



PTEROGRAM

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

Sitrep 1-05 Spring 2005 AOP is a non profit association of active & retired US Coast Guard aviation personnel & associates

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LADIES & GENTS—PREPARE TO ROOST ***SUNDAY 6 November —WEDNESDAY 9 November***



The 2005 Pterodactyl annual pflock-in gathering (roost) is some eight (8) months away. With the beautiful city of **SAVANNAH** as its location, it is guaranteed to be one of the best roosts ever! Founded in 1733, Savannah is rich in history, charm, southern hospitality, and, of course, the “Low Country Lifesavers” of Coast Guard Air Station Savannah.

With dozens of historical tours of the downtown area, and the festive experience of River Street, Savannah promises something for everyone. An easy 30-minute drive will allow a visit to beautiful Hilton Head, South Carolina to the north, or Tybee Island, Georgia to the east.

Honorary Roost Planning Chair, former Commandant Admiral Owen Siler, USCG (Ret.), CG Aviator 515, and CGAS Savannah’s commanding officer, Commander Peter Troedsson, CG Aviator 2551, and their planning team are well underway to ensuring that Pterodactyl traditions are maintained while arranging a roost plan for everyone to have an opportunity to enjoy everything Savannah has to offer. Headquarters rooms have been blocked at the Hyatt Regency Savannah on the riverfront, offering panoramic views of the Savannah River and the Historic District. The special group nightly rate plus tax is \$120, single or double. 24 hour valet parking is \$10/day. Savannah/Hilton Head International Airport is located just off I-95 at exit 104, about a 20-minute drive from downtown via I-95/I-16. Taxi fares are about \$20. Rental car vendors are located in the terminal. Mainly, for your planning now, **make your room reservation by calling (800) 233-1234 or (912) 238-1234** and ask for the Coast Guard group rate for your dates. The website www.hyattregencysavannah.com will introduce you to the facility.

[The June Pterogram, Sitrep 2-05, will supply details about the schedule, tour options, golf, tennis and a reservation form for roost activities. Look for it. And, oh, this is not the first time we have deviated from a weekend itinerary to bring down costs at a popular resort. The forecast for this roost is super!...Ed]



DUES CURRENT ? — *Please CHECK YOUR MAILING LABEL*

Your mailing label includes the JUNE DATE to which **YOUR TAX DEDUCTIBLE AOP DUES ACCOUNT** is AOK.
IF THE DATE DOES NOT READ **2005** or **beyond**, **PLEASE CATCH UP ASAP**.
Check out page 11 for the renewal application, AOP address, etc. Thanks for helping us carry on!



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Notes From Ye Prez

Last year was a "banner year" for our organization—a few highlights will explain:

- ⇒ We donated over \$8,000 to several important aviation initiatives
 - \$2,000 to the Coast Guard Academy Flying Club
 - \$2,000 to the Naval Aviation Museum Foundation
 - \$3,000 to the Century of Flight Monument at Kitty Hawk, NC.
 - \$1,000 to the Battleship Alabama Memorial Park (the park includes an HU-16E and HH-52A)
- ⇒ We helped the CG Museum curator at New London, CT develop plans to purchase several large CG aircraft models which will increase the visibility of CG aviation history for Cadets and visitors (see project update on page 3).
- ⇒ We added another aircraft to the Naval Aviation Museum collection. See photos on pages 6 and 7. The RD-4 Dolphin was funded by the Pteros and restored by Navy and Marine Corps volunteers at Pensacola. We need to find a few good CG retirees in the area to help these fine folks.
- ⇒ We had another great annual gathering (at Sacramento, CA in October). As always, we were inspired by awards we presented to outstanding active duty air crews and others.

To make 2005 just as rewarding, we need the help of our membership:

- ⇒ Each member needs to recruit one new member. What could be more simple? If y'all did that, we would have a much larger treasury and could do even more to support all of our objectives, including active duty CG Aviation.
- ⇒ Dues need to be paid on time. Every year we have to chase after more than 200 members who forget to pay their dues. Please look at your label now to see when your dues expire. If it says June 2005, you need to start thinking about parting with the huge sum of \$15. Send it in without delay, and know your timely action will be very much appreciated.
- ⇒ Volunteer to help—as an officer of the A.O.P., Executive Board member, history team researcher—whatever turns you on. Let us know that you are willing to pitch in. We'll find the right project for you.

