies by whatever means possible. There are many "Radar O'Reilly's" in the Coast Guard and God bless them. Not a single life was lost due to Coast Guard red tape.

11. The generous and unwavering support of our fixed-wing shipmates in ferrying vital equipment, supplies and many generous care packages, often paid for with personal funds donated by unit civilian and military personnel, was essential to the continued operation at CGAS NOLA and greatly appreciated. It is hard to describe the gratitude felt by those working for days without air conditioning or showers upon the arrival of crates of new underwear, deodorant, toothpaste and other amenities. Staggered rotation of all personnel out of theater for rest was an essential component of the success of this operation and we are grateful to the Falcon and Hercules communities for their continued support.

12. The dedicated volunteers of the Coast Guard Air Auxiliary, as always, stepped up to the plate and provided outstanding support to the operation. Their commitment allowed SAR aircraft to stay focused on SAR while still accomplishing necessary logistics missions.

13. To each and every Commanding Officer who sent personnel to serve in theater, your men and women were without exception superb and your leadership is apparent. Thank you. We ask that your returning personnel have the opportunity to meet with CISM counselors (opportunities have already been provided in theater).

14. That this complex operation could be so overwhelmingly successful despite a nearly complete loss of connectivity between Airsta NOLA and the outside world and chain of command for extended periods of time is a testament to the value of our Principles of Operations (reference Pub One). Particularly, the principles of Clear Objective; Unity of Effort; Effective Presence; On-scene Initiative; and Flexibility. If you turn highly trained and properly equipped Coasties loose on an objective, they will tackle it, and let you know when it is done.

15. The New Orleans and Mississippi air rescue operation is but one part of a much larger story of the Coast Guard's response to Katrina. For example, 300 Coast Guard men and women from 20 different units quickly coalesced at Station New Orleans and rescued or assisted in the rescue of an estimated 22,000 people over ten days with surface assets, in horrendous conditions and with amazing displays of bravery and perseverance. Many of these shipmates lost everything in the flooding. Their stories remain to be told.

16. To those hundreds of devoted Coast Guard men and women who toiled to and beyond the point of exhaustion to keep helicopters flying, CGAS NOLA's and ATC's facilities functional and to save lives, you have more than upheld the traditions of your predecessors. You embodied our core values of Honor, Respect, and Devotion to Duty. You have earned your place in history. Be proud of your extraordinary accomplishments.

17. After several days of cover from various other H65 units staging out of ATC Mobile, CGAS NOLA resumes its own B-0 and B-1 SAR response requirement today and continues to find its "new normalcy". ATC Mobile will return to its business of Coast Guard aviation training next week. We will continue to rely on the generosity of the operational and logistics communities in providing personnel and services, so that our own personnel can take care of the many issues to be dealt with in the aftermath of family dislocations and hurricane damage. CGAS NOLA will be both home and workplace for almost all of its crew while they wait for the city to be reopened for occupancy, children's schooling and spousal employment. The expressions of concern and offers for assistance from outside the command are overwhelming, and we are deeply grateful.

18. God bless our incomparable Coast Guard men and women. Semper Paratus!

19. Signed, CAPT B. C. JONES [*Aviator 2407*] and CAPT D. R. CALLAHAN [*Aviator 2408*].

CONTINUE ON FOR A POST-RITA MESSAGE FROM AIR STATION HOUSTON

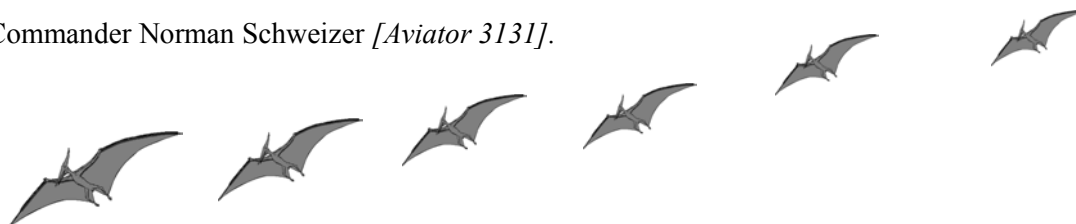


Subject: AIRSTA HOUSTON HURRICANE RITA OPS

Aviation Professionals:

