



PTEROGRAM

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

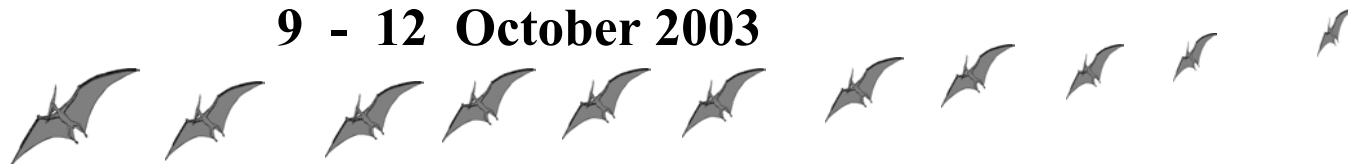
Sitrep 1-03 Spring 2003 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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ELIZABETH CITY ROOST PREFLIGHT

9 - 12 October 2003



The Gathering Ground Crew for the 2003 roost at ECG is hard at it among the many other obligations of its members. Ensign Mike Trotochaud of AR & SC is coordinating arrangements. Headquarters for the gathering will be in Elizabeth City at the Quality Inn where rooms are set aside from October 9th to the 12th for Pterodactyls and guests at a great group rate of \$58 per night per room plus tax. Early booking is recommended as nearby alternatives are limited [*your editor/scribe already has reserved a room*]. Here's what you have to do to reserve space at the Inn. LISTEN UP 'CAUSE IT IS DIFFERENT THAN IN THE PAST. You CANNOT toll free a phone reservation. You CANNOT do it by email. You CAN do one of the following: **Phone** the Inn at (252) 338-3951 AND SELECT O FOR OPERATOR, NOT 193 FOR RESERVATIONS or **FAX** the Inn at (252) 338-6225 or snail **mail** the Inn at 522 South Hughes Blvd, Elizabeth City, NC 27909. The Inn will want to know:

- 1) You request a Pterodactyl room and the Pterodactyl special room rate,
- 2) Your name, address and phone number,
- 3) Number of persons in the room,
- 4) Accommodation desired...non-smoking? king? queen? double?,
- 5) Your date of arrival and date of departure (or number of nights), and
- 6) Credit card data.

The Inn will then mail or fax you a confirmation as desired.

The ground crew is planning a full weekend of activity choices including golf, tennis, tours, an evening reception, an awards banquet, business meeting and picnic. Local tours of the Aircraft Repair & Supply Center, the Aviation Technical Training Center and Air Station will be given along with an Elizabeth City Historical Tour. A visit to the Outer Banks will offer a chance to see the Wright Brothers Aviation Memorial at Kitty Hawk as well as the famous Cape Hatteras Lighthouse. And even that much doesn't cover everything. As usual, times, costs, other details and a registration form will be published in the June Pterogram (Sitrep 2-03).



DUES STATUS? — *Please CHECK YOUR MAILING LABEL*

Your mailing label INCLUDES THE DATE TO WHICH YOUR DUES IS PAID.

IF THE DATE READS 2003, O.K., YOU ARE PAID TO JUNE OF THIS YEAR.

DON'T LET YOUR MEMBERSHIP LAPSE! PLEASE SEE PAGE 11 FOR WHY YOU SHOULDN'T.



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

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Notes From Ye Prez

On behalf of all Pteros and especially those that were able to gather in Mobile last October, I extend our thanks again to our indomitable team of ATC Mobile Pterodactyls led by LCDR 'T-Bone' Tardibuono and LCDR 'Tex' Coffey. They worked long and hard to ensure the success of our gathering. Bravo Zulo, guys — you raised the bar a notch!! We also had a few bucks left after all the bills were paid!! [see "thanks" on page 9]

That gathering had no sooner been placed in the record books than planning commenced for Roost #26 at Elizabeth City. Our prolific scribe on page 1 has filled you in on some of the early details. More will follow later. Reserve your room soon, and stand by.

Attaboys go to several Pteros for their volunteer efforts to capture and preserve CG aviation history. We all know how limited the Coast Guard's resources and efforts have been to document and record our service's history. Small (tiny?) staffs and limited (very!) budgets mean "put it in the archives and somebody might find it." Well, 'Gib' Brown, 'Bear' Moseley, Carl Swickley, Bob Johanson, and Ray Copin have started a massive effort to save our history and store it on CD's and eventually maybe even broadcast it over the internet. They visited Mobile and Pensacola, got Board support for their effort and along with emailmaster Bob Watterson have scanned thousands of photos and documents so far. Stay tuned for more info on this project later. [See 'History Preservation and Access' on page 7]

'Bear' Moseley also continues to honcho our efforts to attain 501 (c)3 status. The latest application version has been submitted to the IRS for review. We may have to await another 4-8 months of bureaucratic gobbledegook before approval, hopefully no more than that, and hopefully approval. Stay tuned because this will help with tax deductibility, postage, etc.

Thanks also to Pteros Bob Johanson and Howie Thorsen for heading up our participation in the ICARUS first flight centennial monument project described on page 10. Open up your wallets and send in some money. Let's make sure the Coast Guard is recognized as THE military service which helped Orville and Wilbur get airborne one hundred years ago.

Please reflect on the 'Help Wanted' message in 3-02. We need help and positions are open. We really do need a VP ready to step up! See y'all in E City!

