



PTEROGRAM

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

Sitrep 3-01 November 2001 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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Notes of explanation from Ye Ancient Editor:

1. This Sitrep includes some color on this page and on the back page because we wanted to display proudly in this mailing our U.S. flag in red, white and blue out of respect for the events of 11 September and its tragic victims. The modest additional printing expense this one time made possible the bit of color included on this page.

2. The two items on the back cover beside our nation's flag are two items for sale by the Order. Topmost is a World War II CG Air Station St. Petersburg patch by the Walt Disney studios kindly provided by Ptero Frank Manson, CG Av 396. These patches are beautifully sown and are five inches in diameter surely to be sought by any former members of the St. Pete Air Station. The other item is a depiction of one side of a recently cast brass coin commemorating the 25 years of Ye Ancient Order as of 2002. This coin, or medal if you wish, is an inch and a half in diameter and handsomely displays on one side our AOP logo and, on the other, aviator and aircrew wings and the words "U.S. Coast Guard Aviation — Semper Paratus." See pages 14 and 15 for more details on ordering both of these items.

3. Much of this issue, as in past November Sitreps, is devoted to this year's gathering, the Roost of Pteros. This effort is undertaken because Pterogram is the journal of our organization's activities and because members not able to attend the roost want to know about the gathering. The display of the logo of the 2001 roost shown in the column opposite is, by the way, about how it looks on the back of attractive T-shirts still for sale. See pages 14 and 15. You needn't have been present at this roost to enjoy wearing it or giving one as a gift. The shirt nicely displays our AOP logo in living color on the left breast.

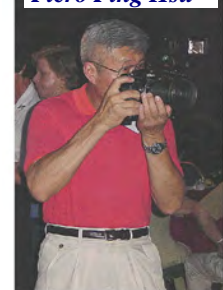


4. For the second year running, Ptero Ping Hsu, a professional photog in "retirement," appeared with his equipment and served up many super photos, some of which you will see on the following pages. With black and white and space limited, we don't do justice to Ping's work, but you can see his originals on the web. Read inside. Thanks, Ping.



Ptero Ping Hsu

5. Your AOP Board approved trying four issues of Pterogram next year, so we're planning a quarterly Sitrep mailing (March-June-August-November). With more space for articles and mail, please contribute yours. See the port side of page 2 for contact data.



6. Please keep your dues payments up to date. Otherwise your clearance to receive Sitreps and emails will be in jeopardy of having your clearance cancelled. Thanks.

RJC

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Notes from ye ancient prez

The Miami Roost was another superb opportunity to renew old friendships and make new ones. Our young Coast Guard aviation personnel are truly interested in learning more about our history and traditions. What better way than to rub elbows with some of the leaders of our organization currently and with some of the people who wrote the history up to now and set the stage for their time in the annals of history?

Our membership is growing slowly but steadily. We are sending copies of this Sitrep to all aviation personnel at CGAS Miami. We hope they will accept the Sitrep as a sincere thanks for their efforts in this challenging time to fill in for or back up the great Roost Ground Crew that LCDR Beth Young put together. We hope they'll enjoy the information and photos in the Sitrep and will consider joining our Coast Guard aviation association to "stay tuned."

Copies are also being sent to future graduates of the Coast Guard Aviation Training Technical Center at Elizabeth City, NC to inform them and interest them early in their CG career about our existence, purpose and activities on their behalf.

You members are our best recruiters. See if you can get at least one of your CG buddies to join with us before Christmas.

Next year we will celebrate our 25th year of the association. Please purchase several of our new coins as mementos of the event.

Happy Holidays! See y'all in Mobile next October.

George

DUES STATUS? — CHECK YOUR MAILING LABEL

*If this date
does NOT
read 2002 or higher or
Life, your membership
is about to lapse.
Don't let it! Please
send in your dues.*



As our organization grows, so does the work for the volunteers who care for the membership data base and keep track of dues and who account for the funds and on an on. Also, as we expand, the need for modest additional funding mounts for printing, mailing, postage, awards, etc. We sell a few items to help but most of the funding base comes from dues, and it simply doesn't make sense and isn't fair to keep members on who are delinquent in their dues. As we navigate toward summer, we're going to start getting hard nosed and dump members who are not paid up, as much as we will hate to do so. We're sure you understand we don't have time for quarterfinal, semifinal and final notices.

Please catch up!!

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2001 ROOST REPORT

Early and on time 'dactyls arriving at roost headquarters were greeted by a normal south Florida day. Typical tropical mostly blue skies, i.e., a few little low puffy ones, temps in the mid 80's, gentle to moderate winds. So said the "cruising" Pteros who, in relative style, had just circumnavigated Cuba.

As Pteros and their guests settled in, our usual camaraderie helped to suppress, if only for moments, the sadness and anger of 11 September and concerns about The War. Somehow, amidst all that emotion as well as the physically and mentally taxing demands of operational tempos, the local AOP ground crew, led by LCDR Beth Young, managed to staff and coordinate all scheduled activities with precision. Each of these fine Americans deserves our respect and thanks. Hoping none is left out, here's the ground crew:

LCDRs Beth Young, Brendan O'Brien, Carman Bazzano, Bob Greve, Kevin Balderson, Jake Brown, Russ Laboda; LTs Muddy Waters, Juan Lopez, Eric Gleason, Greg Fuller, Mark Jackson, John McCarthy, Matt Lavin, Greg Matyas, Jay Jarvi, Jen Arko, Chad Bland, Tony Cella, Steve Cory, Todd Fisher, Donis Waters; LTJGs Whit Keith, Jim Spittler; ENS Tony Brogan; CWO Dan Rogers; AMTCM Carl Hancock, AMT2 Frank Barahona, PA2 Danielle Demarino; YN2s Laura Negron, Waylan Jennings; YN3s John Farrell, Noel Jacobo; Mrs Kathy Bazzano, Mrs Barb Greve, Mrs Laura Waters; and the air station Chief's Mess.

