



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 3-03 Fall 2003 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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2003 Roost Report

This summary of the October 9-12 gathering at Elizabeth City is provided for the historical record and to inform members not present.

Barely weeks before the roost, a dervish named Isabel whirled through northeastern North Carolina. Trees were uprooted, regional electric power was unplugged, and other damage was sustained. Some wondered if our on scene roost ground crew could sweep things together in time to host a roost on schedule. Incredibly Semper Paratus, that can-do team coped admirably with many challenges and staged a grand roost on time from beginning to end.

Ptero Captain Bruce Drahos, CG aviator 2171, AR&SC commanding officer, served as host. Captain Bruce set a new and high standard as 'roost commander.' His steady hand, leadership skill, management competence, personal presence and

even charm were evident every day. He gave several briefings personally and seemed to pop up so often and in so many places that some may have wondered if cloning had actually come further than most of us thought.

AR&SC (as in "AR&SC arriving") was more than ably assisted by too many volunteers to list here including active duty and retired personnel who 'watched' the registration desk, guided bus drivers, escorted the flags, coordinated tour arrangements, provided personal briefings, assembled packets of material, made phone calls, visited facilities, arranged menus, eyed the budget and accomplished many other details before, during and in

some cases after the roost. Doris Creps, AR&SC contract public affairs and Chamber of Commerce person, was 'roost coordinator.' Doris' event planning expertise was evident. She turned and burned throughout the summer, immersed in details, and her extra effort and positive spirit overcame many a hurricane problem. More than a few CG retirees in the area and their spouses helped also, most notably Pteros Sperry Storm and Walt Coburn and their wives. The Elizabeth City Chamber of Commerce, Rhonda Twiddy Executive Director, was extremely supportive.

Attendees began sprinkling into roost headquarters on Thursday, October 9th with sprinkles of rain in the forecast.

Continued on page 3



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 19 for the renewal application, AOP address, etc. And Thanks!



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Notes From Ye Prez

Another great gathering is chocked and in the record books, our 26th. The troops at AR & SC, led by Ptero Bruce Drahos, put on a roost to be remembered for a long time. Doris Creps and her Chamber of Commerce team did a wordersul job along with pteros Walt Coburn, Sperry Storm, and dozens of other active and retired Coasties. Thanks to everyone — you did such a great job I'm sure many of us will want to be back there soon.

By now, you all know that our own Ptero Stu Graham will be inducted into the Naval Aviation Museum Hall of Honor on Thursday, 6 May, 2004 at 0900. I hope many of you will join us in Pensacola as we celebrate Stu's recognition in this prestigious group of aviation pioneers and veterans. This year's other inductees are Brigadier General Robert E. Galen, USMC (Ret.), Admiral James L. Holloway III, USN (Ret.) and Captain James A. Lovell, Jr. USN (Ret.). Let us know if you plan to attend, and we'll set up a CG Pterodactyl mini-reunion in Pensacola for the occasion.

Meanwhile, the RD-4 Dolphin aircraft (circa 1930's) is being lovingly restored by the Naval Aviation Museum volunteers in the hangar behind the museum. These aircraft made great history in the Coast Guard...we operated 13 of them, and our #1 and #3 Distinguished Flying Cross recipients earned their medals making offshore landings in these sturdy little amphibians. We hope to have the dolphin ready for display in May 2004. These are the aircraft which were named for start, e.g., Spica, Adhara, Canopus, Deneb, Altair, and others. What a great idea that was. Is it time to revisit it again?

Stay tuned. We have a lot of irons in the fire. Consider making a donation above and beyond your regular dues. We are now a 501(c)(3) non profit organization, and your money is fully deductible from federal income taxes. The more money we have, the better job we can do promoting CG aviation, past, present and future. Please look at the special note on page 19.

In the informative roost report in this Sitrep, you'll see that next fall's roost is being planned for Sacramento. California, here we come. There's lots more here to read and think about. Have at it.

George

Comments from your ancient editor (and now, for a time, your ancient Veep):

This Sitrep is the longest in pages and fullest in substantive organizational information in the history of the Order. I hope every member will seek time to pore through the pages during this winter. There is a great deal here that I believe warrants your attention. We're also trying a slightly new format where the increased cost of heavier paper and slightly more postage because of the weight is more than offset by the savings from not folding and tabbing the mailings.

As full as this Sitrep is, this year has been even fuller for your Executive Board and a host of other volunteer Pteros engaged in various projects. There has been a steady barrage of communication on all these matters which are discussed in these pages. More volunteer help is needed...read on and I think you'll see where and how you can give a little of your time and talent to help a lot.

RJC

AOP WEB SITE:

<http://www.AOPtero.org>

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Roost Report (continued)

More registrants arrived on Thursday than for past roosts. The hospitality area was abuzz Thursday afternoon and well into the evening.

Rain fell during the night and persisted throughout most of Friday. However, most activities were held, some just a bit more damp than others.

Tennis was cancelled, but most golfers managed to splash all the way to the 19th hole. Meanwhile, buses transported groups to the E. City CG complex for a series of excellent briefings and tours.



The CG visits consisted of several interesting stops. First was a comprehensive briefing

and tour of an air station HC-130H which included a look at some very high tech sensor equipment and an opportunity for some to sit in the pilot seats (in the hangar, natch).



Next came a visit to an air station HH-60J and impressive briefings and question-answer session with two very sharp (aren't they all?) crew members, an aircraft commander and a rescue swimmer. The outstanding appearance of the hangar, aircraft and personnel, and hearing something of the great work performed by the air station were inspirational.



HH-60
A.C.

Rescue
Swimmer



The tour moved to AR&SC and a walk through the helicopter and fixed wing overhaul facilities. Captain Drahos and members of



his military and civilian workforce

provided briefings and answered questions along the way. It was an eye opener for many Pteros and guests who were getting a close look for the first time at the complexity, quality and importance of AR&SC work. HH-65's, HH-60's and HU-25's were seen in every stage of overhaul, from stripped naked to put-back-together-again complete with paint and markings.

The 'tourists' were also impressed to learn of several development projects underway at AR&SC.

Before returning to headquarters in town (The Quality Inn), the tour visited the Support Complex Chapel and the impressive and attractive memorial monument with the names of CG aircrews who have given the ultimate sacrifice. The Chaplain, LT Gil Mitchell, provided a briefing in the worship space and answered many questions.

See page
18 for a
memorial
update



Because of the weather, the afternoon walking tour of historic Elizabeth City was changed to a bus tour. Participants enjoyed visiting several interesting sites, including a wine and cheese tasting which featured a re-creation of Orville & Wilbur conversations.

The Friday evening reception was a blast. Although it was blustery, the weather gods kept nearby showers at bay though the assemblage was protected in the restaurant facility or under tents on the deck outside. The food was outstanding and plentiful with several 'stations' offering varied pasta, fish, shellfish, sushi, chicken wings, beef and more. Sprint provided wine, and bars offered other beverages. Stories flowed along with the food and drink, and flashbulbs popped regularly.

Continued on page 4 ➡



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Presentations and proclamations were given by the E. City mayor and other dignitaries in a brief program and while challenged by the difficulty of speaking across and over the din of lively renewal conversation, the presenters received warm and enthusiastic applause from all those within earshot.



Tales, handshakes, hugs and photos continued 'til nearly taps, then gravitated to the headquarters hospitality arena. Whoever closed that joint at whatever hour is unknown to your ancient scribe.