Mark your calendar for the 2005 gathering at Savannah in November. As page 1 indicates, details will be published in June, but don't wait 'til then to make your room reservation. We expect a big turn-out, and the blocked rooms will be filling up fast.

Finally, I really do plan to step down as President after 14 fun-filled years. It has been a great ride, but it is time for a younger leader to step up and help take our organization to the next level. Let us know if you are willing. We will help make you successful.

SEMPER PARATUS

Your Ancient Prez,

George

U.S. Coast Guard Academy Cadet Aviation Club

Submitted by club advisor MKCS Kyle Takakjian, USCGR

For the last few months, the Aviation Club has been quite busy despite the horrible New England weather we were having. Mr. Bill McGrath graciously brought his P-51 and AT-6 to the Groton New London Airport for our cadets to see. This was coordinated with a lesson from the Ground School currently being conducted at CGA by Coast Guard Auxiliary Flotilla 10-01, 1st Southern District. Cadets also participated in the annual "Wings over Westerly" festival at the Westerly Airport. This included a dedication to a retired WWII combat veteran who was both a B-25 and B-24 gunner in the Army Air Corps. Our cadets welcome the opportunity to speak with veterans who have shaped our history and are so much a part of the heritage of aviation.

The big news from the Academy is that for the first time, we are able to offer a five-week aviation flight training internship to the 1/c cadets [Seniors]. This program will enable a small number of cadets to complete a private pilots license course at an FAR Part 141 flight school during the summer. Future club plans are to revisit the Sikorsky Aircraft Factory again this year and see how Jayhawk helicopters are built, engage in glider soaring on Cape Cod, and take trips to the Cape Cod TRACON as well as the control tower at JFK International. The generous support from the Pterodactyls has supplied our cadets with text books for ground school, trip support and FAA by-annual flight reviews for cadets who are currently licensed pilots, flight simulator maintenance and upgrades, and for orientation flights. Our sincere appreciation is extended to all of you for supporting our programs.

Second Class (3rd year) Cadet Charity Drew inspecting the cockpit of Bill McGrath's immaculately restored P-51 Mustang at Groton-New London Airport. Cadet Drew participates in ground school and has her sights set on CG aviation



Third Class (2nd year) Cadet Jarred Hinton at simulator controls. Jarred is an officer in the Cadet Aviation Club and actively participates in programs at CGAS Cape Cod



PATCHES WANTED



TO ASSIST THE NEW LONDON CG MUSEUM IN CREATING A DISPLAY OF CG AVIATION UNIT PATCHES, DONATIONS OF OLD AND NEW PATCHES WILL BE GREATLY APPRECIATED. DONATIONS SHOULD BE SENT TO A.O.P., PO BOX 9917, MOBILE, AL 36691-9917 BEFORE 1 JUNE 2005. WE WILL GATHER THE PATCHES AND DELIVER THEM TO THE CURATOR. WE'RE COUNTING ON PTEROS TO RESPOND TO THIS REQUEST.



CG MUSEUM MODEL NEWS

Sitrep 1-04 reported a generous donation to the New London Coast Guard Museum by the estate of Helen Leamy-Perkins, widow of RADM Frank Leamy, CG Aviator 40. Sitrep 1-04 includes a brief account of then LCDR Leamy's courageous and skillful 1937 offshore rescue in RD-4 CANOPUS for which he was awarded the DFC. The funds will be used to commission large models of CG aircraft for display. We assisted the museum curator with a list of historical aircraft from which to choose for the project. Three categories were: Seaplanes/Amphibs, Fixed Wing Land, and Rotary Wing.

The Curator, Cindee Herrick, has contracted with a modeler for four museum quality models (HH-52A, HO43-3G, HU-16E and RD-4). Dimensions will be five to six feet. Watch for progress reports on this project. The list of aircraft will be retained for hopefully future use. [Incidentally, ye ancient editor regrets having mistyped Cindee's last name in Sitrep 3-04 and offers here his sincere apology.]



CG AUXAIR TRAINING PAYS OFF

by C. Michael Renuart,
D7 Auxiliary Senior Flight Examiner

Four USCG Auxiliary airmen played a key SAR role on 13 February 2005 near Brunswick, Georgia.