See pages 8 and 9 for a partial photographic record of the roost. Most of these were provided in color by Ptero Ping Hsu who processed more than a 130 great pics. Budget and space limitations demanded screening, cropping and depicting them in black and white. However, for internet users there are two places on line where you can view and maybe download fine albums of roost photos. First, check out the AOP website, "www.AOPtero.org" for Ping's pics. Second, Ptero George Seaman posted his 85 shots on the following site: "www.shutterstock.com/my/osi.jsp?i=67b0de21b3182788e4d7"

Pterodactyls and guests started to land

as early as Friday. Registration opened on Saturday afternoon, and no finer hospitality suite was ever staffed. Air Station Miami pilots and spouses didn't run out of ice in their endeavor to please with various soft and other beverages, AND they set a new standard by offering daiquiris and margaritas from scratch! At times the suite was crowded but no one seemed to mind amidst happy reunion bustle.

Following breakfast on Sunday morning, a bus load of attendees departed on schedule for a tour of the Everglades which featured, among other things, an air boat ride and lunch. In mid day, the golf and tennis buffs were rounded up and transported to their respective tournament sites.

Sunday afternoon saw more arrivals, and twilight saw a terrific informal reception on the hotel patio by the pool. The scene was stylish, under a balmy, quiet sky and amidst palm trees and a host of attractive ladies and handsome guys. Outstanding buffet tables served up lots of tasty fare throughout the evening. Beverage stations also remained busy, of course. Ptero Ping Hsu, volunteer AOP photog, could be seen here or there with his trusty camera and flash, composing expertly and always on the alert for particularly interesting mixes of people to film. Brief welcoming remarks by Ptero Captain John Currier, Miami Air Station C.O. and by our Ancient Prez George were followed by an entertaining flight jacket contest. As advertised, prizes (of limited value) were awarded to various categories, e.g., most patches, most unique, most raunchy collar, etc. After some four hours of relaxed fun, the crowd thinned as some travelers sought rest and others retired to the hospitality suite.

Another Everglades tour group departed the hotel on Monday morning, and an equally large and enthusiastic bunch spent the day on the Dinner Key tour. The latter included a four hour narrated cruise on a commercial vessel down the intercoastal waterway to the Dinner Key site which was home plate for CG Air Miami into the mid 1960's when the unit relocated to Opa Locka

during the boat ride, and interesting commentary on estates, large yachts, etc., was provided by a member of the boat's crew as well as by Pteros Jerry Corcoran and Rudy Peschel, well informed local residents. At Dinner Key, an excellent lunch was followed by an informative presentation by a city parks coordinator. He described the many existing and planned improvements on the property which include an excellent marina, YMCA programs and various youth outreach endeavors peaking the interest of many observing Pteros. Although two hangars, to be kind, show their age, the main hangar looks as though we could move right back in. A sight seeing bus brought the Dinner Key tourists back to the hotel in time to spruce up for evening festivities.

The banquet, traditionally a roost highlight where the guys shave and usually don a tie and ladies always dazzle and where flags fly and awards impress and where good food and drink provide sustenance during inspirational remarks and...but...enough... this evening was no exception.

Following the usual period of social adjustment and after the timed encouragement for all to take seats, a sharp air station detail marched in the colors prompting a pledge of allegiance.

Ptero Cap'n Currier asked Cap'n Ben Thomason, Clearwater CGAS C.O., to offer a blessing which Ben preceded with a moment of silence for the service men and women engaged in our nation's current conflict.

After the meal, remarks were offered by our Ancient Prez George and the reigning Ancient Albatross Ptero RADM Jim Olson, and then, a series of highly deserving awards were announced and presented with appreciative response from all gathered. Here now follow brief summations of these "all-in-a-day's-work(?)" examples of professionalism by today's aviation personnel.

The fixed wing rescue award (The Commander Elmer F. Stone Aviation Crew Rescue Award) was presented to representatives of the crew of CG Air Station Clearwater's HC-130 1720:

LCDR Kirk Bartnik*

LCDR Geoff Boree



Roost Report (cont)

LT Jonathan Spaner
AMT1 Stephen McDyer
AMT1 Scott Piwinski
AMT2 Randall Purdy
AMT2 Thomas Auito*
AVT2 Jon Dalrymple
AVT3 Robert Judd

[*able to be present for the award and pictured on page 9]

In June of 2000, this highly professional aircrew conducted a humanitarian medical evacuation of a 16 year old young man from Bolivia to the Shriner's Burn Center in Houston, Texas. The youth had suffered burns over 80 percent of his body, and his only hope for life depended on this transport. That he was successfully transferred to the Burn Center was especially noteworthy and deserving of special recognition in light of several challenges and realities, namely:

- the mission covered over 8,000 miles and required precise navigation through a mountainous environment where the minimum safe vectoring altitude exceeded 15,000 feet,
- the crew logged nearly 30 flight hours in a 49 hour time period, and
- the crew avoided critical mission delay in exhibiting expert airmanship and maintenance skills to overcome an aircraft oxygen tank malfunction and an emergency engine shutdown requiring a three engine landing.