George



Taps

The following Pteros are reported to have flown their last flight. Their names are listed here with reverence and respect for their service and comradeship.

Jay Crowe, CG Aviator 1065

Basil Harrington, CG Aviator 829

John MacDonald, CG Aviator 819

Ed La Croix, CG Aviator 959





U.S.C.G. AIR STATION Sacramento, California

By LT Brian J. Palm, CG Aviator 3452

Contributions from AMTCM Mark T. Bigart,
Enlisted Ancient Albatross

On September 5th, 1978, Coast Guard Air Station Sacramento stood up its first duty section at McClellan AFB under the command of CAPT Richard J. Green [CG Aviator 848]. With 145 total crew, a new fixed wing air station was born in the farmland of the California central valley. A strange place indeed for a Coast Guard facility, but the area provided cheaper land, DOD amenities and was still only 15 minutes by air from the coast. The reorganization moved the three existing HU-16E Albatross from Air Station San Francisco and added four HC-130H Hercules to the complement. After nearly 23 years of cohabitation with the U.S. Air Force, McClellan AFB closed its doors and became McClellan Park. Located between the tranquil wilderness of Lake Tahoe and the fervor of the Bay area, Sacramento offers a lot for the outdoor enthusiast as well as the city slicker.



Lake Tahoe and the Sierras

Today, CGAS Sacramento has four HC-130H Hercules that accomplish a variety of missions and is still the only all fixed-wing operational air station in the Coast Guard. With a complement of 23 officers and 130 enlisted personnel, this multi-mission air station provides a 24 hour SAR guard, routinely conducts Alien Migration Interdiction Operations, fisheries, homeland defense, and counter drug patrols. With the only remaining fixed wing assets on the west coast, CGAS Sacramento covers an area that extends north to the Canadian border, south to the equator, and

reaches as far west as Hawaii. This includes over 4 million square miles of open-ocean and 1,250 miles of US coast line. In addition to guarding our domestic borders, occasional MEDEVAC missions take us to Mexico and Central America.



Fleet Week 2002, San Francisco Bay

On average, the unit handles about 45 Search and Rescue (SAR) cases per year. Missions range from helicopter escorts to long range responses to emergency locator beacon signals received by the Eleventh District Rescue Coordination Center. We are the eyes and ears thousands of miles offshore for SAR coordinators. While C-130 crews don't usually get the glory of a hands-on rescue evolution, a vital niche is fulfilled. Capable of maintaining on scene presence for over 12 hours, our C-130s provide an excellent communication platform. By relaying information to the Rescue Coordination Center and directing/coordinating other surface and air rescue assets, search action plans are executed effectively and efficiently.

CGAS Sacramento routinely sends aircraft to Central and South America to help prosecute the war on drugs in support of the Joint Inter-Agency Task Force West. While deployed, aircrews work closely with DOD and USCG assets to choke the flow of drugs through the Eastern Pacific corridor. Thanks to a sophisticated surveillance system, suspect vessels can be located, tracked, and apprehended without compromising the aircraft's position.

CGAS Sacramento spends over 1200 of our 3200 annual programmed flight hours fighting this war.

For CGAS Sacramento, Search and Rescue is the primary mission, but our active involvement in law enforcement helps pay the bills. Supporting the Homeland Defense Department with coastal patrols, CGAS Sacramento devotes considerable time each month to finding, querying, and confirming the identity of vessels bound for US ports. With CGAS Sacramento in the vanguard of leading the charge in the war on drugs and terror, gone are the days of "station vacation." We are a front line of defense, protecting the west coast ports through a proactive ship arrival system. Working closely with Port Security Units, we stand ready to move the people and equipment wherever, whenever in order to protect our ports.

CGAS Sacramento takes every opportunity to engage the media and the community. Through air shows, tours, and local media events, we have become a part of the surrounding area. Each year we show the flag at the Oakland A's annual CG Day, by conducting a "fly-by" of the Coliseum before the game.

Honor, respect, and devotion to duty are a part of life at Air Station Sacramento and shape the way we do business. The professionalism, dedication, and resourcefulness displayed by this crew on a daily basis, are truly tributes to the United States Coast Guard and the United States of America.



Four Sacto HERCs at the ready





U.S.C.G. AIR STATION Traverse City, Michigan

by LT Greg Torgersen

In 1938, a Grumman V-118 twin-engine amphibian was assigned as an Air Patrol Detachment in Traverse City to operate on a seasonal basis and determine the feasibility of constructing an Air Station to provide search and rescue service for the Great Lakes. Air Station Traverse City was formally commissioned in 1946.

Over the years, the station has grown to its present staff size of 28 officers, 2 warrant officers, and 100 enlisted personnel.

The aircraft assigned to the AIRSTA have been an HTL-5 helicopter, HO4S helicopters, HU-16 amphibians, HH-52 helicopters, HU-25A Falcon jet aircraft, HH-3F helicopters, HH-60J helicopters and the present day HH-65 helicopters. The air station's HH-65A helicopters have recently been replaced by the B model with its upgraded avionics suite and weight reduction.

In 1995, Traverse City AS began seasonal operations out of Air Facility Glenview (Formerly Air Station Chicago). During the boating season a helicopter was deployed with two crews to provide a B-0 resource for south Lake Michigan.

