



PTEROGRAM

The Official Publication of the Ancient Order of The Pterodactyl (AOP)
(In the dinosaur age, pterodactyls plucked creatures from the sea as have we.)

Sitrep 1-04 Spring 2004 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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SACRAMENTO ROOST PREFLIGHT

Head Up! September 30 - October 3, 2004

(submitted by ye SacAir Ground Crew)

The Roost Ground Crew for the 2004 Pterodactyl Gathering is busy completing preliminary flight planning for this annual event. A committee of active duty aviators, assisted by some local retirees, is working under the tactical guidance of LT Brust Roethler, a CGAS Sacramento C-130 pilot. Headquarters for the Roost will be in the northern part of Sacramento at the recently renovated Holiday Inn, conveniently located adjacent to I-80, and providing easy access to many activities and sights in the area. 150 rooms have been set aside for the period September 30 through October 3, 2004 for Pterodactyls and guests, at a special room rate of \$ 93 plus tax, per night. **Early booking is recommended (requested for planning purposes). Reservations can be made by calling (800) 338-2810. State you're making a reservation for the '04 Pterodactyl Roost and specify your room requirements.**

The Ground Crew is planning a full weekend of activities, with choices including tours on both Friday and Saturday, golf, tennis (if demand suggests), a Friday evening cocktail reception, an awards banquet, a business meeting and picnic – in other words, all the usual stuff, but at a previously “un-roosted” location. Sacramento's Central Valley location makes for easy travel to the Bay Area, the wine country (both Napa Valley and local wineries), the Sierra Nevada and Lake Tahoe, and many attractions in the Capitol City itself. Further details as to tours, times, costs and a registration form will be published in the next (June) Pterogram. Stay tuned. *[All Ptero roads & airways will 'terminate' (get it?) at Sacramento for what promises to be a super roost...don't delay making your room reservation...I already have mine...Ed]*

DUES STATUS? — Please CHECK YOUR MAILING LABEL

Your mailing label INCLUDES THE JUNE DATE TO WHICH YOUR DUES ACCOUNT IS AOK.
IF THE DATE READS 2004 OR LATER, GREAT, BUT IF EARLIER, NOT GREAT SO PLEASE CATCH UP.
Check out page 15 for the renewal application, AOP address, etc. And Thanks!



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Notes From Ye Prez

Thanks to all of you who contributed to the Monument to a Century of Flight. Well over a hundred members and your treasury donated more than \$28,000 toward this project which now stands tall at Kitty Hawk, NC. Photos are published on page 12 where you can see we are proudly represented because of your generosity.

Our Sacramento Planning Team members are working hard to ensure a great time will be had by all visiting the left (port) coast. They have assured me we will NOT have a hurricane before their event. Pteros Jerry Mohlenbrok and Doug Bogle and an extensive active duty group are assisting the pre-roost planning effort. Make your hotel reservation now. In June we will publish details about all the events and where to send your registration money.

On another important subject, we are hoping to have a BIG turnout for the Hall of Honor ceremony on 6 May at Pensacola, FL. I expect a bevy of flag officers and lots of CG Blue-suited instructors and students in the audience at the National Museum of Naval Aviation to watch Ptero CDR Stewart Graham, USCG (Ret), CG Aviator 114, CG Helo pilot 2, take his rightful place in the Naval Aviation Hall of Honor alongside Elmer Stone, Frank Erickson, Donald MacDiarmid and seventy other distinguished Navy, Marine Corps and civilian aviation pioneers.

In conjunction with that important event, we're planning a sort-of-mini-reunion-of-Pteros. All Pteros, active duty and retired, are cordially invited to join us. Page 11 provides some details about the May Pensacola bash. If you will let us know you are coming, we will plan a dinner and, for those interested, a relaxed business meeting. Contact me or Ray Copin directly as early as possible.

Speaking of the museum, the estate of RADM Frank Leamy's wife, Helen B. Leamy-Perkins, left a substantial amount of money to the Naval Aviation Museum Foundation to 'expand and improve the Coast Guard exhibit.' Special thanks go to Frank Leamy, Jr., a USMC and American Airlines pilot, for his efforts to include Pterodactyls in this project. Plans are now being developed by the museum Curator, Buddy Macon, and his staff to improve the exhibit and add new material. Some ideas under consideration include Polar Ops, Vietnam, Rescue Swimmers. If you have any material you would like to donate, send it to us before your kids inherit it and throw it away. Send any ideas you have so can get them into the mix.

Our RD-4 Dolphin is looking great. Ptero VADM Deese Thompson, CG Retired, has volunteered to 'take it for a spin' before it goes on display. See page 10.

Last item — special thanks to the ATC Mobile Chiefs Mess. This gang of hard working 7, 8 and 9's worked diligently to clean and totally repaint the HU-16E Albatross on display in Battleship Park, Mobile. The Coast Guard now has the best looking aircraft in the park thanks to them! BZ guys, we really appreciate your support.

See you in Pensacola and then later in Sacramento.

George

Comments from your ancient editor and VP:

Some will call this a History Pterogram. Me, too. We regularly and properly celebrate **today** in rightly applauding with praise and awards today's super airmen and airwomen in CG Blue. We also celebrate **yesterday** as we focus on history that came before them and continues to unfold **everyday**. We have solicited stories, documents and items, not only for Pterogram and for museums, but for our aviation history website linked from the AOP website, both volunteer undertakings. I hope you will appreciate the following pages which embrace great stories of the past and a lot of other good stuff, too. Enjoy!

RJC

CG AVIATION HISTORY WEBSITE NEWS AND REQUEST

(<http://uscgaviationhistory.aoptero.org>)

Now, all ye with photos, documents, articles, etc. about CG aviation, please...this is a plea from our volunteer [Hall of Famer] aviation history site webmaster. Give us or lend to us your personal collection of CG aviation history before it is lost forever. Volunteers are hard at work collecting, processing and adding items to our website. Unless you are very new to the Ancient Order, you already know about this great effort. Examples of the great heritage of CG aviation can be seen on the website listed above...you can also link from the AOP website (www.AOPtero.org).. Even if photos have been damaged, it may be possible to restore them to be useful. The following photograph shows what can happen and the cost and risk of preservation that ensues.



Original



Restored

This photo (one of 21) was given by a Ptero. After some thirty minutes of work, the restored version was presentable, if still not perfect, for the internet. That amount of work is beyond the capabilities of a volunteer staff of three on a continuing basis. It is alarming to consider that there are thousands of items that could be given for the repository.

In any event, please consider sending (US Mail or as an Email attachment) your collection for preservation. We promise to protect the items and send them back to you if you so desire. If you wish them added to the permanent collection, we thank you and will add the originals to the source repository. We don't want cobwebs, mildew and water damage to destroy our heritage.