The rotary wing rescue award (The Captain Frank A. Erickson Aviation Crew Rescue Award) was presented to the crew of Savannah Air Station's HH-65A 6510:

LT Lance Belben*
LT Sean Morrisey*
AMT3 Curtis Winn*
AST2 Jason Mathers

[*able to be present for the award and pictured on page 9]

These pros saved three lives in September, 2000 plucking them from the ocean at night in the midst of a storm. The helicopter was sent offshore near midnight to investigate an emergency beacon signal relayed by satellite indicating a distress southeast of Cape Fear, NC. It turned out that a fishing vessel had been rammed and sunk by a freighter earlier that day. Flying 110 miles in driving rain and high winds, 4 Pterogram - November 2001

the helicopter's crew located the fishing vessel's three crewmen in a life raft battling 25 foot seas, heavy rain, gale force winds and near zero visibility. Despite deployment of smoke signals to aid visual reference, several hoist attempts were aborted, two because of ill timed blinding signal flares. It became necessary for 6510 to leave for refueling, after which the helo returned to the scene, established a stable hover over the survivors, deployed a rescue swimmer and ultimately hoisted all to safety.

The Captain Marion "Gus" Shrode Aviation Safety Award went to LT John Rivers, Miami Air Station's Ground Safety Officer. Immediately following the fatal crash of CG Auxiliary Aircraft N99WD near Marathon, Florida in February 2001, LT Rivers was assigned as the Flight Safety Department Head and subsequently demonstrated superior performance in various accident related capacities. In addition to overseeing the flawless execution of the air station's mishap plan and ensuring compliance with Commandant mishap reporting and site preservation criteria, with little opportunity for rest or sleep in the days following the accident, LT Rivers was sworn in as a special member of the NTSB (National Transportation Safety Board) investigating team. He acted as the Commandant's Mishap Analysis Board's liaison with the NTSB, helping to facilitate open communications, evidence access, an intense focus of determining cause of the accident and helping with wreckage examination. The Commandant's letter to LT Rivers indicates that his "Coast Guard operational expertise and human factors training played key roles in the development of a comprehensive listing of causal factors in the NTSB's pending final report." [a memorial ceremony at Air Station Miami during the roost honored the two Auxiliaries who perished in this accident and an air station helicopter crew who gave their lives in 1979]. Duty prevented LT Rivers from being present to receive his award personally which was accomplished at ATC Mobile soon after the roost. See the photo on page 7.

Following the presentation of the

foregoing prestigious awards, which were inspired and designed by and are supported with funding by the Ancient Order, yet another award was given. This time it was Ptero Sperry Storm, CG Av 1111, called front and center to receive the Commandant's Swivel Shot Award for his pivotal role in bringing about the impressive and lasting CG Aviation Memorial dedicated last year at the Elizabeth City Complex [See Sitrep 3-00]. Sperry's leadership was instrumental in inspiring a coordinating fund raising effort and continues even today with his personal efforts to adequately and accurately document the published data on those who have gone before us in the line of duty.

A fine banquet closed after generous thanks by Prez George to his Board of advisors and also to CG Air Station Miami and to LCDR Beth Young, the air station's outstanding Roost ground crew point person and all her great ground crew members. Thereafter, the hospitality suite survived more joyful conversation.

Incidentally, starting with the evening of the banquet, the pressure system gods turned corner and brought blustery winds and sporadic rainshowers for the remainder of roost activities. However, it remained warm, and no events were troubled.

Tuesday saw a packed business meeting at the hotel, and then a beautiful, somber memorial ceremony at CGAS Miami followed by a first class cook-out and tours at the air station.

Prez George opened the business meeting with housekeeping announcements which included pitching the sale of patches, books, cards, caps, etc. offered at great prices [some of the items are still available...see pages 14 and 15]. A membership report indicated a recent increase in active duty memberships, an increase in new life memberships, some 26 members converting to life memberships and a total mailing list of nearly 1,200. The only negative membership data reported was the 239 members who are delinquent in their payment of dues. Despite our growth, this is distressing, and the AOP Prez and Board hope and trust that every member will rise to the occasion and pay up their ten bucks per year...the money helps fund printing and mailing

Roost Report (cont)

of Sitreps, awards to active duty men and women, museums supporting CG aviation history and other worthwhile endeavors previously and continually reported by the Board to the membership...volunteers continue to do the work, and your dues that make all this possible. Please check and, if necessary update, your dues status. The Prez also invited members' interest in and support of the Coast Guard History Foundation highlighted in recent AOP Sitreps.

Next came the traditional recitation of an airman's prayer by Ancient Albatross Jim Olson [reprinted on page 7 by request of members during the roost].

A moment of silence preceded recitation of the list of members reported to have taken their last flight. The list:

JAMES BRAWLEY
LOU DONOHOE
J.R. LEE
CURTIS OLDS, Jr.
COOPER WELCH

Ancient Treasurer Tom McLaughlin then gave his report which is greatly summarized here. An audit of AOP books was performed in the spring of 2001, and Tom said it read something like "da-dee-da-dee-da...all appears OK." Ptero Tom did offer specifics: the USAA account on 8/29 stood at \$61,811.57; the checking account balance on 9/8 was \$9,662.83 which will shortly be reduced by \$750 "owed" to the life membership (USAA) fund and is expected to be enhanced by return of funds advanced to the 2001 Roost ground crew. The treasurer's report closed with Tom revealing a small sock and jar and reciting petty cash contents, familiar in part to all old time members and beginning with the twenty-five cent U.S. stamp, ending with the proverbial lock washer. In the interest of space a listing of all tokens, coins, etc. between the stamp and washer will not be included here.

Prez George next mentioned that while up to now an IRS not-for-profit "501(c)3" status has not been in the AOP tool kit, our growth, requests and other factors suggest the need to apply for said approval. So the AOP Board solicited assistance in this endeavor

work. Ptero "Bear" Moseley has stepped forward to navigate us through this process for which we are grateful.

Swivel Shot awardee Ptero Sperry Storm joined Ancient Albatross Jim Olson at the mike to say a few words about the CG Aviation Memorial at Elizabeth City. Sperry credited once again the ARSC civilians who initially spearheaded the drive to construct an appropriate memorial. He spoke of the challenges of producing complete and accurate names, dates and circumstances for each event to be listed on the memorial monument. There are still some details to be filled in [see page 7] as indicated in a booklet prepared at Elizabeth City and distributed at the Roost. The document lists pertinent data now on the monument. A copy of the booklet, bound in leather, has been placed in the Chapel at the Elizabeth City facility.