When NAS Glenview closed, a new location for the seasonal Southern Air Facility was opened in Muskegon, Michigan. Later a congressional mandate resulted in another air facility at Waukegan, Illinois. In 2000, the air station began supporting operations from both seasonal facilities. Currently, Air Station Detroit covers Air Facility Muskegon for the summer season, and Air Station Traverse City the Waukegan facility.

Since 1995, the AIRSTA has provided aircraft and crews to CG cutters in the Caribbean. Two or three deployments per year of 4 to 6 weeks have become the norm. Deployed crews are involved in drug and migrant interdiction, other law enforcement and, of course, SAR. In 1999, an HH-65A crew onboard *CGC RELIANCE* re-

sponded to the crash of Egypt Air flight 990. In February 2000, an air station helicopter onboard *CGC FORWARD* rescued a passenger who had fallen from a cruise ship and treaded water for more than 4 hours.

On average, the Air Station handles 175 cases a year. Our area of operations is characterized by 10,000 miles of coastline and includes Lake Superior, Lake Michigan and Northern Lake Huron. Add to this the thousands of square miles of inland lakes and rivers, and we have a unique and varied area to cover. Known locally and beyond as "Great Lakes Guardians", Air Station Traverse City's history is best told through key events, sometimes tragic events, on the lakes. Space here permits mentioning only a few cases as but a sampling. The lakes are beautiful but can turn dangerous in a short time and with little warning. Depths are littered with shipwrecks. The lakes support a large volume of commercial shipping, and recreational traffic increases every year. We don't see the high, open seas of coastal units, but our weather can be treacherous to mariners and aircrews, especially in the snow and icing conditions of winter months.

In 1961, a 248-foot freighter was grounded, and HO4S helicopters assisted *CGC MACKINAW* in crew evacuations over a four-day period in continuous gale conditions. In 1965, a 588-foot limestone carrier and a 420 foot merchant ship collided in the Straits of Mackinaw. HO4S helicopters and HU-16 aircraft participated in the rescue of 25 and a search for 10 missing souls.



HO4S & CGC MACKINAW, circa 1950

In 1966, a 600-foot ore carrier broke up in a blizzard on Lake Huron. The lone survivor was rescued from a life raft by a unit HH-52A 36 hours later. In 1967, a surprise Lake Michigan storm swamped and overturned dozens of small fishing boats during the peak of a salmon fishing season. HH-52A's hoisted dozens of fishermen.



An HH-65 over the Mackinac Bridge

In 1979, HH-52A's, responding to a fire on a Canadian freighter on Lake Superior, lifted 19 survivors to safety. In 1986, during an emergency evacuation aboard an HU-25A at an altitude of 12,000 feet and a speed of 350 knots, a premature baby was born!

In 1987, a severe storm with winds in excess of 80 knots resulted in 32 distress calls and 12 SAR cases. In 1988, a violent storm resulted in nine distress calls within minutes. Rescue efforts saved lives from Lake Michigan and Lake Huron. The air station was awarded the CG Meritorious Unit Commendation for service from July 1987 to September 1988.

In 1991, an HH-60J rescued three from a distressed sailing vessel in gale force winds. Also that year, an HH-60J rescued four from an aircraft crash site in heavy snow and icing conditions.

Recent cases include a large number of snowmobile mishaps, small plane crashes and the almost routine helicopter medical evacuations from lake freighters. The growing mission of Homeland Security brings a heightened awareness to aircrews and improvements in our working relationships with other agencies.

The men and women of
Traverse City Air Station
are proudly Semper Paratus.





THE U.S. COAST GUARD ACADEMY CADET AVIATION CLUB

by Cadet 2/c Christian Polyak, CGA '04



[The Coast Guard needs pilots. One important source is the pool of CG Academy graduates. The Ancient Order supports the Academy Cadet Aviation Club financially and in other ways. This comprehensive report follows other club updates printed in previous Sitreps and is presented here virtually in its entirety with very little editing because of its importance and high quality.]

The objectives of the Cadet Aviation Club are:

- To expose all Cadets to career paths in Coast Guard aviation,
- To provide guidance for Cadets wishing to enter flight training following a first or second duty tour,
- To provide Cadets with an avenue with which to interact with career Coast Guard pilots away from the Academy,
- To demonstrate the role of the Coast Guard Auxiliary Aviation Program in Coast Guard missions of Law Enforcement and Search and Rescue,
- To provide education in the area of civilian general aviation, and
- To foster an appreciation for the art and science of all things aviation related.

GENERAL INFORMATION

The Cadet Aviation Club Adviser is currently a Company Officer, LCDR Kevin Lyons who has an aviation background [CG Aviator 3298]. The role of the Club Adviser is to act as a liaison between Club Officers and the Academy Administration, as well as the Coast Guard aviation community.

Club Officer positions include President, Vice President, and Secretary/Treasurer. Club members vote for the Officers at the beginning of the Spring Semester each year. This rotation allows incoming Officers to work with the current Officers for at least one Semester to fully understand how the Club functions before relieving command.

Almost all activities that the Club par-

ticipates in are Cadet initiated. This means that if a Cadet has an idea for an aviation related activity, the Cadet Aviation Club will provide the support to see that idea become a reality if it will benefit others.

Most information regarding Club events is disseminated via email. This has proven to be an efficient means of communication within the Cadet program at the Academy.