Submitted by Ptero Gib Brown
CDR, USCG (Ret)
CG Aviator 795
USCG Aviation History Committee

Please mail your submissions of historical documents & photos to:

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HU-16E CGNR 2129 at Mobile's Battleship Park.



On page 2, Prez George thanked and praised the ATC Mobile Chief's mess for sprucing up this ole warrior. The slew of Chiefs included Dave Klemm, Mike Peterson, Dave Genot, Kevin Degroot, Bill Spidle, Mike Wilson, Don Murray, Gene Capozzi, Ed burns, Mike McClellan, Jeff Tunks, Duane Hill, Ricky Reed, Van Mondier, John Welcome, Dave Moore, Jeff King, Mike Johnson, Brad Underberg, Mark Belt, Shawn Moben, Lynn Dupree and Chris Walker. Since it's spring training time, let's just say the E-7, 8 and 9's hit a home run for our side one more time! And thanks.

TALES OF CG AIR IN WWII

by Bernard "Barney" A. Bailey, CG Aviator 157



[A long time Pterodactyl seeing Pterogram solicitations for stories about CG aviation history, Mr. Bailey did some digging amongst his papers long since filed, probed his memory and surfaced this interesting commentary about some of his experiences. In a telephone conversation with him, he related that one of his copilots "back then" was none other than the late Captain Andy Wall, CG aviator 182, one of the four founders of the Ancient Order...Ed]

My occupation on December 7th, 1941 was the sales representative for Rath Packing Co., and my territory was Davenport, Iowa. An Iowa farm boy with a degree from Grinnell College, the 'big city' life was quite different. But all of that changed on December 7th, 1941.

On February 5th, 1942, I was in the first Reserve Training class ever at the Coast Guard Academy in New London, Conn. Training was scheduled for 120 days. At the end of that period, about ten percent of the class was held over for "special" boat training for an additional month. At the conclusion of that training, some of us were ordered to the Naval District headquartered in Miami. There was only one of a brand new class of Coast Guard ships, an 83-1/2 foot cutter, in that District, and it was stationed in Key West. By the luck of the draw, I was selected as skipper, and that was a happy day for me.

For the first several weeks, our duty was as escort for the MARI-TIME SEAMAN. This was an immense ship used to train several hundred Maritime Cadets and at the same time haul many thousands of gallons of fresh water from St. Petersburg to Key West. This was the only supply of fresh water for Key West as the pipeline from Miami had not yet been completed. The next duty was as anti-sub escort for a small tanker supplying high octane fuel to naval aircraft stationed near La Fe Cuba and the Island of Grand Cayman 300 miles south of Cuba. Back in the States by late

October, the word came out that the Coast Guard planned a small class of Reserve officers to be trained as pilots. My application was accepted as one of only ten for the training, and by early November, I was in Gross Isle, Michigan at the Naval Air Station eager to become a pilot. Part of the incentive was the 50% more base pay as a pilot compared to sea duty. Primary training took longer because of the lousy weather that winter. But by early July of 1943, I had completed basic at Pensacola and reported for duty to the Coast Guard Air Station at Lindberg Field in San Diego.

I did routine anti-sub patrol work for a few weeks and was then appointed as one of three command pilots doing air sea rescue work for one month at each of three stations, San Diego, Los Alamitos near Long Beach, and a Marine Air Base near Santa Barbara. During the next several months many offshore landings were made by the various Coast Guard air units to rescue downed pilots. For example, my crew and I had made 10 or 12 such landings without any serious problems. However, several Coast Guard stations other than San Diego, had lost at least one plane and some crewmen. So, the word, in July of 1944, from Coast Guard headquarters in Washington, D.C., was "no more offshore landings under any conditions."

Near the end of July, 1944, the Marines from the airbase near Santa Barbara were doing air maneuvers in very windy weather. One of the plane's engine quit, and the pilot was in a raft near Santa Rosa Island about twenty miles off shore. The

water was extremely rough, and the pilot's raft was being swamped. San Diego Coast Guard refused our request to land and said a rescue boat from San Pedro was on the way and would be there in about two and a half hours. The raft wouldn't have lasted ten minutes in that water, so the crew and I decided to land and pick him up. We waited on the take off for what appeared to be a reasonably calm stretch of water and then "bent the throttles." One wave bounced us into the air and smashed in the front of the plane, but it was still flyable. The Coast Guard recommended a penalty and a discharge, but all that changed when the Marines presented a Commendation for the crew and an Air Medal for me.

In March of 1945, I was fortunate to be given six weeks of advanced instrument flight training at Ellington Field at Houston, Texas. When training was completed, the opportunity arose to be command pilot of a specially equipped PBY-5A to do Coast and Geodetic aerial photography. In early June of 1945, the volunteer crew and I picked up a PBY-5A in San Diego and flew it to Washington, D.C. to be specially outfitted to accommodate an unusual camera developed by the Coast And Geodetic Service. The camera weighed several hundred pounds and at an altitude of 18,000 feet would take a picture covering 300 square miles. The roll of film was 100 feet long and one foot wide and had to be developed by a special lab in Washington, D.C. Because of its unusual weight, the camera was stored in the body of the plane for normal flying and had



(WWII Tales Continued)

to be moved on a heavy duty cable to the rear of the plane when taking pictures. Two men from the Coast and Geodetic Service were handlers and were with the camera at all times. Even from 18,000 feet, the camera was so accurate and sensitive that it could measure to a half inch the shadow in a ditch or the depth of an outcropping.

Everything was in order by early August, and we flew to Alaska for aerial survey work in the Neck-neck and Cold Bay areas of the Aleutians. By early November, snow on the ground in mounds and layers adversely affected photo results so we were ordered back to the States for work in the Washington and Oregon areas. By mid to late December, many members of the crew including myself were eligible for discharge from the service. So, the camera was crated and shipped back to D.C., and the crew and I returned to San Diego for discharge. This was the conclusion to a fabulous four-year adventure.



LT Bailey Receiving The Air Medal

THE SECRETARY OF THE NAVY
WASHINGTON

The President of the United States takes pleasure in
Presenting the AIR MEDAL to

LIEUTENANT BERNARD A. BAILEY
UNITED STATES COAST GUARD RESERVE

for service as set forth in the following

CITATION:

"For meritorious achievement in aerial flight while serving with an Air-Sea Rescue Task Unit during rescue operations off Marine Corps Air Station, Santa Barbara, California, July 28, 1944. Braving the hazards of a high wind and an exceptionally rough sea, Lieutenant Bailey unhesitatingly went to the assistance of an injured airman adrift in the water, skillfully landing his craft and effecting the rescue with safety. His gallant and heroic service at great risk to his own life and his splendid airmanship were in keeping with the highest traditions of the United States Naval Service."