Ancient Prez George gave a short run-down on the AOP budget and possible future disbursements. The Academy Cadet Club reportedly won't need additional funding this year, but some other potentials for financial assistance include: a Smithsonian CG aviation exhibit; the National Museum of Naval Aviation; a CG aviation historical display possibility at Miami's Dinner Key together with maybe some help to the Shake-a-Leg youth program at Dinner Key which some 2001 Roost attendees heard about during their tour. Meanwhile, continuing uses of our funds include supporting the rescue and safety awards as well as Hall of Fame plaques, etc. The Prez specifically once again asked for ideas from the membership for the use of our funds.

With regard to the CG Aviation Hall of Fame, Prez George indicated two nominations have been received, and anyone thinking of presenting a nomination should do so soon. He reminded us that submissions have to be documented in writing. 4 August 2002 is the target date for the next Hall of Fame induction ceremony. The Prez will trigger a screening process by soon forming a group of volunteers for that purpose and to help with final write ups.

Former Ancient Albatross Deese Thompson spoke briefly on behalf of the flight academy initiative at the Naval Aviation Museum and its forthcoming fund raising effort. He also

writing/calling congressmen to express concern that the Coast Guard be properly funded to cope with new as well as continuing operational demands.

Ancient Al Olson offered brief remarks about the Joint Interagency Task Forces and introduced Ptero Captain Rob McLaughlin, C.O., HITRON [Helicopter Interdiction Tactical Squadron]. Ptero Rob provided a comprehensive brief about the HITRON and its complement of eight leased Agusta A109 helicopters which are very powerful, very maneuverable and well armed with a machine gun and high powered rifle [see page 9 for a couple of photos].

Following a period of open discussion, the Prez directed those present to the issue of determining the site of next year's Roost. A strong invitation from the command at ATC Mobile was floored along with a suggestion that Savannah be considered. After discussion, a vote following a motion, made and seconded, resulted in the selection of Mobile, Alabama as the site for 2002. The dates, not yet firm, probably will be in mid October. The business meeting was then called to disorder, er, closure.

Autos and Vans left the hotel for CGAS Miami at Opa Locka for the impressive memorial dedication ceremony. A sumptuous cookout was then served at the air station's pavilion, and tours were conducted of one of the new Agusta A109 helicopters.

All in attendance then turned their attention to re-entering their individual worlds. Rental autos and taxis left for airports. Motorhomes and other private vehicles headed their respective ways. Cleanup began for the superb ground crew as they engaged, once again, more fully their professional CG aviation roles.

Thus, following another successful takeoff, mission and landing, the 2001 gathering was entered into the history files of The Ancient Order of the Pterodactyl.

U.S.C.G.
AIR STATION
CAPE COD
by LTJG Tim Pasek

Coast Guard Air Station Cape Cod lies in the heart of the New England coast. Located on the west end of beautiful Cape Cod, yet only one hour from Boston, Air Station Cape Cod offers a diverse experience for the aviator, both in the air and on the ground. Air Station Cape Cod traces its roots from the passage of the Volstead Act of 1919 when suppression of liquor smuggling provided funding for Commander C. C. Von Paulsen (CG Aviator #5) to borrow Navy seaplanes for daily patrols from Naval Air Station Squantum, Massachusetts. In May of 1925, three seaplanes based at Ten Pound Island in Gloucester, Massachusetts, essentially became the Coast Guard's first operational air station. Expanded aviation missions gave us Air Station Salem in 1935. By the late 1940's, Air Detachment Quonset Point, Rhode Island, provided much needed runways to handle the increasing number of non-amphibious airframes. With the development of the HH-52A amphibious helicopter, seaplane air stations were no longer necessary. Air Station Cape Cod formed on land-locked Otis Air Force Base in August of 1970.

Under the command of Captain Rick Yatto, the air station operates four HH-60J medium-range recovery helicopters and four HU-25A medium-range utility jets, flown by approximately 30 pilots and 100 aircrew. The area of responsibility extends north from New York City to the Canadian border

along seven states where the air station conducts an average of 250 search and rescue cases annually. Two alert crews, one helo and one jet, stand a 24-hour watch.

The highly variable climate in Cape Cod creates a very challenging environment for aviators. The summer brings thunderstorms. The winter slings ice and snow, while low ceilings and low visibility can occur anytime throughout the year. The popular islands of Nantucket and Martha's Vineyard, with limited medical facilities, create a steady flow of LIFEGUARD flights for both the HH-60J and HU-25A. Add this to one of the northeast's busiest air traffic zones and either VFR or IFR flight can become extremely busy and challenging for aircrews.



*Passenger Evacuation
from M/V Royal Majesty*

Encompassing several thousand square miles of heavily regulated living marine resources, the north east offshore commercial fishing industry requires continuous law enforcement coverage by both air and surface assets. The fishing fleet also relies upon Coast Guard Aviation for emergency assistance, especially medical treatment. Aids to Navigation completes the mission package with regular transportation of repair crews, equipment, and construction materials to remote lighthouses along the rugged Maine coastline.

The home of Air Station Cape Cod rests in the center of the Massachusetts Military Reservation (MMR), a conglomerate of Coast Guard, Air National Guard, Army National Guard, and Army Reserve units on about 20,000 acres. This includes 630 Coast Guard housing units, Exchange, movie theater, recreation center, grocery store, gas station/convenience store, clinic, gym, and nine-hole golf course. Once primarily a whaling and fishing area until the early 20th century, Cape Cod relies primarily on tourism for economic health where both city amenities and outdoor recreational opportunities abound, especially boating, fishing, golfing and beach combing. Off duty aircrews will also find the big city life of Boston and the rural mountain regions of northern New England within easy reach. See for yourself and come fly the Cape Cod skies.