PREVIOUS AND CURRENT CLUB PROGRAMS

Ground School Training: Prior to obtaining a Private Pilot's License (PPL), 40 hours of classroom training must be obtained. A Federal Aviation Administration certified ground school instructor must issue this training. Ground school was offered last year (2001-2002 academic year) to a select group of about 20 Cadet Aviation Club members. The class was offered on Tuesday and Thursday evenings from 1900-2100. This program is quite costly, as the FAA instructor came to the Academy to teach PPL ground school curriculum. Because of the cost associated with this curriculum, some of the cost was absorbed via the Club's budget, with the remaining portion being charged to the Cadets' White Card Academy account. This program will be held every other year so that enough interest can be obtained. The Club is planning on offering this program again during the 2003-2004 Academic year.

Sikorsky / United Technologies Tour:

Sikorsky's helicopter design and manufacturing complex is located in Stratford, Connecticut. The Sikorsky Company has been offering tours of its facility to Cadets for the past three years. Recent (Fall 2002) tours included a Sikorsky HH-60J Jayhawk visit from Cape Cod Air Station. This has been an excellent opportunity for Cadets to see where and how military and civilian helicopters are manufactured. This program does not require Cadet Aviation Club budget supple-

mentation, however, funds were used to purchase an *EAGLE* desktop model as a token of our appreciation for their generosity.



Sikorsky
Factory
Tour

October
2002



Coast Guard Auxiliary Training:

After the completion of PPL Ground School training, the next step toward obtaining a license is to receive actual flight instruction. The Coast Guard Auxiliary has offered its aircraft and instructors as an asset for the Cadet Aviation Club to utilize. A select group of Cadets are chosen to receive, cost free, actual flight instruction. Currently eight Cadets have been chosen to participate in this program, which is scheduled around their free time. The Auxiliary pilot will meet the Cadet at Groton - New London Airport and provide flight instruction in Auxiliary aircraft. This program has not been utilized to its fullest potential as of yet. Because of Cadet and Auxiliary time demands, only one Cadet has been actively flying with the Auxiliary. This Cadet is building time toward Multi-Engine and Instrument ratings simultaneously. In the civilian world, this would amount to approximately \$225 dollars per flight hour. As of now, this Cadet has received 17 hours of instruction, which amounts to almost \$4000 in training. It is obvious as to why this is such a beneficial program. Club Officers are currently attempting to restructure the program to allow more Cadets to participate on a frequent basis.

Soaring Opportunity: The Cadet Aviation Club has sponsored soaring trips in the past few years. This



involves a day trip (Saturday / Sunday) to Cape Cod for an introduction to the art of soaring. This introduction includes a scientific and aeronautical discussion into the intricacies of basic flight principles, as well as one front seat ride in a glider. The glider is towed by a small airplane up to about 3000' and then is separated allowing the Cadet to manipulate the flight controls briefly. This allows the Cadet to put into practice what was discussed on the ground. The cost of this is approximately \$60.00 per Cadet (reduced group fee). This semester (Spring 2003) the Club is planning at least one such trip. In order for ten Cadets to participate, approximately \$600.00 will be deducted from the budget. Depending on the level of interest, two trips may be planned.



Cape Cod Air Station Pilot Shadow Program:

While this program is sponsored by the Cadet Aviation Club, it is open to all Cadets at the Academy regardless of their involvement with the club. This program sends four Cadets to Cape Cod Air Station each weekend (Friday-Sunday) throughout the academic year. While at the Air Station, Cadets are afforded the opportunity to fly in either the HU-25 Falcon jet or the HH-60J Jayhawk helicopter. Cadets also interact with the duty pilots over the course of the weekend and gain firsthand insights to "a day in the life" of a Coast Guard pilot. Lodging and meals are provided at Base Officers Quarters at no cost to the Aviation Club. This program does not require Cadet Aviation Club budget supplementation.

Officer's Club Meetings: A benefit of being a member of the Cadet Aviation Club is the Officer's Club Meetings. Typically 2-3 times each semester the Club is excused from formation and the daily wardroom lunch to attend lunch in the Officer's Club. This is the only

formal meeting that the Club holds. At such meetings, information is passed regarding upcoming activities and changes / events in Coast Guard Aviation. These meetings are vital to the success of the Club's objectives.

Cape Cod Air Station Fly In: The Cadet Aviation Club, in conjunction with the Coast Guard Auxiliary is planning a flying trip from New London to Cape Cod Air Station. The Auxiliary will provide six aircraft to transport at least ten Cadets to the Air Station for a morning of Aviation events. These events include a meeting with pilots, aircraft tours, and a visit to the Operations Center. This should prove to be an incredible learning opportunity for all participants and is planned for early February 2003.

The Cadet Aviation Club has several extremely important projects planned for the next few months. These include the procurement of Instrument Flight Simulators and the possible procurement of a small single engine aircraft to be used as a training platform for the Coast Guard Academy.

Due to arrive at the Academy in March are two Instrument Flight Simulators. These are identical to the ones currently being used at Naval Flight School Pensacola. The simulators will allow Cadets to practice and apply concepts they have learned in PPL Ground School classes. They will also allow Cadets to become familiar with the very tools with which they will be tested on once they report to Flight Training. As of yet, the location and responsibility for the Sims have not been finalized.