For the President,

(s) James Forrestal
Secretary of the Navy

Reproduced from a copy of the original citation



[You might want to get out a magnifier and enjoy a closer inspection of the creative art work and clever language on this certificate...Ed]



RESCUE, REUNION, RECOGNITION & THE REST OF A STORY

A True Tale extracted from materials furnished by
LCDR John A. Weber, USCG (Ret), CG Aviator 139



July 11, 1947. Coast Guard Air Station Salem, Mass. John (Jack) Weber, CG Aviator 139, his copilot John Redfield, CG Aviator 471 and ten other crewmembers took to the air in a Martin Marlin PBM-5G. Their mission: respond to a call for a medical evacuation of a seriously injured seaman who had fallen some 35 feet aboard a Norwegian freighter 623 miles southeast of Salem. Medical staff on a nearby American troop transport had responded initially and determined that the 23-year-old sailor was desperately in need of medical attention at a land facility. He was unconscious with many broken bones and a punctured lung among other injuries.

Once on scene, Weber evaluated the sea conditions and then skillfully landed the big seaplane in the wake of the transport among the eight foot seas. The still unconscious patient was quickly taken aboard the aircraft, and a jet-assisted (JATO) takeoff was successful in spite of the starboard wing float taking a heavy "whack" by a swell.

The sailor, Knut Thorso, finally hospitalized, initially was not expected to survive and remained unconscious for some time. Weber visited the hospital several times to check on Thorso's condition but did not find him conscious before the aviator was transferred to a CG air facility in the Philippines. Weber then continued a long and distinguished career in which he logged more than 13,000 pilot hours and rescued so many people he "lost track."

Meanwhile, Thorso remained hospitalized for five months, three months on his back, but he did re-

cover and was discharged to return to sea. He eventually returned to New England, married and settled down in Maine.

Another meanwhile. In 1948, the King of Norway honored Weber with a Norwegian Silver Medal of Merit for his bravery in leading the Thorso rescue mission. Weber actually had to wait to accept the medal until he retired in 1967 because of a congressional instituted rule which then applied precluding foreign nations from bestowing honors upon U.S. military personnel while they were still on active duty.



And still another meanwhile. Weber always wondered what had become of Thorso. While on a Scandinavian vacation cruise, and as a member of the International Fellowship of Flying Rotarians, he contacted the head of the Norwegian chapter. Family and government records ultimately determined that Thorso had not returned to Norway but was comfortably residing in New Hampshire.

So, finally, in 1999, after some telephone calls and reunion plans were made, the rescuer and the rescued met at a restaurant in Portland, Me. After 52 years with no contact, three hours of conversation took place before any food was ordered.

And now you know the rest of the story.



From Cyberspace...submitted by Ptero Bernie Hoyland, CG Av 714, esp. for old and new Alaska-qualified aircrews. Bernie offers, "There's something about this story that has the ring of truth." The story:



I was inspecting communications facilities in Alaska. Since I had little experience in flying in small planes, I was nervous when we approached a landing strip in a snow covered area. The pilot descended to just a couple hundred feet, then gunned both engines, climbed, and circled back.

While my heart pounded, the passenger beside me seemed calm. "I wonder why he didn't land," I said. "He was checking to see if the landing strip was plowed," the man said.

As we made a second approach, I glanced out the window. "It looks plowed to me," I commented.

"No," my seat mate said. "It hasn't been cleared for some time."

"How can you tell?" I asked.

"Because," the man informed me, "I'm the guy who drives the plow."



Taming the Border - CG Style

Already strapped with not enough money and too few people to patrol the nation's coastline, the Coast Guard was given even more duties and no extra money to handle them.

While that might sound like a page from last week's newspaper, the year was 1934. That was the case when all flight operations being conducted by all agencies under the Department of Treasury were consolidated under the Coast Guard. The result was the establishment of three air detachments, one of them in El Paso, Texas.

Only in existence for five years, CGAD El Paso saw a lot of action and performed a myriad of functions in addition to stemming the flow of contraband across the border.

In an upcoming issue, we'll have the story of the short-lived detachment responsible for more than 2,000 miles of remote border in the days just prior to WWII.

Ptero Ken Freeze (see Sitrep 2-03 for a previous article) is currently working on a book tentatively called *Broken Shields* which will cover all CG fatal aircraft accidents. He plans for publication in about 18 months. One of the chapters will cover CGAD El Paso.



Low and Slow

by CAPT James Clune, USCG (Ret), CG Aviator 636

Way back in the dark ages when the C-130s were B models, I was stationed at CGAS Barbers Point, or was it still CGAD? I'm not sure. The story I am about to relate is no harrowing tale of heroism, but it is a little unusual as I will describe.

I was sitting in my office about 1400, minding my own business (as all good EOs did) when Charlie Mayes, Ops Officer, called to see if I could take a search to depart at 1600. I allowed as how I could since he had asked. It seems the USAF wanted an On Scene Commander for a search that been on and off for about a month. A C-124 had been lost en route Hickam from WestPac, and after a flurry of searching it had been more or less put on hold. Another Air Force aircraft thought they might have seen a life raft as they cruised en route to someplace or other. They called it in, and the USAF decided to give it another go.

I dutifully showed up for briefing to find that I had been assigned two co-pilots (neither had yet qualified as First Pilot) and that no info was yet available on what type USAF aircraft were to join us or when. Since it didn't seem to really matter, we took off into the wild blue yonder and headed to the scene. The other pilots, John Thompson and Dick DeCorps, were well experienced but relatively new to the 130, so I was not without help. We arrived on scene about 40 minutes later, let down to 500 feet, caged outboards and began a ladder search for the unlikely survivors. The wild blue yonder became wild black while we wandered through some scattered puffy stuff, keeping our eyes alert for any signs of flares or other lights. Since we could no longer see the surface, we closed the ramp and door, pulled up flaps and proceeded along at 190 knots

plus to cover a little more ground (oops water). We had consumed our share of coffee which necessitated an occasional trip to the bottom of the ladder where the nearest relief tube (or, in such a classy machine it must be a urinal) was located. Needless to say, cruising on two engines at 500 feet at night with relatively inexperienced C-130 jocks as fellow drivers, I was not encouraged to dawdle on those excursions.

Things were relatively uneventful until one of the crew members reported that he had seen another aircraft's lights. I immediately got on the guard channel and asked him to identify himself. He reported he was Searcher Two (not his real call sign but I can't remember what it was) sent out to search with Searcher One. Both were Navy P-2s. I asked him what air speed he was flying and he replied it was 165 knots. I told him I would slow to 165 so he could take up a position 5 miles on my right wing. I told him what course he was to fly and that our radar would vector him into position. We switched to his tactical frequency since we expected his buddy to show up before very long.