I write to you in a state of awe and with enormous pride at the responsiveness of CG Aviation! Following Katrina CG Aviation immediately responded to one of our Nation's greatest disasters to earn a place in history. Mother Nature, seeing she could not break CG Aviation, then sent Hurricane Rita our way! Again we withstood the challenge...the Aviation Hurricane Plan was executed to a "T" and we ran to CGAS Corpus Christi as our safe haven. Rita's land-fall was basically between Houston and New Orleans. Following storm passage we returned to the area and covered the western impact area while our hurricane weary brethren in NOLA covered the eastern impact area. The public interest in hurricane ops may be waning, but I can assure you the destruction in the Beaumont, Port Arthur, Lake Charles and the hundreds of small communities in the area is terrible. Thank-you all for your phenomenal support! Requests for support were answered with no delay, whatever our request, you delivered. Thirteen Commands provided assets and people to help us fulfill our mission. The work ethic, dedication to duty and teamwork is an inspiration to witness. Our standardization is a wonderful thing! There were more than 16 folks (over and above our 84) supporting Hurricane Rita OPS from Houston. And I realize those Commands not directly supporting Houston/NOLA/ATC/Corpus were supporting neighboring AirSta's to enable them to send people and assets to the area! AirSta Houston safely managed 8-HH60s, 7-HH65s, 4-HC-130s and 4-HU-25s w/in a limited ramp area. Couple that with DOD C47s, H60s, UH1s, DO D C-130s and C5s made this a very busy air field. It was an inspiring sight to see all those airframes on one ramp! The statistics do not fully display the dedication, professionalism and devotion to duty displayed by CG Aviation at every turn during this enormous undertaking! I am privileged to participate in this demonstration of CG Aviation's invaluable responsiveness and contribution to the CG mission.

Signed: Commander Norman Schweizer [*Aviator 3131*].



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!!!

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
3765 Mark Pototschnik	Borinquen	3774 Justin Hunt	Port Angeles
3766 Sarah Wyne	Detroit	3775 Jeanine McIntosh	Barbers Point
3767 Ezra Manuel	North Bend	3776 Alexander Moore	Clearwater
3768 Ammie Riekema	Clearwater	3777 Leonard Allen	Houston
3769 Kevin Hill	Corpus Christi	3778 Aaron Mader	Los Angeles
3770 Benjamin Norris	Detroit	3779 Tavis McElheny	Mobile
3771 Alison Hanely	San Francisco	3780 Corinne Cloyd	Corpus Christi
3772 Maria Roerick	New Orleans	3781 Brent Schmadeke	Port Angeles
3773 Brett Freels	Cape Cod	3782 Stephen Baxter	Humboldt Bay

(correction: Sitrep 2-05 included a rare error, showing 3761, Mathew Gabbianelli, assigned to Miami;
He actually ended up a few clicks northwest, like Astoria.)





POLAR FIRSTS?

[Sitrep 2-05 included reference to CG aviator 149, Jim Cornish, having piloted an HTL helo from CGC NORTHWIND to record "the first landing of a helicopter on the continent of Antarctica." This "first" was taken from a previously circulated magazine describing certain aspects of CG aviation History. Comes now Ptero John Olsen, CG aviator 646, to report that he, in 1946, was certified as having first flown south of the Antarctic Circle.]

John forwarded documentation to prove his contention. The documentation came in a copy of a letter signed by the Commanding Officer of NORTHWIND and in references to the certification that was printed in Sitrep #38, July 1988, clearly giving the credit to John, then an Aviation Pilot, for having been the "first pilot in history to have flown a Helicopter south of the Antarctic Circle, on this [12/31/46] date, (Latitude 69-00S Longitude 179-40W) while operating from this unit on ice patrol in Helicopter type HNS-1, Coast guard Number 39043, with Captain Charles W. Thomas, USCG, as observer." John even sent photo copies of his pilot flight log!

What follows here is simply your scribe's effort to describe some aspects of our recorded history that may be illuminating about process or, at least, interesting.