Plans are also moving forward for the Club to obtain a small single engine aircraft. The importance of such procurement cannot be overstated. Currently being implemented in the Coast Guard is a policy for Flight Training Applicants to receive 25 hours of civilian pilot training prior to reporting to Flight School. If the Academy had the means to provide such training, it would enable it to be completed more cost effectively and time efficiently. The Coast Guard Auxiliary could potentially provide FAA Certified Flight Instructors to work with Cadets in this aircraft.

The main obstacles slowing the pur-

chase of a plane at this time is insurance and maintenance. We are working to have the Coast Guard or CG Auxiliary have ownership of the plane eliminating the insurance issue. The Pterodactyls have offered initial financial support to enable this project to become reality. Financial backing has also surfaced via the CGA Alumni Association. The Aviation Club is exploring resolutions to legal issues at this time, but as of right now, the approval has not been given for this project to proceed to the next level.

Financial Assistance for Flight Training:

Some Cadets already have their Private Pilot's License. These Cadets pay \$75 per hour, out of pocket, to rent aircraft at Groton - New London Airport. Club Officers are attempting to develop a program that provides financial supplementation for their flying if they bring Club members with them. This would be beneficial because not all Cadets are allowed to fly with the Coast Guard Auxiliary, yet all members of the Club desire to learn about aircraft and flying. This program has not yet begun.

In addition, the Club may provide financial supplementation for the Cadets who pass the ground school class to take the FAA Written Examination. This exam (\$70 per person) is required upon the completion of ground school.

Centennial of Flight Celebration:

December of 2003 marks the 100th anniversary of powered flight. The Cadet Aviation Club is planning on sending several representatives to the ceremonies at Kitty Hawk, North Carolina. These ceremonies are sponsored in part by the USAF, EAA, AOPA, as well as many other national aviation organizations. Other Military Academy Cadets will also be on hand [see page 10].



History Preservation and Access

CG Aviation History – A New Initiative

On 19 January 2003, a group of volunteer Pterodactyls that would fill a Jayhawk cabin phlocked to NAS Pensacola by separate transportation at their own expense. Their mission, inspired and organized by recent Hall of Famer Gib Brown, was to give impetus to a project aimed at gathering, preserving, storing and providing access to the grand past and unfolding history of United States Coast Guard Aviation.



*Pteros at the Naval Aviation Museum
Johanson-Watterson-Brown-Copin-Swickley-Moseley*

Gib (Gilbert E.) Brown, CG Aviator 795, drove 2,400 statute miles (one way) with an array of personally owned computers and peripherals. He was joined by Ptero John "Bear" Moseley, CG Aviator 743, who drove some 500 miles; Ptero Carl Swickley, CG Aviator 725 who lives nearby; and flying in from the starboard and port coasts, respectively, were Ptero Bob Johanson, CG Aviator 869 and your editor, Ptero Ray Copin, CG Aviator 744 who sat as scribe. Ptero Bob Watterson, CG Aviator 891, AOP illustrious and industrious email guy, freeway'd from Mobile. Phistorian Tom Beard, CG Aviator 1104, couldn't make it but was and is more than supportive and, thanks to the internet, is informed with his wings also well in the mix.

The Pteros quartered at NAS PNS to begin a process of documenting and making available to the public and to researchers documented people, places and things of CG aviation history, past, present and unfolding, photographs, text, etc. A huge task, to be sure. But like lots of huge tasks, breaking the task into elements and starting out are

essential. This group consulted with one another, then with the media coordinator at the National Museum of Naval Aviation. They surveyed the library of information at the museum already received from CG aviation sources and gathered at ATC Mobile to search and scan historical information previously stored there, thanks to ATC Mobile and to Pterodactyl volunteers.

After beginning a fruitful process of scanning materials at ATC, this newly formed team attended a meeting of the AOP Executive Board. They presented their findings and intentions. The Board received the information and resoundingly issued take off clearance and pledged en route support.

So, as the flight proceeds, what are some of the way points? And what's the real destination? In brief, for now, the ultimate goal/destination will be computerized kiosks established at the National Museum of Naval Aviation where both the public and researchers can locate, see, print and burn computer disk CG aviation history either physically there in the museum or on line. Waypoints will include solicitations for materials that can be stored in computers, scanned and preserved, placed on the museum system and made available for retrieval.

Our first waypoint will be reception of materials. All Pterodactyls are asked to provide photographs, stories or whatever that your experience and personal archives help to describe CG aviation. How? Simply mail your documentation to AOP, P.O. Box 9917, Mobile, AL 36691-9917 marked Attention: CG AV HISTORY.

More waypoints will be announced as this historical flight plan sets cruise power for maximum range.



*Small sample of some
Work-in-Progress*



The Foundation for Coast Guard History

The birth of this organization was 'officially' announced on August 4, 1999, CG Day. We covered it earlier and, we believe, scooped the world with a heads up in Sitrep 2-99 (June). Several Sitreps since have highlighted various aspects of the Foundation's growth and activities.

Preservation of the rich history of our service is both challenging and essential. Coast Guard budget limitations necessitate volunteer support. Membership in the Foundation for Coast Guard History is something each of us can do to help ensure that the many contributions to our nation by our shipmates, those who have paved the way before us, and those who will follow, will be remembered.

The Foundation is a non-profit organization. Its purpose is to promote the recognition and prestige of the USCG by emphasizing the CG's illustrious past and contribution to the U.S.A.