Morning chow Saturday brought a cloudy but mostly dry, temperate day for two great bus trips.

About 30 enjoyed companionship

during the hour plus ride to and from the Virginia Air and Space Center at the NASA Langley Research Center. The IMAX production "Straight Up: Helicopters In Action," featuring CG helos in action along with other super military and commercial applications and which was introduced last year at the Naval Aviation Museum, was a big hit. The group also visited museum displays of some good models showing the growth of aviation, real airplanes from the past, a spacecraft, and various replicas.

While the aforementioned intrepids were completing their round robin successfully, three conveyances with some 40 Pteros and guests each, cleared at flight level zero, ventured to the famed outer banks of N.Carolina about an hour from ECG.

The first Kitty Hawk stop was at the site of the Monument to a Century of Flight publicized in the summer Pterogram and the subject of a press release and letter from the Foundation for Coast Guard History.

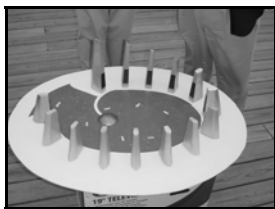


A brief review of this project: on December 17, 2003 at about 10:30 am EST there will be a ceremony, arranged by the U.S. Park Service, at the Kill Devil Hills site of the Wright Brothers first heavier-than-air powered flight. This event will celebrate the anniversary of that world changing feat...a few miles away is the 14 pylon monument which will commemorate aviation's first hundred years. One of the winged-shape pylons is sponsored by the Foundation for Coast Guard History and is being funded by donations from the Ancient Order, individual Pteros, corporations and others...a black granite panel on the flat face of 'our' pylon will showcase some of the most significant

Roost Report (continued)

events in aviation during its first century, arranged chronologically beginning with the first pylon, but with a picture of Elmer Stone and reference to the NC-4 flight.

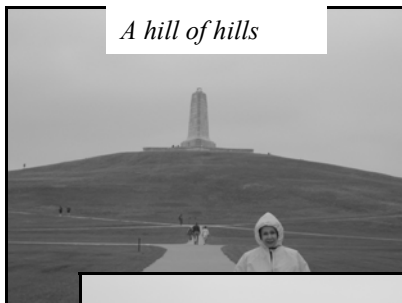
The Overall Icarus Design Concept



The site On Oct. 11, 2003 during our tour.

Pteros Howie Thorsen, CG aviator 776, and Bob Johanson, CG aviator 869, have spearheaded this endeavor; the Coast Guard is the only Service being honored through the sponsorship of a pylon. The visit to the monument included a presentation by its designer-architect. The dedication ceremony, postponed by hurricane Isabel, will take place on November 8th.

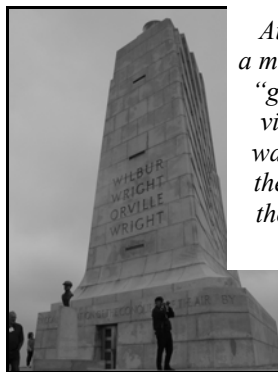
Next, Pteros traveled to Kill Devil Hills for an excellent Park Service presentation, a walk on the grounds where the first flight flew, lunch and memento shopping.



A hill of hills



Walking up to THE Hill



Atop THE hill, a monument to the "genius" of Orville & Wilbur was "Erected by the Congress of the U.S., begun 1928"

En route ECG headquarters, the buses drove the beach road for close views of surf and some evidence of Isabel's strength.

Now the banquet. A short distance from HQ, attractive tables were set for more than three hundred members and guests. The evening began with the usual adjustment time to allow socializing.



When it was time, the colors were advanced, the Pledge of Allegiance recited, an innovation delivered, and dinner served. The program which followed dinner was full, varied and inspiring.

Captain Drahos offered welcomes.



He then introduced Ancient Prez,



George Kriete-meyer, who proceeded to moderate recognitions and awards.

Captain Drahos and his roost ground crew were thanked and applauded en masse, and Doris Creps, roost coordinator, was called front and center to receive accolades and a CG Aviation History Book.



A call to identify the members present with the earliest and most recent aviator or aircrew number surfaced Robert Smith, CG aviator 208 as, let's say, the most mature among us, and AMT3 Wendy Musser as most junior.



Can you tell which is which?

Continued on page 6



Roost Report (continued)

Robert and Wendy each received a CG beany bear as a souvenir of the occasion (and will be sent a copy of this Sitrep complete with membership application).

Then came a surprise to the recipient as Prez George called forth Ptero John "Bear" Moseley, CG aviator 743, to receive the Swivel Shot Award which had been approved by the Commandant of the Coast Guard in recognition of Bear's untiring work in support of the Ancient Order, especially his effort to obtain approval from the Internal Revenue Service of our status as a non profit organization.



Mr. Curtis Wright, local union president at AR&SC, received a plaque of recognition expressing appreciation for the work performed by the AR&SC civilian employees whose efforts and talents continue to be of vital support to CG aviation operations.



Annual awards sponsored by the Ancient Order were then presented. There are now four categories of awards: aviation maintenance, flight safety officer, fixed wing rescue and rotary wing rescue. Recipients are selected by the Commandant's staff each year from a pool of

outstanding professionals whose performance reflected great credit on and had a positive impact on CG aviation. Whenever possible, individual awardees and a representative of each aircrew are brought to the Ancient Order gathering to receive recognition in person.

The first-ever aviation maintenance award went to CWO2 Pete Fonticoba of CGAS Miami. In charge of 95 enlisted aviation technicians performing maintenance and aircrew duties on nine HH-65 helicopters, CWO Fonticoba exhibited superior management, technical, leadership and planning skills. Unrelenting operational demands requiring high levels of flight hours, many during shipboard deployments, necessitated exemplary maintenance, attention to detail, flexibility and extra effort. In addition to coping with every day requirements, successful oversight of new program developments, troubleshooting expertise, and innovative personnel management techniques were among the visible features of CWO Fonticoba's high degree of professionalism.



The Captain Marion "Gus" Shrode Aviation Safety Award was next. The late Captain Shrode, CG aviator 527, pioneered CG aviation safety and standardization programs and also was one of the four founders of the Ancient Order. The award was presented to LT Richard Bates, CG aviator 3196, for his superior performance as safety department head for the Helicopter Interdiction Tactical Squadron (HITRON), Jacksonville, Florida.

Professional actions by the Lieutenant greatly assisted analysis of a material failure mishap, and his safety surveys and resultant analysis and recommendations during the development of helicopter use-of-force doctrine greatly contributed to the safe introduction of use-of-force procedures, both initial dual helo and later single helicopter tactics.



The next award was the Commander Elmer F. Stone fixed wing rescue award. As CG aviator #1, CDR Stone's epic accomplishments in the early days of aviation will forever be remembered in the annals of CG aviation. The crew of HC-130 1500, CGAS Elizabeth City, were cited for outstanding lifesaving airmanship in demanding conditions offshore.