I asked radio to contact the District and find out who was supposed to be joining us. They said there should be two C-54s en route but no other aircraft. That was comforting since we were already milling in and out clouds with a Navy P2 and another to follow.

Pretty soon after that occurred, Searcher One called in and asked where Two was. Two reported he was searching in company with us. Searcher One announced he was ready to assume OCS. I got on the horn, informed him that he had just been relieved, that he was to take up a position five miles on my left wing. Needless to say, he was not

happy with being relieved of his first command, but he must have decided we knew more about this stuff than he did so he complied. We vectored him into position, coordinated our turns and searched away until we all decided it would be better to go home than to splash in the drink out of fuel. We had taken off with ten hours of fuel and by this time we had been airborne a little over 12 hours. This would have been a neat trick under normal circumstances, but since we were only cruising on two engines at a pretty slow 165 knots, we weren't using a lot of fuel.

As we headed for home, we climbed to 15,000, still on two fans since I thought it might be amusing to see how long we would be on two engines. We started the outboards on a long final, landed and taxied home. The result was a flight of 13.2 hours, 12.5 of which was on two engines and with a couple of hours of fuel left. I don't recall exactly, but I think we got about 10 hours of night time in the bargain.

As I said out the outset, there were no heroics (just lack of sleep since we landed at 5:12 AM) but I would venture a guess that might be a record for a two engine search, especially since we soon after that were limited in how much time we could fly, how much rest we needed afterward, etc.

Somebody want to top this one?



TAPS



The following Pterodactyl took his last flight in October of 2003:

Captain Jackson C. Arney,
USCG (Ret), CG Aviator 791

CG Air Station Houston Commemorates a Hero

By LTJG Catherine Carabine, CG Aviator 3694

[Along with a host of military and civilian news organizations, our Sitrep 3-03 reported on long overdue honors rendered to the late LT Jack Rittichier, CG aviator 997, at the Arlington, Virginia National Cemetery last fall. LT Rittichier's remains, having been recovered in southeast Asia a scant year ago, were returned home more than three decades after he and his USAF crew and their Jolly Green Giant rescue helicopter were killed by enemy fire as they heroically attempted to rescue a downed American fighter pilot. Your Ancient Order Board authorized an expenditure to help with the expense of providing LT Rittichier's family with the sword which is the subject of this brief, poignant report.]

Photos by PA3 Andrew Kendrick

On December 3, 2003, Coast Guard Air Station Houston was given the honor of commemorating a hero. In remembrance of Lieutenant Jack Rittichier's devotion to duty and in serving our country with the ultimate sacrifice, his brother Henry and other members of the Rittichier family were presented a sword by Captain Bradford Black, Eighth Coast Guard District Chief of Operations, during a ceremony held in the Air Station hangar at Ellington Field.

The sword was donated through the generosity of the Ancient Order of the Pterodactyl and members of Air Station Houston. Lt. Rittichier's original sword, which was held by his brother, Henry, as a memento of his lost older brother, was lost during Tropical Storm Allison in 2001.

In a service where its members put their lives on the line everyday, it is very touching to be able to honor one of our own. Although we are not always able to thank those who have given the ultimate sacrifice, it is important to be able to show our gratitude to those they have left behind.



Capt. Black, CG Aviator 1863, and Mr. Henry Rittichier

*CDR Richard Kenin, C.O.,
CGAS Houston,
CG Aviator 2594,
presenting
the sword to
Mr. Henry Rittichier*



*Mr. Henry Rittichier
addressing
the men
and women
of CGAS*



EXTRA - EXTRA - READ ALL ABOUT IT! SPECIAL EDITION COMING FEATURING USCG AIR RESCUE AND RECOVERY IN VIETNAM

The late LT Jack Rittichier, CG Aviator 997, honored by CGAS Houston as reported on this page, and as has been reported earlier in numerous journals, volunteered to save lives in Vietnam, performed magnificently, and in that pursuit gave his own life in a vain attempt to rescue another American. A hero by any measure. There were others. Many of them were Jack's buddies. Several fixed and rotary wing CG aviators volunteered for combat rescue duty in Vietnam. All were highly decorated and are due our highest praise. Ptero John "Bear" Moseley has compiled some of their stories into a manuscript that has received accolades from reviewers and which will soon be published as a special Pterogram edition. Watch for it. When it comes, read it. You'll not be sorry.

THE FIRST DAYS OF CG AIR IN PUERTO RICO

by Ptero Bob Adamson, CG Aviator 205

[In Sitrep 3-02, Ptero Adamson provided a verbal snapshot (and a couple of visual snapshots, too) of CG aviation Philippine operations in the 1950's. Here, he succinctly takes us halfway 'round the world for a brief insight into CG air operations in the Caribbean in the 1940's during World War II.]

On 29 August 1943, JRF-5 CGNR 224 departed CGAS Brooklyn under orders to proceed to the 'District Coast Guard Office,' 10th Naval District, San Juan, Puerto Rico. Aboard were pilots E.B. Ing, CG Aviator 76, the author, and crewmembers Cameron, Kropp, Zazacki and Sneider. Upon arrival on 1 September, operations were commenced as a tenant activity of Naval Air Station Isla Grande, San Juan.

Although from the outset we were locally known as an Air Detachment, Coast Guard Headquarters sent correspondence addressed "Officer-in-Charge, CG Aircraft 224." The official designation as a Coast Guard Air Detachment occurred after I had been transferred.

Captain J.S. Baylis, the [Naval] District Coast Guard [staff] officer took great interest in our unit and accompanied us on many flights. LCDR Ing was transferred out in February 1944 without replacement until LCDR McMullan, CG Aviator 116, arrived in March. McMullan left in August 1944 without replacement. I was not detached until March 1945, so for eight months I was the only CG pilot in the [Naval] District.

Our mission was simply to carry out duties as directed by the District CG Officer. These included SAR, ASW, Intelligence, administrative, and cooperation with other services. Our sole JRF was kept busy. In one month while I was the only pilot, I

put in 107 hours. We covered the whole West Indies area from Cuba to Trinidad. Few of the islands had paved runways, resulting in frequent use of small dirt strips and water operations in isolated areas. Our flight crews were consistently ingenious and very capable when forced to carry out repairs in the field under primitive conditions, with no backup aircraft available.

We had very good relations with and received many kinds of support from the Navy. They were short of pilots, so I was fortunate in being asked to carry out many types of missions in their planes, including ASW, weather probes, testing, etc. A most interesting occasion was when I flew Mrs. Eleanor Roosevelt to St. Thomas.