[Well, is that the end of the story? Who knows, maybe somebody else can fill in the details. Here's only what ye editor/scribe knows. For some reason, the Cornish "landing on the continent" may have had a

different significance to some than the Olsen flight south of the Circle. Also, the flight log format apparently changed over years in that the original Olsen flight log, with regard to landings, only included a column titled "Number Carrier Ldgs." which, in Olsen's log was, in pen, crossed out with a new title "Helicopter." The entries in John Olsen's log in that column are the same as his entries on the opposite page under "Total Flight Time."

So, why is all this seeming legalistic jibberish worth your reading? Hang in there. Helicopters were new way back then. Even newer, but not by much, was helicopters operating off ships. Even newer was helicopters operating off a ship deep in polar regions. Incidentally, John Olsen's log shows he flew a 0.6 hour flight on 12/10/46 while aboard NORTHWIND with remarks indicating the flight was "Local outside Panama Canal — Pacific Side." His next entries show two flights three weeks later, on the 31st of December, 1.0 hour and 0.5 hour duration, respectively.

None of the log entries seem to record landings, in number or location. Volunteer time hasn't permitted an examination of the Cornish logs, let alone, finding them, or even researching CG archives, which certainly could be accomplished, given time to do it. Absent additional research, what's so important? First, Ptero John Olsen's clear accomplishment should be acknowledged (again)...and, as well trained, equipped, motivated and otherwise prepared for missions as other Pteros were and are, we all should applaud these earlier examples of gravity defiance by predecessors in our uniform.

Second, Coast Guard aviation is full, really full, of firsts. The list is long, from ocean flying, to offshore seaplane landings, to helicopter development, to rescue innovations and beyond. Anyone with aviator, aircrew, rescue swimmer, flight surgeon, auxiliary wings need be proud, very proud, of our heritage. Hence, this lengthy attention to John's note, and, we hope it is isn't missed, our salute to his flying accomplishment..]

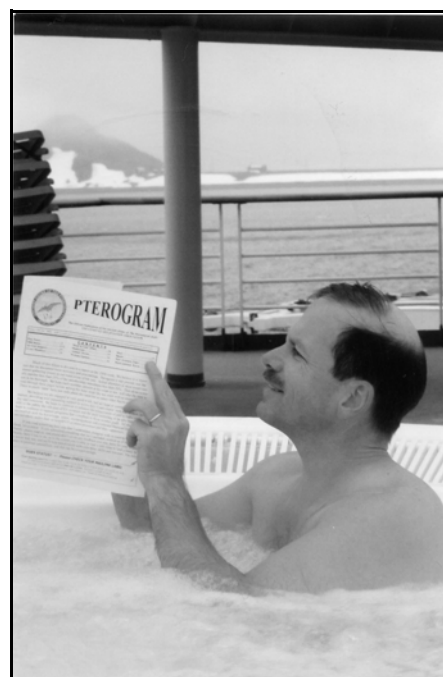


MORE POLAR (Much Different)

As Polar Ops is no more [Sitrep 2-05, pg 6], I could be one of the last USCG aviators to visit Antarctica.

Here I am enjoying a great read in the hot tub [on leave, we presume] aboard Marco Polo of the Orient Cruise Lines on 10 Feb. 2005. And yes, we did 4 landings on Antarctica by Zodiac boats—we didn't just cruise by!

No doubt Polar Ops aircrews saw more of Antarctica, but I'm betting that our food & wine was much better! And the cabin more luxurious.



Capt. Jeff Pettit, USCG, Av 2188, Cdr Group/AS Humboldt Bay.
[Thanks, Jeff, for reminding us of our global reach. Champagne, anyone?]





MORE PTERO TRAVELS

Thought you might get a kick out of my version of "where have you read the Pterogram?" I wanted to get a picture on the top of the "Golden Staircase" as Connie & I recently hiked the Chilkoot Trail, but the weather was so bad I didn't risk getting my camera out ... will you settle for the Lake Lindeman camp site (on the Canada side) complete with signs to the pass? Lat/Long: N59-47-08 W135-04-57



Jerry absorbed in Pterogram



Jerry & Connie at "The Scales"

Ptero Jerry Sickafoose,
CG Aviator 1354

[Our thanks to Jeff (pg 16) and Jerry for sharing their travels while not forgetting to take along Pterogram. How about others? Keep the photos coming.]