LCDR Michael Callahan, CG aviator 2868, LT Alan Hansen, CG aviator 3543, AMTC Howard Reed, AVT2 Philip Benton, AVT3 Beau Stough, AVT2 Bennet Durham, AMT 3 Christopher Teall, AMT1 Thomas Baugh and AMT3 Wendy Musser departed CGAS Elizabeth City on 8 January 2003 to relieve another HC-130 investigating an emergency signal positioned nearly 700 miles eastsoutheast of

Continued on page 7



Roost Report (continued)

Elizabeth City. Conditions on scene were lousy with low ceilings, rain, and wind whipped white caps on the surface, but the crew of 1500 located a person in the water frantically waving. Several passes over the person resulted in a successful drop of a raft survival kit. A Navy vessel ultimately recovered this very lucky individual from the survival raft dropped by the C-130.

The Sikorsky Aircraft Corporation Frank Erickson Helicopter Rescue Award completed this string of recognition. Captain Erickson, CG aviator 32 and CG Helicopter Pilot #1, helped paved the way along with Igor Sikorsky for helicopter applications around the world. This year's Sikorsky award was given to the crew of CGAS Humboldt Bay HH-65A 6536.



LCDR Evan Grant, CG aviator 3021, LT Andrea Sacchetti, CG aviator 3450, and AMT2 Raymond Morris brought to safety an injured firefighter trapped on a 2,000 foot high ledge amidst heavy smoke, blowing ash and severe turbulence caused by an approaching fire. Wind gusts, surrounding trees, indications of a potential engine problem and low fuel all presented additional challenges, but a successful hoist was accomplished and the victim later made a complete recovery.

For each award, a citation was read aloud, recipients were presented with plaques or trophy-like tributes, flash bulbs popped, and audience hands came together enthusiastically.

On the approach leg of the ban-

quet, Ancient Albatross Rear Admiral Ptero Jim Olson, CG aviator 1563, offered brief remarks which included his personal congratulations to the award winners and comments about some of the achievements of and challenges facing the Coast Guard today.

Turning final, all present gave rapt attention to an interesting and informative talk by guest Mr. Sergei Sikorsky, honorary ATC Mobile CPO, son of the famed Igor Sikorsky, and a pioneer in his own right. The Pterodactyls, members of all the Elizabeth City CG commands and, indeed, the residents of Elizabeth City, were honored by the presence of Sergei and his participation in the roost.



The banquet ended on that low altitude but extremely high note, and all adjourned once again to the headquarters hospitality space.

Sunday morning brought blue skies and sun for the business meeting and picnic.

At 0900 on Sunday, Prez George called a hundred or so dedicated Pteros away from the coffee pot and opened the 2003 business meeting which developed into a full morning of interesting and informative stuff. To begin, Ancient Al Jim Olson delivered the traditional airman's prayer followed by Ptero Ray Copin reading the latest list of missing members reported to have taken their last flight, namely:

Jack Brumfield, James Cornish, Jay Crowe, Donald Dorini, John MacDonald, Paul McKenna, James Montgomery, Lemuel Sansbury, Wilfred Shaw, Bruce Solomon,

George Toulouse, Kent Vallier, Jack Arney, Ed LaCroix, Basil Harrington and Jack Rittichier.

Pteros Bear Moseley and John Klemm spoke about our Vietnam volunteers. Bear has been compiling a history of the CG aviators who heroically flew with the USAF in 'Nam. John was assigned to a supporting role in Vietnam. Each described perspectives on the people involved and, in particular, the mission in which LT Jack Rittichier, whose remains were only recently recovered and interred at the Arlington National Cemetery, lost his life attempting a rescue under enemy fire 35 years ago. [see page 15].

President George (Krietemeyer, that is) recognized and thanked Ptero Bruce Drahos for his super roost arrangements and hospitality.

George then presented an abbreviated treasurer's report in the absence of ancient treasurer Ptom, mainly that we have about three grand in the bank and some sixty-nine grand in the USAA life member account. When George professed that in the absence of Ptom there would not be a petty cash report, he was met by an irritated outcry of boos and hisses. The crowd quieted quickly once reassured that the lock washer was safely locked and washed. George also mentioned our IRS 501(c)(3) status, highlighting that dues and donations are now tax deductible. Your ancient scribe then offered explanatory remarks about a handout listing the many accomplishments of the Order over the past decade as well as a financial analysis which he enjoined all to review and which cautions against undue invasions of the USAA account. [See pages 13 and 14]. The Prez then turned the meeting to the business of elections and asked for nominations for the Executive Board from the floor. Hearing, seeing and smelling none,

Continued on page 8 ➡

Roost Report (continued)

he announced a slate for consideration, namely the following for the next two years:

President—George Krietemeyer

Vice President—Ray Copin

Secretary—Gary Grow

Treasurer—Tom McLaughlin

Trustees - Doug Bogle, Bob Waterson, John Klemm, Jeff Davis,

Bear Moseley, and Tom Beard

Advisors—to be appointed as needed.

Ptero Walt Coburn moved that the slate be approved as announced; Ptero Sperry Storm seconded the motion which was subsequently approved without discussion or amendment and with only ayes and nary a nay recorded. *Your ancient scribe remarked that he (1) accepted the Vice slot simply to fill a hole, (2) had less than zero aspirations to serve as Prez, and (3) therefore requested all members to pray for the ancient Prez's good health and continued service.*

Captain Fred Herzberg, guest and Executive Director of the Foundation for Coast Guard History, was invited to speak. So he did, first describing the need for and mission of the Foundation. Initial actions have included a project to record oral histories of living Commandants, reward authors of published works on CG history and, most recently, sponsorship of the Icarus Century of Flight monument many visited the day before. Fred pointed out that the Foundation also is an IRS 501(c)(3) non profit organization, and he solicited more memberships. Details, history and an application may be found on the website www.fcgh.org. He also urged, as had Captain Drahos earlier, that all within hearing write down and share their stories without which the full epic nature of CG history will not be preserved.

Our ancient phistorian Ptom Beard, CG aviator 1104, offered remarks about various writings re-

cently published or soon to surface. He also issued, as he has so often in the past, his own write-it-down-please plea. He indicated the values of membership in the Naval Aviation Museum Foundation and that their periodical was always looking for good CG aviation stories. Ptero Deese Thompson, NAM Foundation director, mentioned the recognition of Ptero Stu Graham with Stu's induction next May into the prestigious Hall of Honor at the Naval Aviation Museum. See Sitrep 1-04 (spring Pterogram) for details.

Ptero Howie Thorsen presented some background and updates relating to the Kitty Hawk Monument to a Century of Flight. Here's a brief summary. The Coast Guard pylon cost is \$60,000. A commemorative paver will recognize not only the service of CG aviation over the hundred years but all CG life saving efforts including the surfmen from Kill Devil Hills Lifesaving Station who assisted the Wright Brothers and were there at the first flight. Under the auspices of the Foundation for CG History, letters and brochures have been widely circulated throughout the Coast Guard, allied organizations and corporations. There will be a donor paver, placed immediately below the commemorative paver, to recognize donors who have funded or pledged \$10,000. To date, Lockheed Martin, Sikorsky and EADS North America have qualified *[After the roost and prior to press time, the Ancient Order also qualified]*.