When Vichy French Martinique, which had been under U.S. Naval blockade, surrendered, we were directed to evacuate Governor Robert to San Juan because of his serious illness. LCDR Ing's flight was the first aircraft to land in Martinique after the surrender.

All of us carried out many missions of particular interest. Here, I'll relate only two representative cases.

On 31 October 1943, we were directed to assist the Navy in hunting for a German submarine that had shot down a Navy blimp northwest of Puerto Rico. Over Mona passage, I sighted a conning tower in

time to make a run directly over the sub as it submerged. Because the Navy had not allowed us to hang depth charges, as Captain Baylis had directed, all I could do was report the sighting. The Navy got the sub, but the Coast Guard was given credit for locating it *[A Naval Air Station document authenticates such sightings by CG aircrews.]*

While over the north coast of Haiti in June of 1944, engine trouble necessitated our landing at the Cap Haitian airport. The Haitian Army District Commandant, COL LaFontant, helped us with material and personnel. He then invited all of us to his home for dinner and quarters for the night. The next day he told me that there was an attempted coup d'Etat going on. Rebels had surrounded the city and were expected to attack at any moment. It appeared that LaFontant's future upon capture did not look promising, so he requested evacuation. Approval was obtained using the JRF radio. We spent the last night on watch with weapons to protect the plane, and at first light we transported the Colonel and his family to Port-au-Prince. The government prevailed over the rebels, and on future visits to Port-au-Prince we were royally received.

Upon returning to duty at CGAS Brooklyn, life seemed a bit boring.

SEMPER PARATUS.



*A motley
'44 crew
and their
trusty JRF*

*The author
is beneath
the port
nacelle*



A STAR IS BORN

by Ptero George Krietemeyer, CG Aviator 913 and Ptero Ray Copin, CG Aviator 744

Coast Guard aviation in 1930 was struggling to find its real purpose. Early visionaries like Lieutenant Commander Elmer Stone, CG Aviator 1, and Lieutenant Commander Carl Von Paulsen, CG Aviator 6, had convinced Coast Guard senior officers to try to find good uses for these new fangled machines. However, things were not going well for the aviators.

There were only thirteen pilots wearing coveted Wings of Gold, and they were flying a hodge-podge of cast-off and borrowed aircraft that were only marginally operational. These aircraft were assigned at two flying bases located at Gloucester, Massachusetts and Cape May, New Jersey.

In 1931 a “star” was born, and Coast Guard aviation’s destiny was established. The star was named PROCYON and came in the form of a twin-engine amphibian aircraft manufactured by the Douglas Aircraft Corporation. CDR Norman B. Hall came up with the idea of naming this beautiful new aircraft, and his idea caught on. For many years, all Coast Guard rescue aircraft were named after stars.

The military designation for this thin metal hull, plywood high wing aircraft, was RD, R for transport, D for Douglas. PROCYON arrived at Cape May, New Jersey in February of 1931 and was an immediate favorite of every pilot.

In 1932, Coast Guard aviation started to gather momentum. Two more RD’s, known as Dolphins, were purchased, SIRIUS and ADHARA. These aircraft were equipped with upgraded and more powerful engines, allowing them to get ‘on the step’ in rough water more quickly and with less severe pounding.



In 1933, Coast Guard aviation received a much needed public relations boost. An off shore landing by LT Richard L. Burke, CG Aviator 15, earned him a Distinguished Flying Cross. He was among the very first to be so honored. He received the recognition for flying 160 miles southeast of Massachusetts through stormy weather and landing his ‘flying life boat’ ADHARA on the storm tossed Atlantic Ocean. Successfully recovering a seriously injured crewman from the fishing trawler SHAWMUT, Burke flew him back to Boston Airport where he was rushed to a hospital. Burke and ADHARA had saved a life under extremely difficult conditions.

Later that year, the nation was shocked to learn that the U.S. Navy rigid airship USS AKRON had crashed at sea near Barnegat Light off the coast of New Jersey. RADM W.A. Moffet, Chief of the Bureau of Aeronautics was on board along with seventy-two other Navy men.

Lieutenant Commander Stone received word of the crash while he was in Washington, D.C. He rushed to his Dolphin, SIRIUS, parked at NAS Anacostia. He promptly flew back to Cape May through the same storm which had caused AKRON to crash. Refueling, he conducted a thorough search of the area but could find no survivors. Even though the seas were extremely high, he landed and retrieved several bodies. He could do no more for his Navy friends and fellow aviators.

The Stone and Burke landings at sea in their Douglas Dolphins convinced the Coast Guard hierarchy that this aircraft was capable of performing offshore rescue missions in rough weather. An order was placed for ten more Dolphins, now designated RD-4’s. They were all named for stars: Spica, Aldebaran, Mizar, Rigel, Alioth, Capella, Vega, Bellatrix, Deneb, and Canopus.

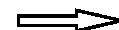
Thus, a first “fleet of aircraft” was formed, and an element of standardization became apparent in Coast Guard aviation.

Another opportunity for these stars to shine occurred during and after the Florida Keys were hit in 1935 by the most intense hurricane to ever strike the United States. Prior to the arrival of the Labor Day storm, newly established Coast Guard Air Station Miami, operating from Dinner Key, launched an aircraft to drop message blocks warning residents, boaters and vacationers of the approaching storm.

Ultimately, the Category 5 hurricane left 408 fatalities in its wake. The storm destroyed Henry Flagler’s railroad connecting Key West to the mainland and is said to have cleared every tree and every building off Matecumbe Key. People caught in the open were blasted by sand with such force that their clothing was stripped away. The pressure at the center of this hurricane was measured at 892 millibars, lowest ever recorded in the United States. In comparison, hurricane Camille, which pounded Mississippi in 1969, measured 909 millibars. Andrew, which also later struck the Florida Keys, measured 922 millibars and was classified as a Category 4 storm.

When conditions finally permitted flight, Miami Air Station pressed BELLATRIX and a PJ-2, ARCTURUS, into service. For several days, these aircraft rescued dozens of people.

Another early award of the Distinguished Flying Cross to a Coast Guard aviator was presented to Lieutenant Commander Frank A. Leamy (CG Aviator 40) for a rescue flight in RD-4 CANOPUS. Near midnight on May 20th, 1937, Leamy and two crewmen departed the new Coast Guard Air Station at Salem, Massachusetts to rendezvous with the fishing trawler WHITE CAP some 50 miles southeast of Boston. A WHITE CAP crew member had been seriously injured, and immediate evacuation was the only life saving option.