UP FRONT 'DACTYL, 85 YEARS YOUNG

Ptero Don Daughenbaugh, CG Aviator 216, sent us an article from The Press of Atlantic City by Staff Writer Michael Miller. With permission of The Press, we'll include some excerpts and a photograph. The occasion was an opportunity for Don to pilot an SNJ with it's owner, OTT Clermont. This came some six decades after Don's initial



SNJ checkout.

Don in the cockpit

Low pass with Don at the controls

Early this year, Don celebrated his 85th birthday and regularly flies his '76 Cessna 150, often with his wife of 61 years as copilot. Seasonally, he and Lois use their bird to commute south from New Jersey to Florida for the winter, then back north again in the spring.

Don received his wings in 1942 as an enlisted aviation pilot and flew operationally out of CGAS Miami (Dinner Key) in, he recalls, "just about every model of airplane and helicopter the CG had." He left the service in 1946 as a LTJG.

In addition to his continued membership in the Ancient Order, Don belongs to an organization of pilots more than 80 years old. This explains the slight misunderstanding leading to the article's statement that Don "belongs to the U.S. Coast Guard's Ancient Order of the Pterodactyl for pilots 80 and older." Had to smile at that.

Ye editor asked Don for his secret. He quickly answered, "Just Keep Busy."



'DACTYL UP FRONT @ 90

Asked what he wanted to do for his 90th birthday, Ptero Captain Dave Sinclair, USCG (Ret.), said "acrobatics in a sail plane!" On his birthday, August 20th, Dave did just that!

At 1000, with his four children (all over 50 yrs) to photograph the event, Dave and Mary (his bride of 61 years) went aloft for an orientation flight near Warner Springs CA. All smiles on return, Dave said, "I'm ready for the acro...let's go!" This requires a parachute and special procedures briefing.

They took the all-composite, T-tail glider for over 30 minutes of back-to-back loops and dives and 3-G maneuvers. Pilot Burt said Dave asked for several special maneuvers, including emmilmans, split-Ss, hammerhead stalls, and some inverted time to hang from the straps. The flight concluded with a "strafting run" low behind a hill down a dry wash, a final wing-over and perfect single-wheel landing to the cheers of a proud family. CG Aviator 179 is still flying high.



Excerpts from Dave's memoirs, including his descriptions of

breaking the sound barrier, CG fighting in the North Atlantic (1940-1943), his use of CG aircraft to court and marry Mary, and his ahead-of-his-time insistence that "his" pilots become proficient under instrument conditions (what a concept), are on the CG Historian's web site: http://www.uscg.mil/hq/g-cp/history/EBORALHISTORY/CAPT_David_Sinclair_Memoir_Index.html. Check it out...you might recognize yourself.

Ptero CAPT Terry Sinclair,
USCG (Ret.), CG Av 1453





MORE GLOBAL

INFLIGHT GULP, GULP

This Sea/Air story would make the Flight Safety folks of today pull their hair out. This all took place at CGAS St. Petersburg, Florida in the late 1950's. A SAR case arose that required a helo hoist. We used the HO4S at that time. The case was approximately 115 miles offshore, just beyond the range of the helo as I recall. With a little "Can Do" spirt, we put a 55 gallon barrel of 115/145 Avgas in the helicopter. The crewman, AD2 Sutton, stuck a length of hose into the barrel with the other end into the helicopter fuel inlet and did a little siphon work en route the scene. P.S. Smith was the pilot. The trip offshore, the hoist, and the return flight, were all uneventful. A fun day, eh? Miss the "good old days."

Ptero Charlie Dugan, P-2372
ASMCM, USCG (Ret.)



ENJOYED ROOSTING

[With permission are excerpts of an email...I suggested this was a good way for to thank.]

... I would like to express how I feel about the time in Savannah. I 'll start by saying thank you so very much for a wonderful time. My wife and I really enjoyed ourselves. Receiving the award [maintenance] was GREAT but meeting the "PTERO'S" is an experience I will not forget! The love for CG aviation was everywhere. Made me proud to be a part it all. Everyone we met was just super. We left the roost with a warm feeling. Some of the people we met only introduced themselves by first name. My wife and I would like to express our thanks to them...a memoraable time!!