More than three-quarters of the money needed has been raised so far which includes a \$5,000 grant *[plus a \$5,000 pledge]* from the Ancient Order and 150-200 donations from individual Pteros, the average donation of which is about \$100. With a Ptero membership of nearly 1,200, more individual contributions are hoped for and anticipated. A portion of the cost of the

CG pylon provides for an endowment to handle future maintenance expense. There is no cut-off date for donations...completion of the campaign will be announced on the AOP website as well as in the Pterogram. *[See page 19]*

Ptero Bob Johanson has also been a driving force in the efforts to see the CG included in the Monument to a Century of Flight. He reported on another facet of monument fund raising, the sale of bricks to be placed near and around the pylons. Brick sponsors may use up to 18 characters or spaces on each of two lines. Each brick costs \$100 (\$10 of each brick associated with the Coast Guard is credited to the cost of the CG pylon). Go to www.icarusinternational.com to find complete information. Bricks ordered by 1 November will be in place by early December. Future brick 'laydowns' will take place as blocks of 100 bricks are on order. Bob also announced the recent decision to buy bricks for all aviation units no longer in commission, and he solicited donations from Pteros for that purpose.

Ptero and Hall of Famer Gib Brown, CG aviator 795, was next on the agenda and proceeded to articulate, with the aid of a fine powerpoint projection, a comprehensive overview of the CG aviation history project mentioned on page 7 of Sitrep 1-03 and page 11 of Sitrep 2-03. *[Might this '7-11' coincidence portend good luck for the project and, therefore, signal a lucky stroke for future generations who will benefit by having access to our past?]*

Gib is 'mission commander' of this vital project to digitize and preserve significant elements of CG aviation history that never has been possible and probably never will be without a big push by volunteer Pteros taking advantage of today's technology. Gib's committee consists currently of the following

Roost Report (continued)

Pteros: Bob Johanson, Ray Copin, Bear Moseley, Bob Watterson, Bob Workman, Tom Beard, Art Wagner, Carl Swickley, Ben Stoppe and Gib.

The challenge. Recover and digitally record significant data from the past and present, and institutionalize an effective, continuing system to recover and digitally record significant data as it unfolds in the future. Big, big tasks. But like other huge undertakings, breaking it all down into achievable steps, getting started and getting help can make it happen. That's what Gib and his committee are about.

So far, a website has been designed and established, and data stored at ATC Mobile has been saved on seven full computer disks and displayed on line. If you don't speak computerese, just know and trust this means a lot of data is preserved literally forever and will continue to be available to anyone with a computer. But it also means it's a drop in the bucket and can't possibly reflect all the history of all the air units. The CG historian's office, limited in staff and budget, cannot be expected to keep up with the documentation and preservation and display and recovery of everything that has happened and is happening in CG aviation, let alone the rest of the CG.

This project needs documentation from air stations and individuals. Documentation of all those things that appear in mission reports, log books, newspapers, photos, etc., etc. In response to earlier Sitreps on this subject, Ptero Bob Workman stepped forward to help by contributing volunteer time at the CG historian office. More of this kind of help is sought.

Input from air stations and individuals is needed. Specific aircraft assigned to which air units and when. Basic air station histories. Data on major operations. Oral histories of significant aviators

and crewmen. Documentation on Air Medals and Distinguished Flying Crosses. And more. Much more.

How can you help? Write it down. Dig it out. Send it in. Stay tuned. Volunteer to dig and send. You can go to the home page of <http://uscgaviationhistory.aoptero.org> and click on the "Contribute" link or click on the Contact Us page link. Addresses and email links are provided there. You can also navigate there by going to the Ancient Order website, <http://www.AOPtero.org> and link to CG Aviation History. That will show you a lot of what has been and what can be accomplished. If you don't have a computer, go to a library and ask someone to help you look at these sites.

Following Gib's succinct talk, discussion lead to some interesting exchanges. Ptero Jim Dillian suggested that pilot log books could reveal authentic data about which aircraft were assigned to which air units when as well as other pertinent historical data.

Gib passed out "CG Aviation History Project Questionnaire" cards asking for feedback on the project including who has visited the website, who can help with the project and other info. That card can still be sent in and for those not attending the roost, you may give us info and support through the same card form on the website...just click on the "CG Aviation History Project Questionnaire" link at the bottom of the homepage. The dedicated and diligent committee will greatly appreciate receiving more feedback.

The group heard briefly from Ancient Albatross Jim Olson and Enlisted Ancient Albatross Bill Beardsley.

Then it was CG aviator 1775, Ptero Captain Ptom King's turn. He's G-OCA, Chief, Office of Aviation Forces on the Commandant's staff. His state-of-aviation

brief began with a commentary on the laying to rest earlier in the week at Arlington National Cemetery the remains of LT Jack Rittichier (*see page 15*).

Captain King, aided by graphics, wove through an array of detail describing CG aviation resources and tomorrow's development opportunities and challenges.

Aviation billets at operational units breakdown like this: 920 pilots, 92 warrant officers, 3,287 enlisted for a total force of 4,299 or 11% of the total CG active duty billets of 36,726.


168 operational and 26 support airframes comprise the inventory of HC-130's, HU-25's, HH-60's, HH-65's, MH-68's, the VC-4 and the C-37. Many upgrades have been accomplished. [*see page 16 for pics*]

There are 24 air stations, 5 air facilities, 1 squadron, 1 training center, 1 repair facility and 1 technical training school.

Use of force success by HITRON has lead to testing and some preliminary qualifications for arming other helicopters. The Deepwater project earmarks asset acquisitions in the future which will enhance capabilities for homeland security and other missions. Various vertical takeoff and landing concepts are being investigated and tested, including unmanned vehicles. In response to current concerns about weapons of mass destruction, training in the use of inflight CBRN (chemical, biological, radiation, nuclear) gear is underway.

The simulators at ATC Mobile will be inop for various periods over the next year as part of an upgrade that will take them to a new level of improved graphic simulation.

Captain King's presentation left no doubt that while CG aviation is alive and well, there is a great deal happening and many challenges to be faced. History is being made

Continued on page 10 

Roost Report (continued)

each and every day making the importance of the Ancient Order's aviation history project more and more evident.

In response to a question from the floor about recent statements in the press attributed to the Secretary of Defense interpreted by some as questioning the future status of the Coast Guard as a military force, Ancient Albatross Olson commented that there is plenty of support for maintaining the Coast Guard military status and we should rest easy.

Prez George then opened the subject of where to roost next year. He indicated that Sacramento was proposed. He asked for and received a resounding "aye" response so in 2004, California, here we come.

A motion was made to grant an additional \$5,000 to the Century of Flight pylon project but was withdrawn without a seconding in response to the Prez's comments about the grant already given and the amount provided already by individual Pteros.

As the meeting was running over, there was time for only brief additional comments from the floor following which the Prez declared the meeting adjourned.

SPECIAL PREZ NOTATION

"To any attendee who may have been bothered by my "brusque" behavior during the last ten minutes of the business meeting, I offer my sincere apology.

I felt under intense pressure to adjourn the meeting and let all hands check out of the hotel and get on to the picnic. As it was, it took me until 1300, an hour late.

Those facing the lecturn did not see Pteros in the back of the room making various hand gestures to expedite the meeting. One was giving a 'pull chocks' sign, another a 'speed it up' signal and still a third had a digit straight up which might have

meant he wanted to make a hasty rooftop exit or ?

I do want also to thank all of the presenters for adding to such a full morning, and I very much appreciate the patience and respectful decorum of all those in attendance...George K."

The final event of the highly successful gathering of 2003 was a picnic feast at a CG support complex pavillion under a warm Carolina blue sky. Nourished again and also full of stories told and to tell, the crowd of Pterodactyls and guests gradually thinned. Another roost was history.