Leamy navigated CANOPUS to the scene by homing in on the trawler's radio transmissions. The evaluation of existing sea conditions for a landing at night was "none too favorable." Despite the strong possibility of damage to the aircraft and danger to the aircrew, it was determined that a landing was necessary due to the serious condition of the patient. His arm had been severed below the shoulder. A successful landing on the rough sea was accomplished. Leamy was guided only by two flares he had dropped earlier.

Following a difficult transfer of the patient to CANOPUS, Leamy executed a takeoff from the water without the benefit of lights. The hour long flight back to Salem was aided by Leamy homing on the null of the air station radio. From trawler to Dolphin to ambulance to hospital. Another life saved by a Coast Guard aircrew and their faithful airplane.

By 1944, all the Dolphins had completed their useful service lives. A few had crashed. Others were sold or scrapped. Little is known about them, and none were located until recently.

Naval Aviation Museum personnel alerted the Ancient Order that an RD-4 was available for donation. We then assisted with the transfer of the aircraft to the Museum and will help restore and rebuild this aircraft for display in vintage Coast Guard colors.







This Dolphin will represent the true beginning of Coast Guard aviation and the era of "flying life boats."



COAST GUARD AVIATOR ENSHRINEMENT IN NAVAL AVIATION HALL OF HONOR

At approximately 0900 local time on Thursday, 6 May, 2004 at the National Museum of Naval Aviation, NAS Pensacola, Florida, four distinguished aviators will be entered into the prestigious Naval Aviation Hall of Honor. One of those four will be Coast Guard Aviator 114, Commander Stewart R. Graham, U.S.C.G. (Ret.). Ptero "Stu" will join an impressive list of previous honorees including Floyd Bennett, Richard Byrd, Glenn Curtiss, William Halsey, Alan Sheppard, Igor Sikorsky, "Pappy" Boyington, Arleigh Burke, John Glenn, Walter Schirra, Earnest King, our own Elmer Stone, D.B. MacDiarmid, and Frank Erickson, and not that many others.

The Foundation for Coast Guard History will soon capture for posterity in an extensive videotaped personal interview some of the accomplishments and rich history of this skilled and highly decorated pioneer airman. Here is but a taste of the meal to come later:

-  Coast Guard Helicopter Pilot Number Two
-  Pioneered helicopter use for search and rescue as well as anti-submarine warfare
-  First transatlantic helicopter flight
-  First medical evacuation at night by helicopter (no night flight instrumentation)
-  First night rescue hoist
-  Numerous rescues, Distinguished Flying Cross, Two Air Medals, honored by various military and civilian organizations as well as foreign nations

YOU CAN ATTEND the enshrinement of CG Av 114 and other activities of the 2004 Symposium hosted by the Naval Aviation Museum Foundation. Here's how. If you have access to the internet, go to the following website where you will find the registration and schedule for Symposium '04: "www.naval-air.org" Or you can phone the Foundation at (800) 327-5002 and ask for a copy to be mailed to you. The registration form includes some information about hotels in the area. If you are interested in coming, don't delay making your arrangements because things fill up pretty quickly.

Symposium activities start on Wednesday, 5 May, and conclude Friday evening, 7 May. Aside from the enshrinement, panel sessions are included covering a wide range of naval aviation subjects. It is not necessary to be a Foundation member or to register for all activities. The enshrinement, although at no cost, does require a reservation. And of course, just visiting the museum will make the trip well worthwhile!

Jack Weber, CG Av 139 (see page 6) and Stu Graham at the 1999 Roost at Atlantic City —↑



MONUMENT TO A CENTURY OF FLIGHT

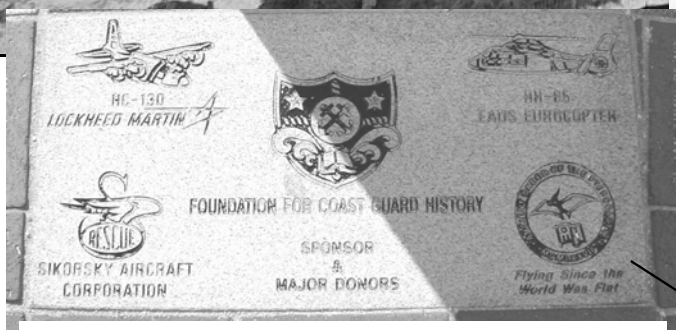
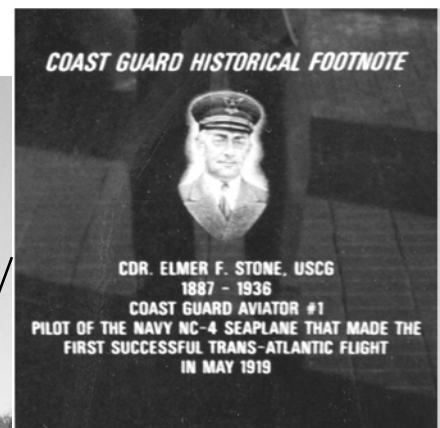
Can Do — Done

As reported in previous Sitreps, barely more than a year ago Pteros VADM Howie Thorsen, CG (Ret), CG Aviator 776 and RADM Bob Johanson, CG (Ret), CG Aviator 869, envisioned Coast Guard presence in a Kitty Hawk, NC monument commemorating the first hundred years of manned flight. The monument design would embrace fourteen pylons of various heights in a circle with marble plaques, stone pavers and engraved bricks informing visitors about some of the more significant events over the century, many trumpeting CG aviation and non-aviation history. Some sixty thousand dollars would be required to fund the third highest pylon and time was short. The monument had to be constructed in time to help celebrate on December 17th, 2003 the 100th anniversary of the Wright Brothers flight. Pteros Thorsen and Johanson faced concerns about the dollar amount and the time frame with a simple “can do” and took off to enlist the Foundation for CG History as sponsor and major donors including Lockheed, EADS, Sikorsky and the Ancient Order. A fund raising campaign was initiated to reach as many individuals as possible. As money came in, slowly at first, hours were devoted to planning and coordinating plaque development. In the end, the funds were raised, with nearly half coming from Pterodactyls individually or from your limited AOP funds. The pylons were constructed in time. Dedication, delayed by Isabel (hurricane) took place on November 8th, 2003. Pteros Thorsen and Johanson were appropriately present. The photos here provide a glimpse of some of the features of this lasting tribute to the Coast Guard. Quality of photo detail is hampered by shadows, space and the absence of color, but we are indebted to many people for their submission, too many to mention.



11/8/03
The pylon we
helped fund.

Inscribed in marble on the pylon



Paver at base of the pylon showing sponsor & major donors



An adjacent memorial paver separately donated

Inscribed red bricks with names and other information on donors pave the courtyard. Many have been ‘purchased’ by CG members, Pteros and supporters. Bricks are still available at \$100 each (tax deductible) to help defray maintenance of the monument. Details can be found on the following website: www.icarusinternational.com.