AMT1 Randy Losada
[Thanks to you, Randy, in spades!]



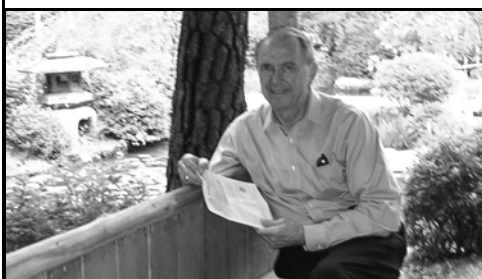
I recently came back from a few weeks in Japan and Hong Kong. Having lived in Asia for thirteen years, I knew I'd need something to read.

So, while relaxing in the gardens of the Heian-jingu in Kyoto, Japan, I took the time to read the Fall 2004 edition of Pterogram. Good reading no matter where we are.

The other picture is of two new Maiko's - Geisha's in training. The first since 1989 to start. I took their picture in Kyoto also.

Ahhh, what a life we lead.

Ptero Ron Stenzel, Aviator 764



[Domo Arrato, Ron...some of us do get around...Iris and I sat with the Stenzels on the Savannah riverboat cruise where he reminded the scribe of these photos...we also talked about his SE Asia Tight Reign C123 experience...check the history website for that.]



SOME THOUGHTS

about

pteros@earthlink.net

The Order's email list, started and managed so well for so long by Trustee Ptero Bob Watterson and now capably handled by Ptero Tom Rich as his 'volunteer contribution' of time and talent, now numbers more than half our total membership. We try to be diligently discriminating about the use of the list to 'broadcast' information. We don't want to overburden any member with unnecessary emails.

In a typical month, less than three messages are sent, one of them an update of the email list. We believe the list is an important benefit to listed members. Not only do Pteros on the list have access to contact information for others, but we are in a position to disseminate information deemed important in a very timely manner, often within minutes of receiving information.

Normal uses of the list include: death notices of members, significant announcements regarding CG activities, selection and promotion board results, CG-on-TV schedules, and special Ancient Order announcements.

If you haven't received something from pteros@earthlink.net about every other week, it may be because your address is listed incorrectly or is missing or changed or all of the above. Remedy: contact Emailmaster Tom at pteros@earthlink.net, and all will be made well.



OTHER MAIL...we received thanks from the Rush family for donations sent by Pteros in the spring when PO1 Rush's family lost belongings in a HHE van accident en route Kodiak...and also from C.O., ATC Mobile for the \$1,000 your Board gave the ATC morale account following Katrina (Mobile's Navy League also sent \$500 to ATC and \$500 to Sector and \$1,000 to CGMA Katrina fund)...good work, indeed.



TAPS

*We regret having to pass along that the following members
have taken their final flight across the bar*



Robert M. Bissey, Aviator 567
Donald C. Davis, Aviator 555
John P. Greathouse, CG Aviator 334
James W. "Bill" Haugen, Aviator 961
William J. Knowles, Ptero P-2555
Charles E. Moorhead, Aviator 784
Talmadge H. Sivils, Aviator 344
Peter A. Young, Jr., Aviator 615

William A. "Tony" Club, Ptero P-2670
Kenneth R. Goodwin, Aviator 159
Robert J. Greve, Ptero P-2743
John E. Hudgens, Aviator 80
Edward F. Lewis, Aviator 782
Henry F. Rohrkemper, Aviator 128
Robrt Spitaleri, Ptero P-2130
Richard "Dick" Leisy, Aviator 376

Dues are tax deductible

Multi-mission Form:

Dues are tax deductible

Apply for or Renew Membership, Update Data or Order Stuff

☐ New Member ☐ Renewal ☐ Update Information ☐ Ordering Items

(Renewals need enter only corrections/additions — see mailing label on back)

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

Spouse: _____ ☐ Ph. (____) _____ - _____ ☐
Email _____ ☐

CHECK IF SPOUSE OR PHONE OR EMAIL NOT TO BE LISTED IN DIRECTORY

Sign me up for:

- ☐ Life Membership \$200 (includes a Ptero Pin)
☐ Annual Membership \$ 15
☐ Ptero Ball Cap \$15