The airmen were on their return flight from the CG Air Station at Hunter Air Field at about one p.m. when they were alerted by Savannah Approach Control that a small aircraft was reported down about 20 miles from their location and along their route of flight. The Auxiliary flight was requested to divert to the area and assist in finding the downed aircraft. From the information provided to them by the air traffic controllers, the Auxiliary aircraft located the general area of the incident, conducted a brief search and located the downed Piper Cub aircraft. The yellow and orange aircraft had gone down in a large marshy area and had flipped over onto its back. The pilot was outside the aircraft and waved to the Auxiliary aircraft indicating he had survived the rough landing.

Coordinating with CG Station Tybee and CGAS Savannah, the Auxiliary aircraft stayed over the scene, provided precise location

coordinates to a rescue helicopter which arrived on the scene about 15 minutes later to hoist the pilot.

These Auxiliary aviators were part of a group of about 60 aviators who had been at CGAS Savannah for annual recurrent training. That training, which began on Friday, had just concluded, and with fresh search and rescue techniques just learned, these volunteer aviators had just departed on their return flight home. The crew of the Auxiliary aircraft included local dentist David Lloyd, Joe Friend, and Mike Renuart, all residents of Spruce Creek Fly-In. The fourth crew member was Port Orange resident Gary Ford.

All four of this Auxiliary aircrew are members of local Daytona Beach Coast Guard Auxiliary Flo-tilla 44.

The HH-65 rescue helicopter was crewed by Aircraft Commander LCDR Tim Schang, Copilot LT Pat Lineberry, Flight Mechanic AMT2 Chad Oberholzer and Rescue Swimmer AST2 Mike Stallard.

Maybe more or less routine for the helo crew, but for the Auxiliarists, this was a perfect conclusion to a superb training weekend. Putting training into practice is what it's all about for them.



*L to R: Aircrew Specialist Gary Ford, Aircraft Commanders
David Lloyd, Mike Renuart and Joe Friend*

COSMIC AIR ON HORIZON

[Cosmic Air reunions, reliving "scenic views of the blue Pacific from low altitude," dates to the late 1940s when CG pilots and crewmen with western Pacific flying experience have gathered annually to rap (lie?) about their logistical and other missions betwixt and between far flung tropical islands, etc. Many attendees are members of the Ancient Order (all someday should and may be—attendees please take with you copies of our application on page 11!). Cosmic Air gathers more or less informally each year somewhere in the western U.S. for a weekend of togetherness. We wish them a grand time and look forward to their AOP membership and their attending our AOP roost next fall at Savannah...Ed]

OPEN THE HANGAR DOORS FOR THE UMPTEENTH TIME

This Cosmic Air reunion is being held at the Peppermill in Reno, Nevada. Rooms are blocked for May 8th through May 11th. \$59 per night. Register by phoning (702) 826-2121, and mention you are with the Coast Guard Air reunion. You can also call (800) 648-6992. Pass any questions to Linda Etheridge at (707) 869-0157 or Pat Peden at (775) 867-3029. Or email Linda at lether7294@aol.com or Pat at patpeden@phonewave.net. There is a free shuttle from the airport to or from the Hotel, and the Silver Sage RV park across the street from the hotel will help those traveling by RV. Their rates are \$24.75, phone (775) 829-1919.

Sign up with Linda or Pat, and send your check for the banquet on 10 May payable to Coast Guard Air Reunion to Pat Peden at PO Box 5413, Fallon, VN 89407-5413. They'd also like to know how you would like your names to appear on nametags, whether you are staying at Peppermill and when you're arriving. Oh, important...\$35 each for the banquet.



USCG AVIATION HALL OF FAME NOMINATIONS OPEN

NOMINATIONS will be accepted this spring for the CG Aviation Hall of Fame which was established by and is sponsored by the Ancient Order. To date 11 individuals, 1 flight crew of two and one group have been so honored. A brief description of each of their contributions to CG aviation are preserved and displayed in handsome plaques adorning a bulkhead in Erickson Hall at ATC Mobile.