Membership dues are tax deductible and range from individual annual dues for Enlisted Ratings from E-1 to E-6 of \$10 and basic individual dues of \$50 to various categories of Life and Corporate memberships.

Current expenditures are aimed at oral history projects, support of the Coast Guard Historian's office and Coast Guard Museum, endowments for studies in CG history, the publishing of manuscripts and artwork created from CG resources, and restoration of historic properties and artifacts.

"The Cutter" newsletter is published regularly to keep members informed, and an impressive web site is available on line. There you will find details about the Foundation, an application for membership, and a lot of very interesting history of the Coast Guard. You can visit the site at www.fcgh.org or link from the site of the Ancient Order (AOPtero.org). Or write to the Foundation for Coast Guard History, c/o Coast Guard Museum/Northwest, 1519 Alaskan Way South, Seattle, WA 98134.





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

Permission Granted.

This cartoon is reprinted here with the permission of the cartoonist, Steve Smeltzer and gracious linkage to him through the Readers Digest. I hope the readership will find this as interesting as I found it fun and satisfying.

At the 2002 roost business meeting while I was 'scribing' during presentations, a Pterodactyl handed me a page from a Readers Digest, said something like, "See if you can use this," and retreated into the audience. I soon looked at the page and saw this cartoon in color. It went into my briefcase of notes from the roost. I wondered who gave it to me.

As soon as Sitrep 3-02 was complete, I did some 'detective' work and sent a FAX to a Readers Digest number. My first phone call came from the Digest's cartoon consultant. That was followed by a call from Steve, the cartoonist, himself. Both of those gentlemen were interesting to speak with and professed appreciation and admiration for what the Coast Guard is and does. Mr. Smeltzer gave his ok to use this piece of his work and emailed me his cartoon in various formats from which I could choose the one that worked best. Very nice.

I didn't raise the spelling of pterodactyl with Steve because my experience is that many of us often pronounce the word conversationally with an 'a' like the guy on the phone in the cartoon.

You may want to visit Steve's web site (www.smeltzercartoons.com).

Finally, I'd like to know who handed me that page at Mobile. Please tell me.

Ye Editor/Scribe

Enlisted Ancient Albatross Transition Planned

On 11 April 2003 in ceremonies at the USCG Air Station Sacramento, MCPO Mark Bigart, in connection with his retirement from active duty, will turn over his prestigious Enlisted Ancient Albatross title and duties to a successor.

The Enlisted Ancient Albatross Award was established in 1988 by the Commandant to recognize and honor the USCG aviation enlisted member on active duty with the earliest graduation date from an aviation rating Class A school. In addition to that criterion, candidates must have served on continuous active duty service and maintained good conduct eligibility. They must also have received marks of at least 3 in the performance dimensions of integrity, loyalty, and respecting others on their enlisted evaluations since achieving certification as an aircrewman. In addition, candidates for this award must have at least one year remaining on active duty service.

An announcement by the Commandant of the designation of MCPO Bigart's relief is anticipated during March. At press time, we believe the

new Enlisted Ancient Al will be MCPO William B. Beardsley.



MCPO Bigart has served as Enlisted Ancient Albatross since April of 2002. Currently the C-130 maintenance chief at Sacramento Air Station, he was as-

signed earlier at Air Stations Kodiak, Houston, Sacramento, Barbers Point and Humboldt Bay.

If you want to attend the 11:00 am ceremony on 11 April, contact AMTC Kerry Kriske at Sacramento Air, by email at Kkriske@d11.uscg.mil or by phone at 1-877-851-1369, extension 7631.

Cosmic Air Reunion

Billed as a "Coast Guard Air Reunion," the Cosmic Air following has come together somewhere in far west environs for some six decades now to re-unite CG aircrews who have flown or fly logistical and other missions to the islands, countries and continents of the western Pacific.

R & R stops along the way of the flyers have included the Cosmic Sky Lounge at Anguar in the Palau Group, Drifter's Reef at Wake Island and Che Fus' at Cavite City, P.I.

This year's event will be at the Riverside Hotel and Casino at Laughlin, Nevada, on Monday and Tuesday, 5 and 6 May. Rooms are only \$22 per night if you register by calling 800-227-3849 and mention CG Air.

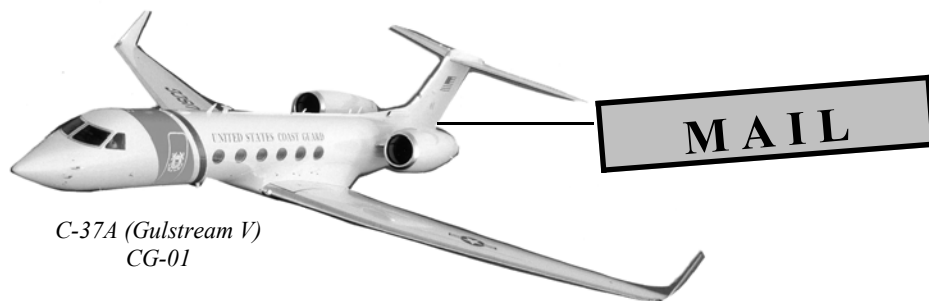
In addition to reserving a room at the Riverside, you need also to register for the reunion by communicating with Ptero Hugh Dayton at 5401 Locust Ave., Carmichael CA 95608-6643, naming who's coming, whether you are staying at the Riverside, when you're arriving, who will attend the two day reunion and/or the banquet on 6 May. Hugh needs a check for \$15 each for those coming but skipping the banquet and \$30 each if you're coming and will also attend the banquet buffet on the evening of 6 May.