US COAST GUARD ACADEMY CADET AVIATION CLUB

The Ancient Order has been supporting the Cadet Aviation Club at the CG Academy with financial grants and encouragement. Sitrep 1-03 included a comprehensive report by Cadet Christian Polyak who wrote about the various activities and programs of the club.

The following update on the club comes from a phone interview with and an email from Senior Chief Petty Officer (MKCS) Kyle Takakjian. The Senior Chief has a private pilot license and is serving as a Cadet Company 'Chief.' He also has been assisting LT Tiffany St. George, CG Aviator 3338, as an advisor to the aviation club.







Participation in the club has grown by leaps and bounds. Some great equipment has been received, particularly the instrument flight simulators which are identical to the ones used at Pensacola Naval Flight Training. The 'Sims' have captivated the interest of quite a few cadets as well as officer candidates. CGAS Cape Cod programs continue with good participation and support by the air station. The club also schedules trips to various local facilities, the Groton airport control tower, Sikorsky, the New England Air Museum, and Cape Cod Soaring.

Last fall, during homecoming weekend, club members had the opportunity to tour the Coast Guard Gulstream V and meet with the pilots. A HITRON unit from Jacksonville came to the Academy, and the cadets enjoyed dinner capped with an operational presentation and discussion. Captain Ted LeFeuvre, CG Aviator 1814, visited for careers night and fielded loads of questions. This spring, Mr. Bill McGrath, President of Island Airlines (a commuter airline based on Cape Cod) has graciously agreed to bring his immaculate P-51D and his AT-6 to Groton so our club members can see these venerable craft up close and personal and talk with pilots about them.

In addition to the simulators, other training has progressed very well thanks to the continuing support of the air arm of the Coast Guard Auxiliary. Additional instructors have been added, and there now are thirteen cadets in the flight instruction program. For the first time, three cadets have progressed to the pre-solo point in their training. A plan is being worked on that will allow them to complete that phase and solo. Cadets who do solo and are ultimately accepted for naval flight training will meet an important prerequisite and jump right into the program at Pensacola.

Pterodactyl grants have been very much appreciated by the club. \$1,100 was recently provided which helped the club procure ten Jeppesen Private Pilot Manuals, Private Pilot Maneuvers Manuals and the Second Edition Weather Text. These resources are being used by cadets in the flight training program.

The objectives of the Cadet Aviation Club are to:

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

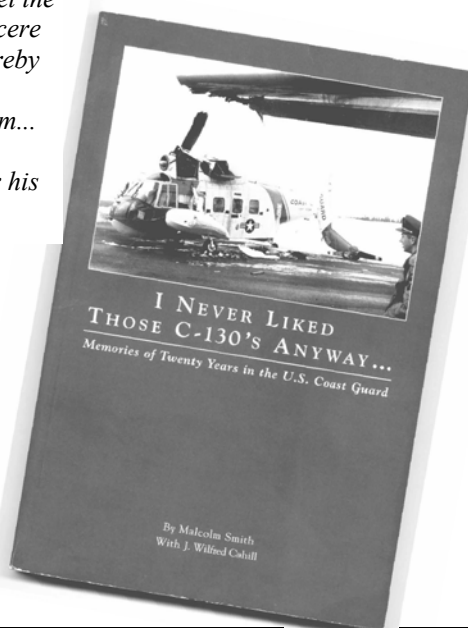




A Ptero Book Reviewed by... a Ptero

[Shortly after Sitrep 3-03 hit the tarmac, your ancient editor was informed he had landed considerably short by on page 16 attributing this book to Ptero Mont Smith and not the real author, Ptero Malcolm Smith...I know

both and regret the error...my sincere apology is hereby registered to scribe Malcolm... and thanks to Ptero Tom for his review...Ed]



I Never Liked Those C-130's Anyway... by LCDR Malcolm R. Smith, USCG (Ret.) CG Aviator 1189... Review by PteroTom Rich

Malcolm Smith, through his book, will take you on a flight in Coast Guard aircraft over Memory Lane like you've never imagined.

Fasten your seat belt as Malcolm remembers a career that stretches from Boot Camp to retirement. Along the way you wonder if career, in this case at least, should have been "careen!" In short, while we all know the very serious business of the U.S. Coast Guard, Malcolm provides some extremely funny looks back and, if anything, makes the serious business seem even better.

Reading through this book you have to wonder if OSHA was not created just to protect Malcolm from himself or us from him! It begins with a guy promising Malcolm girls in LA on his way to Boot Camp. That is followed with a few capers in Boot Camp that bring memories of "Onionhead" into focus. Just about the time you feel Boot Camp is forever lost Malcolm is turned over to the good folks managing the resources of a fine USCG cutter - never to be the same after being boarded by Seaman Smith.

But, without question the best parts of the book deal with Mal's exploits after he was commissioned and turned loose in the ranks of USCG aviation. You must read the episodes about one Coast Guard day in Elizabeth City, the stateside rental car that "magically" appeared in Hawaii, the returned hunting rifle and the color TV in Alaska, UFOs in North Carolina, score keeping in the wardroom and much more.

I loved this book. I've had friends who have nothing to do with the Coast Guard or its rich history but think Mal's book is a treasure. Do yourself and maybe a few friends a favor - get a copy!

Contact Malcolm directly at P. O. Box 1592,
Carbondale, CO 81623 or Email to: smiths@sopris.net



MAIL



COSMIC AIR/Coast Guard Air REUNION

This will probably be the last of the old Cosmic Overseas Airline get-togethers but will continue the saga of Coast Guard Air reunions. This year we'll gather at the Peppermill, Reno Nevada from Sunday, 16 May through Tuesday, 18 May.

We have blocked 80 rooms for those dates at \$59 per night. Register with the Peppermill by phoning (800) 648-6992 or (702) 826-2121. Ask for group sales and mention Coast Guard Air.

Register for the reunion by sending me (Bob Haley, 317 Jesse Ave., Roseville, CA 95678-2035) your name(s) and a check for \$35 per person for the Tuesday buffet banquet which will be Southwestern. I'd also like to know if you'll be staying at the Peppermill.

Your packet at the reunion will include a mailing list.

If you have any questions, I can be reached at (916) 782-7509, Fax (916) 782-2624, Email behaley@aol.com.

ADC Bob Haley, USCG (Ret)



PTERODACTYL DISCOVERIES

Pteros Bill Morgan and Bear Moseley both sent in scientific articles from newspapers which wrote that powerful industrial strength CT scans capturing pictures of the inside of the brain

case of species of pterodactyls have helped reveal how those flying vertebrates developed "an extraordinary physiological flight apparatus that made them more sophisticated, efficient fliers than today's birds and bats."