☐ Ptero Coin \$ 5 (\$20/5 coins)

Please check as:

- ☐ USCG Active
☐ USCG Retired
☐ USCG Reserve
☐ Former USCG
☐ USCG Auxiliary
☐ Supporter _____

☐ USCG Aviator
☐ USCG Aircrew
☐ USCG Flight Surgeon

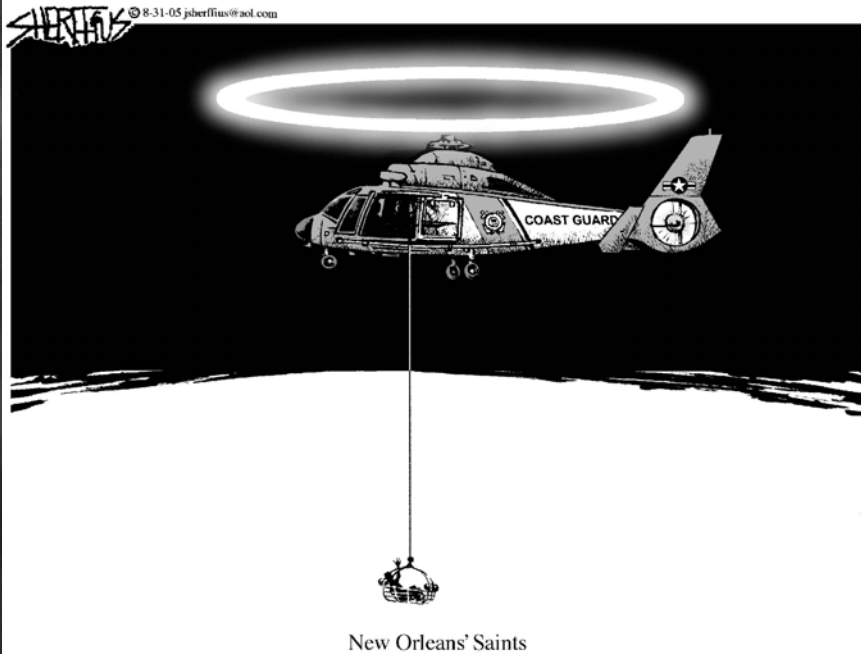
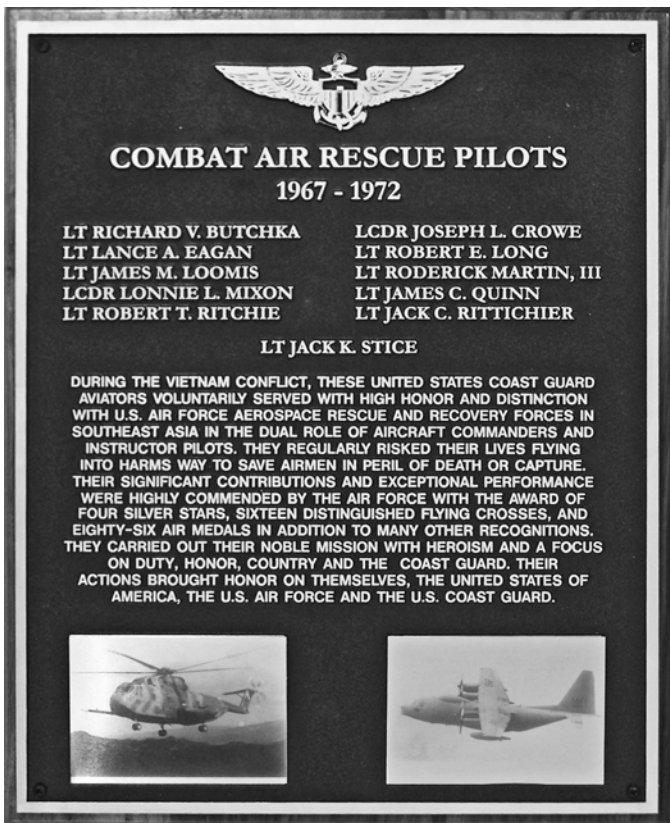
☐ Exchange Pilot
CG dates served: _____

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

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John Sherffius*

THEN

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