[Your Ancient Editor here expresses appreciation to Pteros Thorsen, Johanson, Brown, Robbins, Dillian, Workman and Prez George for editorial suggestions without which this length report on the 26th roost would be less accurate.]

Finally, here are a few more photos of a great roost, with an earnest Bravo Zulu and thanks times ten to the sixth to Ptero Ping Hsu, number one photog to whom we are indebted for more than two thirds of the photos in this Sitrep. All of Ping's shots, many more than Sitrep space permits, will soon be downloadable from the AOP website in 'living' color.



The Ancient 'Al' speaks

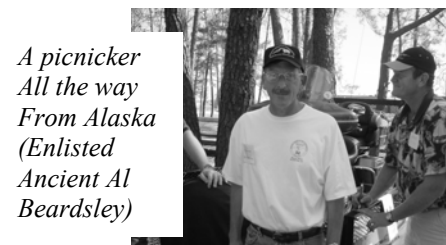
A
Distinguished
Guest
Addresses
The
Business
Meeting



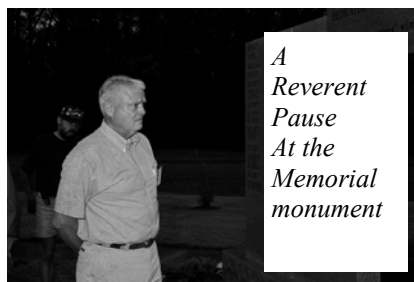
A Ptero, The HH-52 book & Sergei



A
Tasty
&
Graphic
Picnic
Cake



*A picnicker
All the way
From Alaska
(Enlisted
Ancient Al
Beardsley)*



A
Reverent
Pause
At the
Memorial
monument

*Reception
Reunions*



Picnic Chats





USCG AIR STATION ASTORIA

by CDR K.R. Baldessari, Deputy Group Commander,
CG Aviator 2412

September 11th, 2001 has become a chronological reference point for our entire nation. Group/Air Station Astoria, OR has set its clocks accordingly. Under the leadership of Capt Mike Farrell, current Commanding Officer [CG aviator 2330], both the physical appearance and present day mission of the Group/Air Station reflect the changes associated with new Coast Guard roles within the Department of Homeland Security.

Coast Guard Group Astoria's area of responsibility covers more than 140 miles of coastline between Queets, Washington and Pacific City, Oregon. Helicopters from Air Station Astoria regularly patrol and respond to missions from the Canadian border to northern California.

Group Astoria is composed of Station Grays Harbor in Westport, Washington; Station Cape Disappointment in Ilwaco, Washington; Station Tillamook Bay in Garibaldi, Oregon; Air Station Astoria in Warrenton, Oregon, and Aids to Navigation Team Astoria.

The HH-60J medium range helicopter represents the focal point of aviation operations within the AOR. Powered by twin GE T700-401C engines, the "Jayhawk" can cruise at 140KTS and fly 300 nautical miles off shore, where it can remain on scene for 45 minutes. With a maximum airspeed of 180 KTS and state-of-the-art sensors, including Forward Looking Infrared Radar (FLIR), and Global Positioning/Inertial Navigation System (GPS/INS), the HH-60J is the most capable helicopter in the Coast Guard fleet.

The 47-foot Motor Life Boat (MLB) is the Coast Guard's newest

self-righting and self-bailing boat. Built by Textron in New Orleans, LA, the 47-foot MLB is powered by twin Detroit Diesel 6V92TA engines, this MLB has a maximum speed of 28 KTS and can tow vessels up to 150 tons.



The 52-foot MLB has served as the backbone of the 13th District's surf response since 1955. With an operating range of 495 nautical miles in seas up to 35 feet and winds up to 60 knots, it is the most capable of all Coast Guard surf assets. Two of the Coast Guard's four 52-ft MLB's, the TRIUMPH and INVINCIBLE, are stationed in Group Astoria, respectively at Cape Disappointment, WA and Grays Harbor, WA.

Additionally, ANT Team Astoria has an area of responsibility which extends from Cape Flattery, WA, south to Cape Mears, OR and approximately 150 miles of the Columbia River from the entrance east to Hood River, OR. ANT Team Astoria maintains six lighthouses, 280 primary minor aids, 270 secondary minor aids and an assortment

of private navigational aids.

Through multi-mission scheduling the Group/Air Station has successfully incorporated Homeland Security into most other facets of its operations. Commercial shipping in/out of Portland often receives the added attention of a Coast Guard escort or ship riders (sea marshals provided by the Group/Air Station's Surface Operations Department). High interest vessels, critical infrastructure, and large events may routinely rate Coast Guard helicopter

or small boat surveillance.

Although a new Department, and expanded regional focus have introduced residents along the great Columbia River and the greater

Portland, OR area to more frequent helicopter patrols, Group/Air Station Astoria's traditional operational requirements have been largely unaffected.

Thanks to talented maintainers, operators, and support elements, the Group/Air Station continues to prosecute close to 200 SAR cases per year, support a robust aids to navigation mission, contribute to Pacific Northwest maritime environmental protection, enforce fisheries management regulations, and partner with numerous state and local government agencies. Next year Group/Air Station Astoria will celebrate 40 years of service in these capacities.





USCG AIR STATION SAN DIEGO

by LT Dawn Sewade, CG Aviator 3473

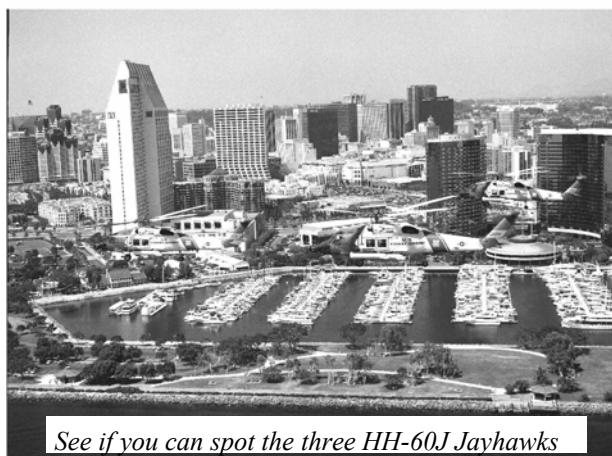
Air Station San Diego is just one of the commands that comprise Activities San Diego. Located literally across the street from the San Diego Airport, its origins can be traced to the development of the city when Lindbergh Field, (named in honor of Charles Lindberg of trans-Atlantic solo fame) opened October 16, 1934 on the Pacific Highway. Soon after, in December of 1935, the CG Air Station was established on 23 acres of waterfront adjacent to the airport thanks to strong local support of the Harbor Commission, Chamber of Commerce, many local agencies and community activists.

Facilities for the Air Station were modest in the early days of operations. The first building contract required dredging the waterfront to provide fill and stabilization for the building sites that included a hangar with lean-to, a barracks, and a mess hall. In addition, aircraft access to the airport runway and a small wooden seaplane ramp had to be constructed.

Legendary Elmer Stone led the first CG aviators assigned to San Diego. That responsibility now rests with the current commanding officer, Captain John Long [*Life Ptero and CG aviator 2177*]. His responsibilities place him in charge of an even more dynamic mix of people and resources that consists of helicopters, small boats, cutters, aids to navigation, as well as overseeing marine safety functions. The command is responsible for CG operations from the Mexican border northward to above San Mateo Point., and offshore 200 miles. The inland area of responsibility includes parts of AZ, NV, and UT along the Colorado River. Search

and Rescue operations often extend into Mexican waters, with medical evacuations off the southern Baja peninsula. Team Coast Guard in San Diego consists of 230 Active Duty, 150 Reservist, and 1600 volunteer Auxiliary members.