Data Sought to Complete Aviation Memorial Listing

A booklet has been prepared at Elizabeth City which contains the inscriptions on the CG Aviation Memorial Monument dedicated in 2000 at the Elizabeth City air facilities. "Dedicated to Aircrews Who Did Not Return," the memorial honors some 250 crews. The inscriptions on the monument delineate dates, aircraft model and number, locations, crew members and a brief synopsis of circumstances.

Owing to the difficulty of retrieving older historical records, details on some of the earlier accidents, circa 1930's, 40's and 50's are lacking. Thanks to Ptero Bob O'Leary some details have been filled in, but specific info on some mishaps are still needed.

A current listing of booklet contents may be found on the following web page: <http://www.uscg.mil/hq/g%2Ddcp/history/aviationcasualties.html>

Here follows a listing of accidents lacking descriptions of circumstances. Readers with recall or information on any of these accidents is asked to contact Ptero Sperry Storm at email (preferred) "tormenta@mindspring.com" or mail to 514 Small Drive, Elizabeth City, NC 27909...tp (252) 330-2519, fax (252)330-2507. You can also contact LCDR Dave Cronk at AR&SC, Dcronk@arsc.uscg.mil, (252)334-5473.

19 Jan 1935	JF-2V-162 Cape May
15 Jun 1936	JF-2V-168 St. Petersburg
5 Dec 1936	RD-4 V-11 Cape May
18 Jul 1939	JF-2 Charleston
18 Aug 1939	N3S 0617 Pensacola
20 Jun 1940	RD-4 V-129 Salem
29 Sep 1940	JF-2 V-145 St. Petersburg
3 Apr 1942	OS2U-3 5777 Salem
22 Mar 1943	SNV-1 34225 Pensacola
6 Apr 1943	JRF-2 V-176 Port Angeles

9 May 1943	OS2U-2 2270 San Francisco
1 Jul 1943	Pby-5 04447 Pensacola
21 Sep 1943	JRF-5 V-225 salem
23 Feb 1945	PBY-5A 05007 Elizabeth City
5 Sep 1945	JRF 37795 San Diego
15 Dec 1945	J2F-6 32740 Boston
18 Dec 1945	PBY-5A 46497 Biloxi
7 Aug 1946	PBY-5A 48284 San Francisco
1 Apr 1947	PBM-5G 59002 St. Petersburg
2 Jan 1948	J4F 32977 San Diego
11 Nov 1952	PBY-6 46640 Guam
13 Nov 1952	HTL-1 2460 Salem
6 Jul 1953	C45-B AF 433565A WP AFB Ohio
7 Jul 1953	PBY-5 46617 Biloxi
6 May 1954	PBM-5 USN Corpus Christi
24 Jun 1956	HO4S 1299 Salem
22 Jan 1957	R5D-3 USN 50869 San Diego



Gus Shrode Safety Award



LT John Rivers, CGAS Miami (Starboard) being presented the Captain Marion "Gus" Shrode Aviation Safety Award by the Commanding Officer of ATC Mobile, CAPT Eric Fagerholm (port). LT Rivers was unable to be present at the Pterodactyl roost in Fort Lauderdale to receive his award there (see page 4) so the honors were celebrated at ATC later in October.

An Airman's Prayer

[Traditionally read at annual AOP gatherings]

LORD,

*Flyers are different from other mortals, your love for us as flyers is what we ask,
We fly in the cold dark air before dawn, viewing these as acts of pleasure not a task.
To feel motionless high above the earth and capture a sunrise against a peaceful sea.
These vivid memories and sanctity of flight are all wondrous gifts by Thee.*

*To see a rainbow in a cloud that refracts a circle 'round the shadow of my plane.
To listen to the drone of the engines as they power my craft to their own refrain.
To guide my plane with gentle response as I turn toward distant shore.
I thank you for these pleasures of flight and your safekeeping evermore.*

*Together with my friends we humbly seek to share the wonders of the skies.
For we have touched the face of God and have witnessed the compassion in his eyes.
We who fly thank you for your serenity and for securing our heavenly goals.
We pray, bless our keeping as we carry our love of flight in our souls. AMEN*



U.S.C.G. AVIATION TRAINING CENTER MOBILE, AL

by CDR Steve Rausch

In the early sixties, the Coast Guard realized the need for a standardized pilot/aircrew training program. After the introduction of the turbine-powered HH52A helicopter in 1963, such a program, originally designated as the Basic Operational Training Unit (BOTU), was formed at Coast Guard Air Station Savannah, Georgia. In 1966, the vacant 232-acre Air Force Reserve facility located at Bates Field in Mobile was acquired by the Coast Guard. On 17 December 1966, Air Station Mobile was officially commissioned with the transfer of HU-16E "Albatross" aircraft from Air Station Biloxi, MS and establishment of the fixed-wing and rotary-wing pilot training units. Air Station Mobile became the Aviation Training Center and was designated a headquarters unit under the direct control of the Commandant of the Coast Guard.