Coming Attractions -

The summer (June) Pterogram will include Elizabeth City Roost details, an update on HITRON-10 operations, other air unit features and updates on a whole bunch.

"My crew and I stopped two go-fasts for a total of 10,300 pounds of pure cocaine, or \$330 million if you are counting. One of those was also the first night use of force interdiction and was pretty tough, but we got the bad guys, stopped the drugs and got home safely." [A HITRON-10 pilot]





C-37A (Gulfstream V)
CG-01

PBY Research Project

I am researching the PBY Catalina in USCG service and will welcome hearing from any USCG aircrew that flew in Coast Guard PBY's.

Assignments of PBY's to USCG stations is recorded on individual aircraft history cards kept by the Bureau of Aeronautics, but only up to the time the CG transferred from the USN to the Treasury in 1946. At that point in time, they were simply stricken off the Navy's inventory. Unlike the Navy and AF, the CG did not keep a movement record of its aircraft, and this is where aircrew log books become the best means of establishing which planes were assigned to the CG and where they were deployed.

Ptero Ragnar J. Ragnarsson, P-2746
Saebolsbraut 45
IS-200 Kopavogur
Iceland
email: ragsie@centrum.is



CG Aviator Numbers — Just a Coincidence?

In leafing through the November 2002 Pterogram, I note among the newly minted aviators there is another David Young. Since the name is somewhat common, this is not, in itself, a curiosity.

However, I note he was designated CG Aviator 3634. In November 1952, I was designated CG Aviator 634. So, here with 50 years and 3000 aviators in between, the same name and 3-digit designation reappears (perhaps now is the time to play that number in the current lotteries). My wife is now suspi-

cious of my whereabouts of a few years ago.

I'd appreciate the new David Y's address to send a note of congratulations in carrying on the tradition of driving CG machines - and the name as well.

Ptero Dave Young, CG Aviator 634

[Dave sent this by email to Bob Watterson who coordinated a response indicating, among other things, that we're glad to know Pterogram was received and, at least, "leafed." Will there soon be another coincidence...with common or less common names? Will some old-timers now peruse the latest designations (page 11 in this Sitrep) with a more careful eye? We'll certainly report any other such 'coincidences' we hear of...if we get up to 3 of them, several of us may consider slinking off to a silent retreat somewhere in the boonies...I did think to check 1634 and 2634...no Dave Youngs...whew!]

[P.S. Dave also sent along a copy of an earlier published historical treatise on Salem Air Station which we're happy to have in hand.]



Ice Patrol (in the 1940's)

This letter refers to your request for information regarding CG aviation duty at NAS Argentia, Newfoundland. I was not on the roster of the CGAS but was assigned to Ice Patrol Duty. Briefly, from February to August 1949, we logged 356.3 hours on 39 flights in PB1G 77215 [a WWII B-17].

Our initial mission was to fly from Argentia over the Atlantic between 45N and 50N out to about 40W, logging all ice bergs and sea ice. My log contains mostly last names of the other

pilots...Dudley...Lamping... McLendon...Crosby. Another PB1G flew parallel courses on alternate days. I recall only that Wally Dahlgren [PteroCG Av 508] flew on the other plane... a report was submitted to the Ice Patrol coordinator...in Argentina... personally by me or by the plane's ice observer or by radio when we were weathered out to an alternate, Torbay of St. Johns, a frequent occurrence.

We flew up Davis Strait between Labrador and Greenland north to and beyond Thule, Greenland, our home base for the mission...some 6,000 ice bergs were sighted in my area compiled primarily from aerial photographs...on completion we flew back to Elizabeth City and ultimately rejoined our permanent stations, in my case Salem, Mass.

Ptero Fred Hancox, CG Aviator 512



Thanks

[After all 2002 roost bills were paid, there was a small excess thanks to the diligence and attention to detail by the ATC Mobile roost 'ground crew'...the Executive Board approved sending \$500 to ATC...the ATC Commanding Officer, Captain Mike Moore (CG Aviator 2039), reported back that after meeting with his division heads and CPO's, he suggested sending it to the local Spouses Club which ye ancient treasure carried out with dispatch.]

For the Pterodactyls:

Thank you so much for the extremely generous donation to the Angel Tree Program for needy Coast Guard families in Mobile.

Your tremendous support was greatly appreciated by the 19 Coast Guard families who received wonderful Christmas gifts this year.

Sincerely,
/s/ Lori Plunkett
President
CG Spouses Club of Mobile



More Mail Next Page

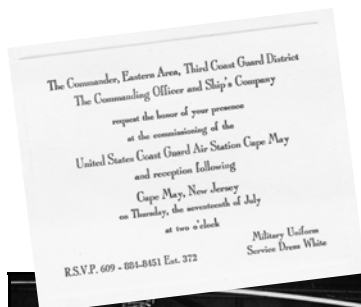


Cape May Air Station

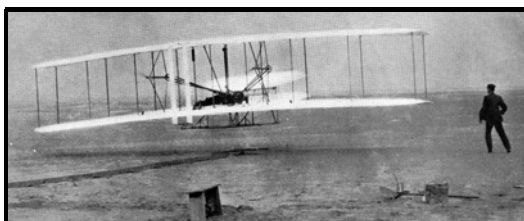
I have attached a few items from the commissioning of Air Station Cape May, a photo of the original crew, the program, and the invitation. Maybe these will be of value in compiling the history of CG air units.