Last year, San Diego crews racked up nearly 2,100 flight hours and spent approximately 5,500 hours underway on boats. They successfully prosecuted nearly 600 SAR-



cases and conducted 300 law enforcement and safety boardings. Due to heightened security concerns after the tragic events of 9/11, proximity to the Mexican border and the volume of military assets in the area, leadership from Air Station San Diego spearheaded a successful multi-agency partnership with other local, state and federal law enforcement authorities. This groundbreaking cooperative will increase maritime security in the region while minimizing duplication of resources.

CGAS San Diego maintains the Coast Guard's only operational capability to perform Vertical Insertion (fast roping) of law enforcement teams onto vessels. Together with the Pacific Area Law Enforcement Team and ATC Mobile, the air station is currently operating the

Coast Guard's Vertical Insertion Center of Excellence, training aircrews from other HH-60 units and various tactical law enforcement teams.

Off duty life is equally dynamic. Many stationed at CGAS San Diego would argue the quality of life here is unparalleled. With a mild, year round Mediterranean climate, miles of pristine beaches, and lofty mountain ranges nearby, the area is an outdoor enthusiast's dream. Entertainment options are just as broad with many newcomers struggling

over choices to visit nearby Disneyland, the world famous San Diego Zoo or spend the afternoon strolling streets of nearby Tijuana for a day of shopping. Sports fans have the choice of all professional major league events or can choose from many nationally ranked local universities.

The dynamic changes Air Station San Diego has undergone over the last seven decades has tested the resilience of the officers and crew again and again. Thankfully for our country, Air Station San Diego stands ready to face the challenges the next seven decades have to offer.



A Decade ('93-'03) of Pterodactyl Achievements & A (FY) Financial Review

Communicating the outstanding accomplishments of our organization through three Sitreps per year, emails and the phone is not easy. This page and the next offer important information handed out at the Elizabeth City roost and printed here to inform the entire membership.

First, What have we been doing: To Promote and Perpetuate Coast Guard Aviation History

Donated more than \$30,000 to the Naval Aviation Museum Foundation

Oversaw numerous expansions, additions and improvements to the Coast

Guard exhibit at the National Museum of Naval Aviation

RD-4 amphibious aircraft under restoration, HO-4S helicopter added inside, HH-52A helicopter added inside, HH-3F helicopter added outside, Ancient Albatross Trophy added inside, Enlisted Ancient Albatross Trophy added inside. New trophy case added, Air Station patch display added (more than 100 patches)

Published our own book – "History of Coast Guard Aviation (1916-1986)"

Assisted in publishing several other books

Wonderful Flying Machines (Tom Beard), Grumman Albatross (Wayne Mutza), HH-52A History (Lennart Lundh), USCG Aviation (Robert Dorr), The Coast Guard (2004)

Expanded and improved the Coast Guard Aviation Hall of Fame Exhibit at the Aviation Training Center, Mobile; inducted: RADM B. Chiswell & CAPT W. Kossler (1993), CAPT C.C. Von Paulsen (1994), CDR S. Graham (1995), CAPT F. Erickson (1996), RADM N. Hall, CDR B. Melnick, Lt J. Pritchard/ RM1 B. Bottoms (2000), CDR G. Brown (2002)

Provided leadership and support to the Elizabeth City complex in fundraising and historical research for the Coast Guard Aviation Memorial Monument...donated \$2,000, and recruited CAPT S. Storm who served admirably as corporate and membership fundraising coordinator

Expanded the Ptero website and supported development of the internet-based History of Coast Guard Aviation

Helped to fund the Monument to a Century of Flight, a CG Vietnam Memorial, a Greenland Patrol Memorial and assisted in defraying expenses honoring the memory of LT Jack Rittichier, CG Aviator 997, donating more than \$12,000 for these projects

To Support Active Duty Forces

Funded and helped to coordinate Ancient Albatross Ceremonies

1995	MCPO Trent	AR & SC
1997	VADM Herr	ATC Mobile
1998	RADM Barrett	ATC Mobile
1998	SCPO Butler	ATC Mobile
1999	MCPO Farrance	CGAS Atlantic City
2000	RADM Olson	ATTC Elizabeth City
2000	MCPO Irsik	ATTC Elizabeth City
2002	MCPO Bigart	CGAS Sacramento
2003	MCPO Beardsley	CGAS Sacramento

Established and funded the CACP Marion "G" Shrode Flight Safety Award

1998	LT D. Scott	CGAS Borenquen
1999	Lt R. Emery	CGAS Atlantic City
2000	CWO C. Toupin	AR & SC
2001	Lt J. Rivers	CGAS Miami
2002	LT C. Carrulo	CGAS Atlantic City
2003	LT Bates	HITRON

Established and funded the CDR Elmer Stone

Fixed Wing Rescue Award

2000	HC-130 aircrew	CGAS Elizabeth City
2001	HC-130 aircrew	CGAS Clearwater
2002	HU-25A aircrew	CGAS Cape Cod
2003	HC-130H aircrew	CGAS Elizabeth City

Established/ funded the CAPT Frank Erickson (now the Sikorsky Aircraft Corp. Erickson Rotary Wing Rescue Award

2000	HH-60J aircrew	CGAS Sitka
2001	HH-65A aircrew	CGAS Savannah
2002	HH-65A aircrew	CGAS North Bend
2003	HH-65A aircrew	CGAS Humboldt Bay

Established and funded the CG Aviation Maintenance Award presented for the first time in 2003 to CWO Pete Fonticoba, CGAS Miami and sponsored/helped revitalize the CG Academy Cadet Aviation Club with \$4,000 to date

To Build Camaraderie and Esprit de Corps

Opened membership to all aircrew members (pilots and crew) and increased membership from about 600 to 1,100 plus

Planned and helped to coordinate annual gatherings

1994	Traverse City	host CGAS	1999	Atlantic City	host CGAS
1995	San Diego	host CGAS	2000	Seattle	host Retirees
1996	Cape Cod	host CGAS	2001	Miami	host CGAS
1997	Pensacola	host AOP Board	2002	Mobile	host ATC
1998	Colorado Springs	host Retirees	2003	Elizabeth City	host AR&SC

Recognized Pteros who significant efforts keep the AOP engines running, Swivel Shot awards to Gary Grow, Robert Watterson, Ray Copin, Sperry Storm, Bear Moseley and a Presidents Award to founder Norm Horton →

Achievements and Finances (continued)

We also passed the word plus...expanded and improved Sitreps (Pterogram), maintained a dynamic email directory, maintained/improved our website, received IRS approval as a non-profit 501(c)(3) and remained totally VOLUNTEER!

Second, Where does our money come from, Where does it go, and How much do we have?