The Helicopter Icebreaker Support Unit (IBSU), now known as the Polar Operations Division (POPDIV), was created at the air station in 1969. Today, HH-65 helicopters from POPDIV deploy aboard Coast Guard Icebreakers to both the Arctic and Antarctic regions where they support Coast Guard missions by flying scientific, logistic, and occasionally, SAR missions. Coast Guard Polar Operations are divided into three sub-areas, Arctic East, Arctic West, and Antarctic. The Arctic East is bound by Northeastern Canada and Northern Europe, including Greenland and the Arctic Ocean. The primary mission in the Arctic East is to re-supply coastal military installations in Greenland and to preserve the security and safety of sea lanes across the North Atlantic. Scientific research is also performed. The

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ATC MOBILE TO HOST THE 2002 ROOST!
Details to follow in Sitrep 1-02 (March)



heaviest concentration of research, however, occurs in the Arctic West. This region begins north of the Aleutian Islands and includes the Arctic Ocean above Alaska. There, scientists conduct biological, atmospheric, and oceanic experiments in the world's most pristine environment. Antarctic missions are in conjunction with the U.S. Navy's Operation Deep Freeze. This operation is conducted annually to re-supply the continent's southernmost scientific research stations and encampments, including McMurdo Station, Amundsen-Scott South Pole Station, and New Zealand's Scott Base. The Coast Guard's participation in Operation Deep Freeze also assures the political stability and multinational neutrality promulgated by the 1961 Antarctic Treaty. Of note, POPDIV crews returned from an historic mission to the North Pole in 1994 aboard USCGC Polar Sea as the first U.S. surface ship and helicopter to reach 90 degrees North.

ATC provides in-house initial and recurrent training to over 750 HU-25, HH-65, and HH-60 pilots and aircrew annually in Transition, Pro-

iciency, Requalification and upgrade courses. Every pilot receives their initial transition into Coast Guard aircraft here and returns once a year for a week of intensive refresher training in one of the three flight simulators located at ATC Mobile. Standardization Teams visit every HH-65, HH-60, and HU-25 unit once a year, and conduct Standardization visits of all flight-deck equipped Coast Guard Cutters on a bi-annual basis. Flight crews also provide key doctrine and field testing for new initiatives such as Night Vision Goggle expansion, helicopter fast-roping, and airborne use of force. In addition, ATC provides initial and recurrent training in Crew Resource Management (CRM), Organizational Risk Management, and Night Vision Goggle training.

The Advanced Rescue Swimmer School in Astoria, Oregon is run by the ATC Rescue Swimmer Training Branch. This advanced training serves as a world-class model for emulation by other Search and Rescue professionals. The school



ATC Mobile (cont'd)

provides Rescue Swimmer training in high seas, breaking surf, confinement of caves, and steep mountain slopes, and is designed to expose helicopter aircrews to the most challenging of environmental scenarios. The school graduates approximately 50 students per year, including personnel from other government agencies and international students. Although designed specifically for Rescue Swimmers, pilots and flight mechanics who have attended this training universally rave about gains in rescue proficiency.

ATC recently assumed operational control and oversight for all C-130 aircraft training and standardization. This includes responsibility for initial C-130 aircraft transition training and standardization for the C-130 community. To support this new mission, the C-130 Standardization team will be assigned to ATC

Mobile and detached to Air Station Clearwater.

ATC is also on the cutting edge of Coast Guard Information Technology (IT) initiatives. We are currently in the process of executing the 3-year eleven million dollar Service Life Extension Project (SLEP) to improve simulator visual systems, instructor operating systems, and standardization between the simulator and the aircraft, crucial for learning transfer. Another IT project in the works develops state-of-the-art Audio-Visual and Interactive Courseware (ICW) productions to improve course materials. We are currently in the process of converting Macintosh computer based training (CBT) software to CG Standard Work Station III. This effort will bring the quality of student training to a higher level and will provide distance learning opportunities for all Coast Guard pilots and aircrew.

HU-25 aircraft stand alert duty in support of Coast Guard District Eight missions in the Gulf of Mexico and inland waterways including Search and Rescue, Marine Environmental Protection, and Enforcement of the Maritime Laws and Treaties. TRADIV helicopters provide hurricane and flood relief SAR operations flexibility by participating as a SAR "strike team" in times of natural disaster or other need. In FY 2001, ATC aircraft flew over 8700 flight hours on over 4800 sorties, and saved over 40 lives and \$250,000 in property during 220 SAR cases.

Since its beginnings in 1966, the Aviation Training Center has grown dramatically in size and in number of missions. Currently with 15 aircraft and almost 400 active duty military, civilian and contract personnel, it is one of the largest air units in the Coast Guard.

ALABAMA HONORS CDR LONNIE MIXON, RETIRED CG AVIATOR

by RADM William B. Stewart, USCG(ret)

On 20 October 2001, CDR Lonnie L. Mixon, USCG(ret), a native son of the state of Alabama, became the first coastguardsman to be inducted into the Alabama Military Hall of Honor at the Marion Military Institute in Marion, Alabama. He joined nineteen other distinguished Alabamians who have been so honored since the tribute was created in 1975.

Members of the Hall of Honor must have made "outstanding contributions to the state of Alabama and/or the United States. They must be Alabamians who have distinguished themselves in the armed forces and whose patriotism should be recognized and serve as constant testimony to present and future generations." Previous honorees include a former Chairman of the joint Chiefs of Staff and several patriots who were awarded the Medal of Honor.

Commander Mixon was born in Mobile, attended Mobile public schools and Springhill College, and enlisted in the Coast Guard. Graduating from USCG Officer Candidate School in 1958, he attended Naval flight training and was designated Coast Guard Aviator 878.

Lonnie's Hall of Honor citation describes some of his exceptional Coast Guard aviation career which embraced search and rescue assignments at CG air stations, instructing at the Coast Guard Aviation Training Center, Mobile and combat experience during exchange duty with the U.S. Air Force in Viet-

nam. He was specifically cited for rescues near the Bahamas, in the Caribbean, in the Great Lakes and in Vietnam where he flew 395 combat missions in "Jolly Green Giant" medical evacuation helicopters. His service was recognized with awards of the Silver Star, Distinguished Flying Cross with Bronze Star and Air Medal with ten oak leaf clusters.