Nominees must have made a significant contribution to Coast Guard aviation. Significant means a single noteworthy action, or an extended activity which positively influenced Coast Guard aviation. The achievement should be measured in a historical context and should clearly demonstrate an important advancement in Coast Guard Aviation. Contributors to any element of aviation, e.g., operations, engineering, safety, administration, may be considered for nomination. Single operational achievements may be considered if the action is historically noteworthy and merits recognition beyond that which may have already been provided by an official Coast Guard award. Nominees must not be currently on active duty.

The present members of the Hall of Fame are:

W.J. KOSSLER

F.A. ERICKSON

S.R. GRAHAM

J.A. PRITCHARD, Jr. & B.A. BOTTOMS

G.E. BROWN

B.M. CHISWELL

D.B. MacDIARMID

J.C. RITTICHER

THE AVIATION MAINTENANCE SPECIALISTS OF WWII

E.F. STONE

C.C. VON PAULSEN

N.B. HALL

B.E. MELNICK

Nominations should be sent to AOP, P.O. Box 9917, Mobile, AL 33691-9917 to be received PRIOR TO 15 MAY 2005. An appointed selection committee will consider all nominations received and will report its recommendations to the Executive Board. An announcement concerning an induction ceremony, if appropriate, will come later. Nomination documentation should outline as comprehensively as possible the basis on which the nomination is submitted.



CHALK UP ANOTHER HITRON RECOGNITION



Sitrep 2-03 reported on the CG Helicopter Interdiction Tactical Squadron (HITRON) at Jacksonville, FL and the **first** night time bust by an armed HITRON resource of a 'go fast' boat loaded with drugs. Sitrep 4-04 followed up by announcing that the HITRON crew on that mission was awarded a 2003-04 Captain "Gus" Crawford Memorial Award by the Airborne Law Enforcement Association, another **first** for CG aviation. The crew was honored at the ALEA annual conference on 24 July 2004 at Charlotte, North Carolina.

Another **first** occurred on 7 February 2005 at an awards ceremony at HELI-EXPO2005 in Anaheim, California. The HITRON crew was recognized as winners of the Helicopter Association International's Salute to Excellence Award sponsored by MD Helicopters.

These awards were presented to the MH-68A Sting Ray crew for successfully completing the first night airborne use of go-fast interdiction under extremely daunting conditions, ultimately stopping over 6,0000 pounds of pure, uncut cocaine with a street value of more than 194 million dollars from reaching the U.S. Their daring mission occurred in early 2003 while aboard CGC DILIGENCE on patrol in the drug transit zones between Columbia and the U.S.A. Space here denies us from telling details of the dark, crappy weather which prevailed and the aeronautical skills and crew innovation and coordination required to carry out the mission.

The helicopter crew: Aircraft Commander LT Craig Neubecker, CG aviator 3388A, Copilot LT Shawn Kock, CG aviator 3381 and Aviation Gunner AET1 William Greer. Hands together, readers, for these coasties!





**NEWEST OLDIE PRIDE & JOY
RD-4 DOLPHIN**

[This article is taken from and includes excerpts from a recent comprehensive report submitted to Dr. Robert Browning, Coast Guard historian, by Captain George Krietemeyer, USCG (Ret.), CG Aviator 913 (AOP President) and endorsed by VADM D.C. "Deese" Thompson, USCG (Ret.), CG Aviator 683, (former Ancient Albatross). Shown above is the recently restored DOLPHIN of the 1930's fleet of 'flying lifeboats' the famed history of which was described in Sitrep 1-04 and may also be found on our history website—see page 9 for the site address...Ed]

It was April of 1962 when the Secretary of the Navy announced the official establishment of the Naval Aviation Museum. Its charge was, and still is, "to select, collect, preserve and display appropriate memorabilia representative of the development, growth and historic heritage of Naval Aviation."

In 1966, a fundraising organization was formed to be known as the Naval Aviation Museum Association. Through the years, more than 33 million dollars has been generated for development of the museum and its displays and exhibits. In 1975, the association became the Naval Aviation Museum Foundation. Its stated mission is "to foster and perpetuate the Naval Aviation Museum as a medium of informing and educating the public on the important role of United States Naval

A HISTORY of HISTORY ON DISPLAY THE NATIONAL MUSEUM OF NAVAL AVIATION, THE COAST GUARD AVIATION EXHIBIT, AND PTERODACTYL SUPPORT

Aviation; to inspire students undergoing naval flight training to complete the program and become career officers; to serve as a philanthropic corporation in assisting the development and expansion of the facilities of the Naval Aviation Museum; to receive, hold and administer gifts received from persons, other organizations, corporations, foundations, and philanthropies, in the best interest of the Naval Aviation Museum; and to expose youth to the excitement and fun of aviation, integrating current application in science and mathematics using aviation as a central theme."