This Keep-It-Simple-Stupid presentation is for the fiscal year ending 30 June 2003:

Funds Available:

Annual dues income	\$ 4,090
USAA fund interest income	\$ 3,546 (<i>lifer fund</i>)*
Merchandise sales	\$ 762
Net from 2002 Roost	\$ 1,500
Grant from Sikorsky	\$ 500
USAA fund withdrawal	\$ 2,500 (<i>History project equip.</i>)*
USAA fund withdrawal	\$ 5,000 (<i>RD-4 Dolphin project</i>)*
Total	\$ 17,898

Funds Expended:

Pterogram	\$ 5,458 (<i>printing /mailing</i>)
Misc. postage/phone	\$ 774
One time IRS fee	\$ 500 (<i>NP application</i>)
Misc. fees	\$ 121
History Project Equipment	\$ 3,104
AOP website support	\$ 256
RD-4 Dolphin project	\$ 5,000
Grant to CGA Cadet Club	\$ 2,000
Grant to ATC CPO	\$ 500 (<i>'02 Roost Support</i>)
Grant to ATC Spouse Org.	\$ 500 (<i>'02 Roost Support</i>)
Enlisted Anc. Al. Cerem.	\$ 500
Total	\$ 18,713

Year End Profit/Loss: \$ (815) That is a minus, but we had money "in the bank" so this end- -of- year technical loss simply shows we were able to spend/give out more than we took in, thanks to the USAA life fund.

*The life member fund (USAA) gained \$6,750 over that year and stood at \$67,691.04 as of 1 July 2003

Here are some membership numbers supplied by your Ancient Secretary, Gary Grow, as of 30 September 2003 (these particular totals are provided here since they relate directly to funding)

Life members 570

Annual dues paying members 570 (*but 197 wre paid only to June of 2003 and, if they remain unpaid, will shortly be dropped... and 315 are paid only through June of 2004*)

What does all this mean?

The grants in the last year and, indeed, the Ancient Order's accomplishments for the past ten years would not have been possible without the life fund interest income and occasional limited withdrawals from the account.

The life fund interest income represents a substantial portion of income making it possible to simply operate, even without grants, i.e., pay the bills for Pterogram and other necessary expenses. Note that if we did not have life memberships AND if the 570 members were paying annual dues of \$15, that would represent \$8,550 in annual income, or \$5004 more than we realized in interest income last year (but we would not have a sizeable interest bearing account).

Annual dues were raised to \$15 in mid year (January 2003) so annual dues income should increase, perhaps by as much as \$1,500. However, we face a continuing struggle with annual dues delinquency.

Some final commentary

We can do more with more money. Four things will help: (1) More members, (2) More members keeping dues up to date, (3) national economic health (life member account interest), and (4) donations.

We must be careful not to consider the life member account a cash cow for withdrawal any time for a worthwhile cause. If we withdraw too much from the fund (which is really just dues-received-in-advance-at-a-discount), we could find ourselves with insufficient income to meet basic operating requirements, let alone give the grants and provide the active duty support we all want to provide. SEMPER PARATUS

Note: The income and expense figures above are for the twelve months ending 30 June 2003. Significant other grants have been committed since June, e.g., for the Monument to a Century of Flight discussed on other pages..



Taps

The list published at the 2003 gathering of those reported to have flown their final flight is on page 7.

Just prior to going to press, we were informed that on 19 October, at the age of 92, Ptero CDR Wilfred C. "Wilco" Gray, USCG (Ret.), copied his final clearance. Wilco was CG aviator 100.





An American Hero Remembered, Laid to Rest at Last, Saluted with Honors

by Captain Ray Copin, USCG (Ret.), CG Aviator 744

Many recent news accounts, but not many enough, carried something of the poignant story of this gallant aviator who gave his life to serve another. Lieutenant Jack Columbus Rittichier, United States Coast Guard, Coast Guard Aviator number 997. August 17, 1933 — June 9, 1968. United States Air Force August, 1957 — November, 1962. United States Coast Guard September, 1963 — June 9, 1968.

I never flew with Jack or even met him, but I feel like I did fly with him and know him through conversations with comrades who did. I won't try here to describe his many attributes as an individual as he grew into manhood and took his place in history. I can only say the litany is impressive and stirring. What a guy, I have to think, born just 378 days after me, to accomplish all that he did in his foreshortened life.

Jack was destined to save lives. He volunteered to do exactly that in Vietnam in 1968. And he did exactly that many times until his life was extinguished with others a long way from home as he and his courageous United States Air Force flyer crewmen tried one more time, under intense enemy fire, to perform an impossible extraction of an injured American pilot in great peril. Jack and his friends and their Rescue Jolly Green 23 died that day.

Last winter, Jack's remains were recovered from the site of that tragedy. After confirmation of identification, escorted by a LT, CG aviator, the remains were flown in CG C-130's to Washington, D.C. for interment at the Arlington National Cemetery on Coast Guard hill close to the grave of CDR Elmer Stone, CG Aviator number one.

Jack is installed in the CG Aviation Hall of Fame. A CGAS Detroit hangar and the CG Integrated Support Center Administrative Building, Portsmouth, VA and a Navy League Sea Cadet Squadron in New Jersey are all named for him. This fine American and Coastie is remembered. As it should be.



Andrews AFB, October 6, 2003



Fort Myers, Wash., D.C., Oct. 6, 2003



Escorted in a respectful military procession, LT Rittichier's horse-drawn carriage moved from the Fort Myers Chapel to the grave site where a flyover of USCG helicopters, two HH-65's, an HH-60 and an MH-68, rendered their aerial salute. 10/6/2003

The Ancient Order recently granted \$500 toward a Vietnam Veterans monument at the Cape May Training Center in New Jersey and a similar monument at the CG Academy. The monuments will list all units, afloat and ashore, involved in Vietnam and coastguardsmen killed in Vietnam. Meanwhile, Ptero Bear Moseley has been interviewing CG aviators who served in Vietnam and has compiled extensive records of their outstanding accomplishments. For an on line informative and highly interesting summary of Bear's research, thanks to Gib Brown, go to <http://uscgaviationhistory.aoptero.org/history06.html>.





These are the Coast Guard aircraft maintained and flown by the active duty men and women of today's Coast Guard. Their stories are writing today's history of CG aviation. An important objective of The Ancient Order of the Pterodactyl is to help recognize and promote the stories and preserve the history for future generations.



Our thanks to Pterero Capt Tom King, and his G-OCA team for these photographs. See page 9 for Tom's roost report.



SITREP STUFF—Don't Miss Reading This (and responding!!!)

With Sitrep 3-99 (November, 1999), we began a series of articles featuring Coast Guard air stations, one by one, two by two, etc. Through the years, as we progressed, we mixed in articles about and by aviation support and operational elements other than air stations. We've added/covered ATC, AR & SC, ATTC, G-OCA, G-SEA, G-WPS and HITRON. If you don't 'speak' that 'code,' those articles are in our 'archives' for your review. Now comes this Sitrep with Astoria and San Diego, pages 11 and 12, whose insertions complete the circle. So! Now what do we do? Start over? We'd like to take a temporary break from that approach and try something different for a few Sitreps. We would like to see more and more and more and more (that more sequence is intended) articles about any facet of CG aviation incidents, experiences, missions, whatever that will be interesting to our readership and also add to the fascinating, often unrecorded, history of our heritage. YOU have stories to tell. You don't have to be a 'wordsmith.' You don't have to have a computer. All you really need to do is tell your story to us. You can do it in a handwritten note. Or a typed letter. Or an email. We'd like to have something about 700 words, plus or minus. We'll do whatever editing seems to be helpful (and we'll coordinate that with you). Together, we can help to not only inform the membership but even more important, help add to the store of stories helping to tell the story of CG aviation. Please contact the editor at 17203 SE 46th Place, Bellevue, WA 98006 or on email at rjcopin@aol.com or by phone at (425) 641-6869. Let's get your story into the mix. We know you have one or two or three or four or.....!!!!