Photo courtesy of Paulette B. Stewart

[Way to go, Lonnie, we're proud to salute you!]

I COULD HAVE BOUGHT THE FARM

From memoirs of Captain William E. Murphy, USCG(ret) , CG Av 517

[Correspondence in Sitreps 3-00 and 2-01 provided details about a fatal training accident forty years ago involving HO4S 5509. The information in Ptero Bill Murphy's story related here and the email which follows it warrant this additional coverage of a sad day.]

Several days before the 29th of June, 1961, I was scheduled to make a training flight from the CG Air Station, Salem, Mass. in the HO4S helicopter CGNR 5509. This was a very routine event. I had flown this same helicopter on the 12th and 14th of this month. My copilot and I located the helicopter parked on the ramp between the hangar and Salem Harbor. After the usual preflight walk-around, we climbed into the cockpit, I took the right seat and the copilot the left.

Having completed the pre-start checklist and receiving a thumbs up from the line crewman, I pressed the engine start button. After the Wright R-1300-3 600 HP engine started and came up to speed, I engaged the main rotor system. Immediately after the rotor system was engaged, a loud, penetrating, siren like noise assaulted us through the earphones in our helmets. I immediately called operations on the radio and asked if they were conducting a fire drill on the base or was there a real fire in progress? The response received was that all was normal on the station. I then asked what the source of the siren was and was informed that no siren was heard on the base. With that bit of information, I concluded that the noise we were hearing in the helicopter was

generated within the aircraft and immediately shut the engine down.

Having shut down the engine I again called operations and asked that they send the head of the engineering department out to our helicopter to investigate the terrible noise we had experienced. He soon arrived, donned a headset, I restarted the engine and engaged the main rotor system and again the siren like noise was heard. The decision was made to cancel the training flight and have the engineering department investigate the source of the noise. After a careful inspection of the helicopter, no abnormality could be identified and the helicopter was put back in service. I was assured that all available system checks had been performed with satisfactory results.

On the afternoon of June 29th, Charlie Mueller, Tom Scharfenstein, and crew member John Doherty, were on a flight in the same HO4S 5509. As they were proceeding southbound returning to the air station, a catastrophic event occurred. A control rod in the main rotor blade system failed resulting in disintegration of the rotor blade system. The helicopter plummeted to earth resulting in fatal injuries to all on board.

Investigation of the accident concluded that the cause of the rotor system failure was a harmonic vibration that caused a control rod to vibrate harmonically and eventually suffer metal fatigue and failure. I'm convinced that the loud siren like noise we experienced was caused by the same harmonic vibration that caused the rotor system failure later. I have always been mystified that the helicopter continued to be operated by different crews between the time I

rejected it until the in-flight failure. None of those crews rejected the helo because of the siren like noise. It is conceivable that, during the inspection of the helicopter that followed my rejection, something occurred that silenced the noise.

Although all the families of the crew members killed were devastated by their loss, Tom Scharfenstein's family was most severely impacted. His wife, Marion, was pregnant, and it was close to time to deliver the baby. She did have the support of Tom's older brother, an officer in the Coast Guard and his family. The entire crew of the Salem Air Station and their families were supportive of the bereaved.

[Here are excerpts from an email relative to this accident]

The article [about HO4S 5509 in Sitrep 2-01] was very interesting. I would like to add a few additional facts and make one correction.

I reported to CGAS Salem from flight training in March of 1961. Although I flew only fixed wing aircraft, the helicopter rated pilots often complained about 5509. I recall remarks like it takes over and flies on its own...on 29 June 1961 I was flying UF2G 1241 when we received a call from operations about a possible mayday call. Shortly thereafter, we saw a plume of smoke roughly north of the station. Upon arrival, we found 5509 burning furiously...my recall supported by my log book is that there were three crewmembers rather than five...LCDRs Charlie Mueller and Tom Scharfenstein and AL1 J.R. Doherty.

Ptero Frank Dean, CG Av 863

Excerpts From Weekly Briefing Sheets Prepared by the Commandant's Office of Aviation Forces (G-OCA)

CAPT Tom King, recently C.O. CG Air Station and Group Commander Atlantic City, is now G-OCA at Coast Guard Headquarters...his predecessor, Capt. Gary Blore, has been reassigned to assist RADM Terry Cross in the Commandant's Office of Operations...The NAS Wildwood Museum has acquired retired HH-52A CGNR 1462 which during its service life flew at North Bend and Kodiak air stations and from pole to pole in polar operations...because of Freedom of Information Act requests being received at CG Headquarters, anyone having information on CG C-130's landing in Oklahoma City on any mission during the month of April 1995 is asked to contact CG headquarters at (202)267-1568 or by email to "dolson@comdt.uscg.mil"...an IMAX film is being planned for the Smithsonian Air and Space Museum which will include action footage of CG aircraft participating in various missions.

BOOK REVIEW

UNITED STATES NAVAL AVIATION

Each and every man or woman who ever earned "Wings of Gold"

needs to obtain a personal copy of the Naval Aviation Museum Foundation recently published book, "United States Naval Aviation."

This impressive coffee table book will absolutely thrill anyone who loves the romance of flying. Anyone turning the pages of this beautiful volume will soon understand why our Wings of Gold are held so sacred.

President George H.W. Bush expressed it eloquently:

"The spirit of naval aviation is superbly captured in this absolutely wonderful coffee table book. My memories came flooding back! Many decades ago, I served as a young naval aviator flying Avengers off USS *San Jacinto*. There I learned first hand of the greatness of naval aviation. That view was only enhanced when I was Commander-in-Chief as, once again, naval aviators served their country with great effectiveness and honor — always with honor."