Reportedly, "...sensitive muscle fiber near the surface of the skin on its wings sent continuous streams of data on wind speed, temperature, body attitude, position and tension of wings to the brain [which would] send instructions back to the... wing...changing the tension on the skin, causing subtle changes in the shape of the wings to alter flight speed or direction."

The body could change position, but the eyes would stay focused on their prey, fish. Interesting heritage to contemplate?

HH-60 BOOK

We heard from author Wayne Mutza that he's working on another book. His Albatross (HU-16) book is very fine and includes some great tributes to Coast Guard crews. If you want a copy, ask Wayne.

Meanwhile, this time he is covering the history of Sikorsky's H-60 series Hawk helicopter. He will include the USCG HH-60 Jayhawk so he's seeking aircrew stories and information about operational use and missions, including photographs which he will copy, credit and return. Also, contributors will receive a complimentary copy of his book at publication.

Contact Wayne at: 8523 W. Holly Rd., Mequon, WI 53097
TP: (262) 238-9561 Email: wmutza@wi.rr.com





NEWLY DESIGNATED AVIATORS — Welcome Aboard

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 congratulate you. We envy the thrills, opportunities and satisfaction which are on and beyond your personal horizons. As you settle in at your initial and subsequent assignments, we hope to see you ***maintaining*** your Pterodactyl membership. As busy and focused as you are and will be on many things, you are CG aviation history-in-the-making, and you will want to preserve that history as well as that which preceded you. Your modest annual dues (\$15) will help keep you informed and will make possible a multitude of active duty awards, memorials and history-preserving projects. **Happy Landings!**

<u>CG Aviator Nr.</u>		<u>CG Aviator Nr.</u>		<u>CG Aviator Nr.</u>	
3685	Jamie Cronenberger*	3688	David Feeney	3704A	Jason Smith
3686	Jessica Bylsma*	3689	David Reinhard	3705	Jonathan Kimura
3630A	J. Briggs	3690	Zachary Glass	3706	Glen Enzfelder
3630B	W. Dunbar	3691	Marcus Canady	3706A	Brian Mushet
3636A	F. Fusco	3692	Lane Steffenhagen	3706B	Michael Cagle
3647A	S. Williams	3693	John Nims	3707	John McWilliams
3647B	Dave Smith	3693A	Amy Poe	3708	Joan Snaith
3647C	Jim Pershing	3693B	Andy Barrow	3709	David Coburn
3661A	Adam Spencer	3694	Catherine Carabine	3710	Benjamin Schluckeb
3661B	R. Fitzgerald	3695	Zachary Mathews	3711	Jeffrey Close
3663A	J. Scott	3696	Catharine Gross		
3663B	David Sheppard	3697	Michael R. Struthers		
3668A	Audie Andry	3698	Bendon Hilleary		
3676A	Jason Gelfand	3699	Timothy Williams		
3677A	Jon Bouchard	3700	Christopher Groom		
3680A	Mark Upson	3701	Michael Garvey		
3686A	Sean Konecci	3702	Kevin Crecy		
3687	Robin Stotz	3703	David Moore		
3687B	Cody Brown	3704	Kerri Merklin		
3687C	Lim Almerick				



Please Note:

** The designation numbers for these two aviators were incorrectly listed in Sitrep 3-03. Also, we don't normally see this many new designations between Sitreps (we'd like to) but several of these enthusiastically welcomed direct commission aviators have only recently been assigned a number...a few have been on board since 2002.*

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 Pin) | <input type="checkbox"/> Ptero Ball Cap | \$15 |
| <input type="checkbox"/> Annual Membership | \$ 15 | <input type="checkbox"/> Ptero Pin | \$ 5 |
| <input type="checkbox"/> 25th Anniversary Cups | \$ 15 | <input type="checkbox"/> Ptero Coin | \$ 5 |
| <input type="checkbox"/> H-52 History Book | \$ 40 | | |
| <input type="checkbox"/> Character In Action Book | \$ 30 | | |
| <input type="checkbox"/> CG Aviation History Book | \$ 50 | | |

Total Enclosed:

\$

Please check as

- ☐ CG Active
- ☐ CG Retired
- ☐ CG Reserve
- ☐ Former CG
- ☐ Other _____
-
- ☐ CG Aviator
- ☐ Aircrewman/Observer
- ☐ Flight Surgeon
- ☐ Exchange Pilot

Dates Served CG:

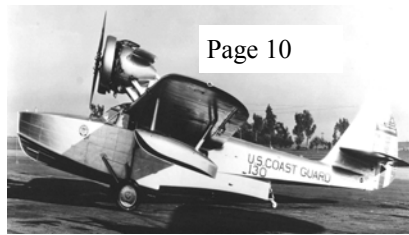
MAIL TO:

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P.O. Box 9917
Mobile, AL 36691-9917

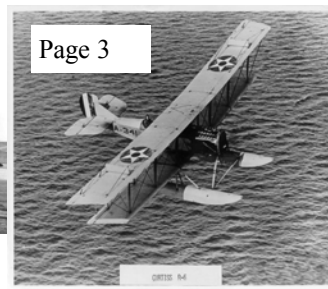
Please make copies of this form and pass it to prospective new members.



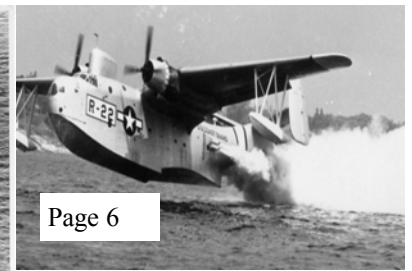
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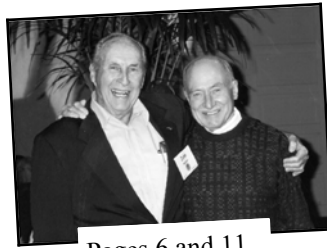
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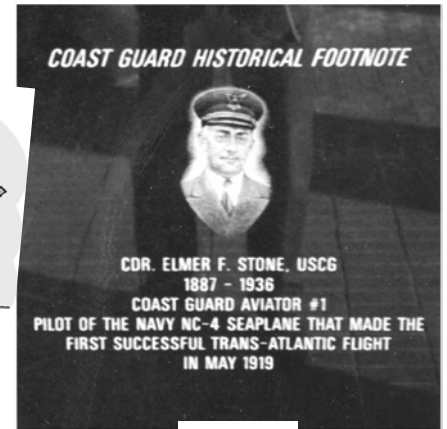
Pages 6 and 11



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



Page 3



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