Ptero Steve Smith, CG Av 872

[Ptero Steve's offerings appear on the panel opposite and represent the kind of stuff we certainly want to preserve... a la page 7...in 1998 Cape May and Brooklyn Air Stations were combined to form CG Group-Air Station Atlantic City...how 'bout those sailor suits?]



**CGAS CapeMay
Commissioning
July 17, 1969
CDR T.H. Carter,
CG Aviator 617
Commanding**



COMMEMORATING A CENTURY OF FLIGHT!

[This information comes to us from Ptero Bob Johanson who with Pteros Howie Thorsen and Sperry Storm along with others want to see the Coast Guard heralded permanently in century of flight activities.]

December 17, 2003 marks the 100-year anniversary of the Wright brothers' first powered flights at the base of Kill Devil Hill in North Carolina. Among the planned celebrations will be the unveiling of a new monument commemorating the century of achievements in aviation since 1903. This 'Monument to a Century of Flight,' spearheaded by Icarus International, Inc., a non-profit organization, will pay tribute to significant accomplishments and milestones in aviation history, beginning with that world-changing flight in 1903.

Pterodactyls, other members of the community of active duty and retired, reserve and auxiliary Coast Guard personnel and their families, and other supporters will soon have an opportunity to help sponsor this monument. Included will be recognition of our Service's rich aviation history, as well as the tremendous contributions to numerous U.S. coastal communities by our surf men of the Life Saving Service. Their heritage will be remembered as part of the monument as five of them provided critical assistance to the Wright brothers before and during the historic flight of December 17, 1903.

The Monument to a Century of Flight will consist of fourteen winged-shaped stainless steel pylons ascending in height from 10 to 20 feet in an orbit of 120 feet, the distance traveled during the first flight. The flat faces of each pylon will showcase black granite panels engraved with language and images about one hundred of the most significant events in aviation during the past century. A granite tablet at the base of each pylon will be inscribed with artwork and language recognizing the sponsoring organization. Inside the orbit of pylons and surrounding the center bronze dome will be a courtyard of bricks engraved with the messages of sponsors around the world. The Monument, to be located adjacent to the Aycock Brown Welcome Center in Kittyhawk, North Carolina, will be a public park, accessible to all.

Watch for a mailing later this spring from Pteros Thorsen and Johanson. Details will be provided as to how we can each help take sponsoring a Coast Guard pylon from a vision to a reality. Let's all break out our checkbooks and standby to commemorate! Meanwhile, you can get more information about the organization that conceived and is managing the monument, its location and plans, by checking out the web site "icarusinternational.com."





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!!!**

CG Aviator Nr.

3636 Brian Waring
3637 Stephanie Kelley
3638 Eugene McGinness
3639 Breanna Knutson
3640 Jason Barrett
3641 *not assigned*
3642 Hayes Davis

CG Aviator Nr.

3643 Kevin Deustachio
3644 Thomas Hickey
3645 Maurice Murphy
3646 Thomas Gill
3647 Heather Paradise
3648 Charles Gerrero
3649 David Hall

CG Aviator Nr.

3650 Charles Clark
3651 David Ober
3652 Troy Gendye
3653 Carlito Vicencia
3654 Richard Stickley
3655 Rene Baez
3656 Kevin Barklage

Some thoughts from your Editor for all Pteros... our extremely modest annual dues may be easy to neglect...dues collected fuel AOP volunteerism and all activities...staying current assures you of three Pterograms each year to inform you, opportunities to attend gatherings (roosts) when you're able or at least to know about them, sleep with the satisfaction of knowing you're helping to fund rescue and safety awards as well as history preservation...you will also know when you cross over the bar, fellow Pteros will know about it PDQ...new subject: check out our talented web-master's latest links on AOPtero.org...it's impressive, listing many useful connections...wheels up...RJC

Multi-mission Form:

Apply for or Renew Membership, Update Data or Order Stuff

☐ New Member ☐ Renewal ☐ Update Information ☐ Ordering Item(s)

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

Name _____ Rank/Rate _____

Address: _____

City: _____ State _____ Zip _____

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

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

Sign me up for:

- | | |
|--|-------------------------------|
| <input type="checkbox"/> Life Membership | \$200 (includes a Ptero Coin) |
| <input type="checkbox"/> Annual Membership | \$ 15 |
| <input type="checkbox"/> Ptero Lapel Pin | \$ 5 |
| <input type="checkbox"/> Ptero Coin (5 for \$20) | \$ 5 |
| <input type="checkbox"/> St. Pete Disney Patch | \$ 6 |
| <input type="checkbox"/> AOP patch, modern logo | \$ 8 |
| <input type="checkbox"/> AOP patch, original logo | \$ 10 |
| <input type="checkbox"/> 25th anniversary cups (2) | \$ 15 |

Please check as

- ☐ 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

\$

Total Enclosed:



ALL THIS AND LOTS MORE INSIDE



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