Two books to watch for offering history or commentary on CG aviation not reviewed on the next page because of the lack of time and space were: Coast Guard in WWI by Alex Larzelere, and Ptero Mont Smith's I Never Liked Those C-130's Anyway.



Books

Fine Reads & Gifts

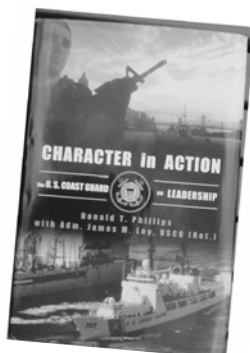


The Sikorsky HH-52A An Illustrated History, by noted historian and Pterodactyl Lennart Lundh. *Reviewed by Ptero Bob Watterson, CG aviator 891.*

Lennart presents this diminutive helicopter's story for the first time. Covered are design details, international service, licensed production by Mitsubishi, and the story of the "Seaguard's" use by the U.S. Coast Guard. A record of each airframe's history is included, as are photographs of three-quarters of the S-62As, S-62Js, and HH-52As produced. Of special interest are the recollections of nearly a score of our Coast Guard pilots and aircrew, and the text of the Army's evaluation of the first production airframe. This 152 page book includes 350 color and black and white photographs and line drawings.

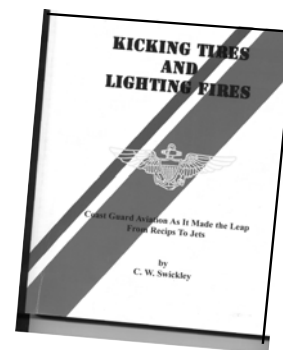
This book is a "Must Have" for those of us who supported and flew the HH-52 in all kinds of weather and operating conditions from pole to pole.

The AOP member price for this one-of-a-kind book is \$40 which includes shipping and handling. Use the form on page 19 or just mail a check for \$40 to "AOP, PO Box 9917, Mobile, AL 36691-9917," and we will mail the book to you!



Character in Action, The U.S. Coast Guard on Leadership, by Donald T. Phillips and Admiral James M. Loy, USCG (Ret.). *Reviewed by Ptero Ray Copin, CG aviator 744.*

Best selling author Phillips and the highly respected recently retired Coast Guard Commandant have produced a text that ought to be digested by and in the library of every top dog of every organization, big and small, public and private, and made available from the top on down to the lowest level of supervisor. The book describes in clear, easy to understand terms the organizational management and leadership principles anchoring the culture of today's Coast Guard. The authors explain the roots of the efficiency, morale, untiring dedication and often amazing exploits of the men and women of this small, vibrant service whose talents and teamwork are challenged every day. Superbly laid out and with stirring examples throughout, this work should become one of the leading instructional texts on organization management ever produced. Available through the AOP, the cost of the book for members is \$30 including shipping and handling. Use the form on page 19 or just send your check to AOP, PO Box 9917, Mobile, AL 36691-9917.



"Kicking Tires and Lighting Fires" by Pterodactyl Captain Carl Swickley, USCG (Ret.), CG aviator 725. *Reviewed by Ptero Art Ladley, CG aviator 724.*

Carl has truly captured the essence of what Coast Guard aviation is all about. Starting from his days in pre-flight at Pensacola through tours at Salem, Sangley Pt., Brooklyn, Savannah, Salem again, Elizabeth City and Pt. Angeles, his warm, humorous and sometimes poignant style brings to life the transition period of Coast Guard aviation from the late '50s through the '70s. If you had served at any of these units you will enjoy the chance to reminisce; if you didn't you'll quickly see the parallels for those units you did serve at. Carl weaves his story with strong emphasis on the personalities of the officers and crew he worked and flew with and how they contributed to his own growth as an officer and pilot. There are a number of gripping anecdotes about SAR cases, in-flight emergencies and encounters with nasty weather. Since he was an engineering officer, Carl also shares his insight on how our maintenance crew are the backbone to keeping the Coast Guard flying. All-in-all, this book is a wonderful tribute to Coast Guard aviation. Not available commercially. For price and availability, contact Carl at 10148 Bittern Dr., Pensacola, FL 32507.





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. As busy and focused as you are on many things, you are history-in-the-making, and you will want to preserve that history as well as that of those before and around you today. Your modest annual dues will help to keep you informed and make possible a multitude of active duty awards, memorials and CG aviation history-preserving- projects. **Happy Landings, and again, Welcome Aboard!!!**

CG Aviator Nr.

3665	Brian Wilson
3666	William Sportsman
3667	William Blair
3668	Lance Kerr
3669	Sean Kruger
3670	Patrick Lineberry
3671	Brian Breguet
3672	Not Assigned
3673	Daryl Clary
3674	Brian Begin
3675	Michael Danish

CG Aviator Nr.

3676	Ross Comer
3677	Paul Coleman
3678	David Aldous
3679	Aaron Green
3680	Paul Lalicita
3681	Greg Gedemer
3682	Shawn McMillan
3683	Patrick Lysaght
3684	Donald Baldwin
3686	Jamie Cronenberger
3687	Jessica Bylsma



MAIL

Appreciation from the Cartoonist

Thanks for the complimentary issue of your newsletter. It looks great!. In addition, the membership recruitment sheet looks superb! Beautiful color and layout.

Thanks for giving me the opportunity to contribute to your very, very fine organization.

Sincerely,

Steve Smeltzer
Indiana



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

U.S. Coast Guard Aviation Memorial

The booklet prepared at Elizabeth City which contains the inscriptions on the CG Aviation Memorial Monument now has a brief synopsis of circumstances for all the listings.



[Recent Sitreps have solicited additional information on some of the incidents for which skimpy or no data was available. Networking slowly surfaced more and more information as time passed.]

The final effort was completed by Ptero Jim Bunch of Floral City, FL. His research provided newspaper clippings and data for the remaining listings that were missing from the synopsis. Hats off to Jim!!

Ptero Sperry Storm



Now, Hear This...Special One Time Request

The Executive Board of the Ancient Order of the Pterodactyl has committed a total of ten thousand dollars (\$10,000) to ensure full funding by the Foundation for Coast Guard History of the Monument to a Century of Flight and to see that the Ancient Order is appropriately recognized for our substantial contribution to the construction of that historic monument. See other pages of this Sitrep for details. \$5,000 of this stretches our finances. If we're to keep up with other programs, we need your help.

Please send your contributions directly to AOP, P.O. Box 9917, Mobile, AL 36691-9917 before 31 December 2003 so you can take advantage of your tax deductible contribution this year. Make out your check payable to the Ancient Order of the Pterodactyl or just AOP. Note in the lower left corner "Century of Flight." Our organization's name and logo will be placed on the monument if goals are reached so please help us meet this commitment now. The purchase of any of the material listed below will also help. Thanks for your support.

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:

- ☐ Life Membership \$200 (includes a Ptero Coin)
- ☐ Annual Membership \$ 15
- ☐ 25th Anniversary Cups \$ 15
- ☐ H-52 History Book \$ 40
- ☐ Character In Action Book \$ 30
- ☐ CG Aviation History Book \$ 50

Please check as

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

Total Enclosed: \$

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

MAIL TO:

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



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read all about it
and much more
inside !**

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