Phase I construction of the museum was dedicated in 1975. With 68,000 square feet, the building would become a showpiece for naval aviation. Funds were raised for a second phase of 42,000 square feet which was completed in 1980 and donated to the Navy. Phase III, a 138,000 square foot addition, brought the museum to a quarter million square feet of exhibit space. 1989 saw the museum sanctioned by the federal government and redesignated the National Museum of Naval Aviation. It is one of the three largest air and space museums in the world.

In 1996, a Phase IIIA expansion included a new entrance hall, a theater and premier film, the Naval Aviation Monument, and an additional 41,000 square feet of exhibit area. With nearly 300,000 square feet of exhibit space, annual museum attendance by 1997 reached one million visitors.

The museum is owned, operated and maintained by the U.S. Navy, operating as a field activity under the command of the Chief of Naval Air Training. All personnel attached

to the museum are Civil Service employees. Plans are underway to complete a 240,000 square foot addition to add both exhibit space and house the next level of Foundation Education Programs—the National Flight Academy, a 36 million dollar project scheduled for completion in 2007.

So, now how about Coast Guard and Pterodactyl support and CG aviation exhibits? Read on...

The Coast Guard was invited in 1980 to participate in the museum activities. The Commandant's Office of Public Affairs oversaw the design of the CG exhibit using a "time line" approach starting in 1916. Captain Krietemeyer, then commanding officer, CG Aviation Training Center, Mobile, AL was selected by the Commandant's staff to be the local CG official coordinating with the Navy and museum personnel at Pensacola. The Ancient Order was charged with raising \$100,000 for the museum Foundation. That goal was reached by 1983.

The Coast Guard exhibit opened in May of 1983 as one of the largest exhibits of CG history in the world. At that time, the museum had five aircraft displayed in the CG colors of their day.

- JRF (Goose) V-190
- J4F-1 (Widgeon) V-212
- HNS (Hoverfly) 39047
- HO-3S 235
- HU-16E (Albatross) 7236

Captain Krietemeyer's involvement with the Foundation and museum continued in various capacities after his retirement from the CC in 1987. He and VADM Thompson remain Trustees on the Naval Aviation Museum Foundation Board



overseeing presentation of Coast Guard history. In 1993, Captain Krietemeyer was elected President of the Ancient Order of the Pterodactyl.

During recent years, Captain Krietemeyer, VADM Thompson and others have spearheaded, among other initiatives, many enhancements to the CG exhibits, e.g.:

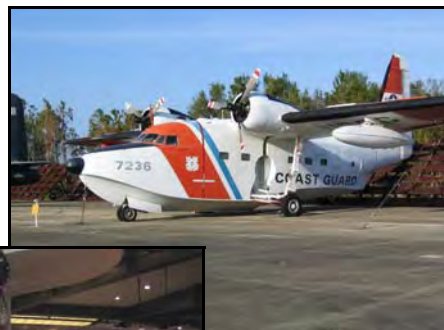
- * Addition of HH-52A 1355
- * CG colors on HO-4S 1248
- * Addition of HH-3F 1486
- * Addition of HH-52A Trainer
- * Addition and renovation of a vintage RD-4 Dolphin
- * Numerous other changes and improvements

While the CG exhibit is in good shape, it has become somewhat dated and needs substantial work to ensure that it properly reflects the modern CG image to more than a million visitors every year. There is a long list of improvement suggestions which will be focused upon in the years ahead.

Meanwhile, every Ptero should take pride in our part in seeing our part of naval aviation preserved and displayed in such a prestigious museum. For several years we have provided funds available averaging nearly \$2,000 each year in addition to the \$5,000 for the RD-4 addition in 2004.

The museum is not exactly just around the corner for most Pteros, active duty or retired, but the museum can be visited on line at www.naval-air.org and has been the site of more than one roost and no doubt will be again in the not distant future.