United States Naval Aviation enables the history of America's naval aviators to be cherished permanently in a handsome package that pilots, aircrewmen, and aviation personnel will be proud to own and — with its unique medallion-inlaid cover — to display. This book will be read again and again by past and present aviators, their families and friends, and the countless others that have been inspired by the exploits of U.S. naval aviation.

The book was written by distinguished naval historians including our own Ptero Tom Beard who authored an eloquent and beautifully illustrated chapter on Coast Guard aviation titled "Guarding our Shores." Other chapters cover every aspect of naval aviation from 1910 to today.

The book is available now and can be ordered directly from the National Museum of Naval Aviation Gift Shop (800-AIR-NAVY or http://naval-air.org/museum_store). It is also available through warehouse clubs (Costco,

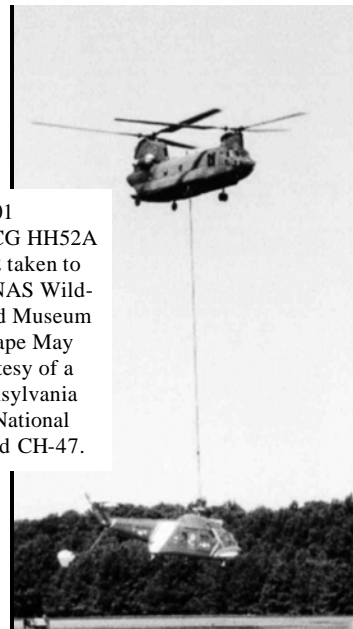
line (barnesandnoble.com, amazon.com, etc.).

As our members know, the Naval Aviation Museum Foundation is a non-profit organization dedicated to the preservation and promotion of naval aviation history and traditions. The Foundation celebrates the great legacy of aviation at its National Museum of Naval Aviation in Pensacola, Florida. This splendid museum houses a Coast Guard Aviation exhibit supported by our membership.

This book will make a great Christmas gift. To yourself or from a "hint" to your significant other. Enjoy it!!

*Ancient Order President
George Krietemeyer*

HOISTER HOISTED



9/7/01
Ex-CG HH52A
1462 taken to
the NAS Wild-
wood Museum
in Cape May
courtesy of a
Pennsylvania
Air National
Guard CH-47.



MAIL

HO4S OVER MIAMI

That photo [of HO4S 1256 flying over Miami in 1952] was familiar. My recollection is that I was the pilot, but it has been so long ago I'm a little fuzzy on it. My log book shows I flew 1256 in March '52 on ten occasions. According to notations, these flights were for test, training, bay patrol, boat aground and Easter bunny to Bay-front Park[!]. I remember the photo very well but cannot be absolutely sure whether another pilot may have been involved. We were flying out of Dinner Key at that time.

Ptero Jim Durfee, CG Av 251

HH52 HISTORY

Thanks once again to all of you for the help you've provided over the last few years with my research into the history of the Coast Guard H52. After several delays, the manuscript will [soon] be going to the publisher.

Lennart Lundh

[Lennart of Orland Hills, IL has solicited information from Pteros in previous Sitreps. We look forward to reviewing his work.]

MEMORIAL DATA

Our thanks to Ptero Bob O'Leary, P-2098, who quickly responded with good information to a broadcast for data on some of the earlier accidents listed on the CG Aviation Memorial Monument at Elizabeth City. Page 6 highlights missing data on other accidents and asks for help from anyone who may have data to offer.



NEWLY DESIGNATED AVIATORS

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

Happy Landings, and again, Welcome Aboard!!!

	<u>CG Aviator Nr.</u>		<u>CG Aviator Nr.</u>		<u>CG Aviator Nr.</u>
Ralph Boyes	3521	Kevin Smith	3532	Mark Lay	3544
Scott Murphy	3522	Jody Popp	3533	Wesley Hester	3545
Joshua Bauman	3523	Gregory Barbiaux	3534	Adam Merrill	3546
Matthew Bourassa	3524	Robert Botmen	3535	Patrick Murray	3547
Jeffrey Henderson	3525	Stephen Priebe	3536	Paul Beavis	3548
Charlotte Pittman	3526	Robert Donnell	3537	Kenneth Bethea	3549
Benjamin Maule	3527	Brent Bergon	3538	Daniel Warren	3550
Gregory Parsons	3528	Brian Potter	3539	Matthew Buckingham	3551
William Strickland	3529	Brust Roethler	3540	Ryan Macloed	3552
Jeremy Anderson	3530	Jerad Williams	3542	Anna Hopkins	3553
Lawrence Gaillard	3531	Alan Hansen	3543		

Multi-mission Form:

Apply for Membership, Renew, Update Data or Place an Order

New Member Renewal Update Information Ordering Item(s)

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

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

Spouse: _____ Ph.(____) _____ - _____

Email _____

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

Sign me up for:

- | | | | |
|---|-------------------------------|--|-------|
| <input type="checkbox"/> Life Membership | \$150 (includes a Ptero Coin) | <input type="checkbox"/> St. Pete Disney Patch | \$ 6 |
| <input type="checkbox"/> Annual Membership | \$ 10 | <input type="checkbox"/> 2001 Roost T-Shirt | \$ 15 |
| <input type="checkbox"/> Ptero Lapel Pin | \$ 5 | size: M ___ L ___ XL ___ | |
| <input type="checkbox"/> Ptero Ball Cap | \$ 15 | | |
| <input type="checkbox"/> Ptero CG Aviation History Book | \$ 50 | | |
| <input type="checkbox"/> Ptero Coin | \$ 5 | | |

Total Enclosed:

\$

Please check as appropriate:

- CG Active
- CG Retired
- CG Reserve
- Former CG
- Other _____

-
- CG Aviator
 - Aircrewman/Observer
 - Flight Surgeon
 - Exchange Pilot
- Dates Served CG: _____

MAIL TO:

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

Please make copies of this form and pass it to prospective new members.