In any case, all are urged to include time to visit this great institution more than once in your lifetime as travel close by allows. Your socks are bound to be knocked off each and every time!



Another view of the RD-4 Dolphin, latest addition to this fleet of retired aircraft



ONLY CG AIRCRAFT ON DISPLAY ARE SHOWN HERE. THE BASIC AND EXTENSIVE COAST GUARD EXHIBIT IS NOT PICTURED

Webmaster [1/c] Ptero Gary Gamble, CG Aviator 1826, reports that members can now submit changes to their postal mailing address on line which should save time and stamps. Just visit our website, address above, and click on the MEMBER SERVICES button and the subsequent links. Or, if you wish, go directly to "www.aoptero.org/htm/mailfrm1.html"

This website is a great resource, packed full of good stuff, and Gary regularly adds new touches such as right on the home page some nice color photos of the recently restored RD-4 on display now at the Naval Aviation Museum. To give a quick idea of just some of the contents, here is a list of the prominent buttons to click on which are displayed on the home page:

- Home
- Activities
- Ancient Albatross
- CG Aviation History
- Hall of Fame
- Executive Board
- CG Memorial
- By-Laws
- Member Services
- Museumed Aircraft
- Downloadables
- Lost & Found
- Objectives
- Ptero Store
- Contacts
- Links
- History

Clicking on links will put at your finger tip 24 CG aviation unit websites, 29 Coast Guard and Aviation websites and 17 other websites with information that may be of interest, such as the Topeka Personnel Service Center, TRICARE, Military Womens Message Center, Official Time just to name a few.

All this as but one of many benefits of Ptero membership.



St. Petersburg/ Clearwater 70 Years of CG Aviation History

1 March 1935. The beginning of an era of United States Coast Guard history. It was on that date that CG Air Station St. Petersburg was commissioned and began air operations flying seaplanes of the day. The location was a scenic waterfront site in downtown St. Petersburg, Florida. For more than four decades, the air crews assigned to this station performed countless rescues and carried out many other Coast Guard missions with distinction. Over the years, unit personnel and equipment expanded and changed with the times.

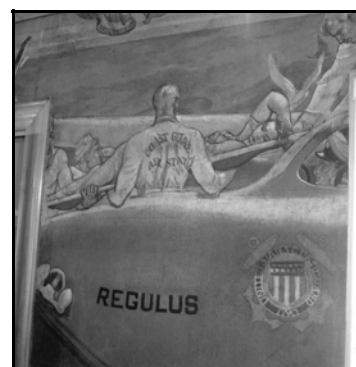
In the fall of 1976, with four twin turbine Sikorsky HH-3F helicopters assigned, a very significant change took place. The air station was relocated to St. Petersburg-Clearwater Airport, a dozen miles north. Seaplane ramps were no longer necessary, but most important was the need for facilities and space to support, in addition to the helicopters, four HC-130B Hercules fixed wing aircraft and the personnel required to operate them. Thus CG Air Station Clearwater was born to continue the proud legacy of service to nation carried on so well and for so long at St. Petersburg. Currently, the Clearwater air station operates seven HC-130H Hercules aircraft and five HH-60J Jayhawk helicopters. One Hercules crew recently returned from a forty day mission supporting tsunami relief efforts.

1 March 2005. Captain E.F. "Rusty" Rollins, the air station commanding officer, CG aviator 2198, and his staff, hosted a celebration of the 70 past years of CG aviation history at the two locations. In addition to local civic dignitaries and other members of the community, invited guests included many retired CG pilots and aircrew personnel who had served at one or both of the facilities. Most retirees were from the surrounding area but they came from as far away as the Virgin Islands and Seattle.

The events of this special day were marked by tours of both stations, proclamations by local government offi-

cials, a meal provided by the local council of the Navy League of the U.S., displays of photos of vintage aircraft and other artifacts including scrap books containing clippings and images telling stories of exploits and heroism that could seemingly fill a library.

The Clearwater air station administration building displays a photograph of each officer who has commanded this station since its formal commissioning in October 1976. After remarking on the hours of research necessary by air station personnel to retrieve other data from various sources, Captain Rollins unveiled a handsome plaque containing the ranks, names and dates of each of the commanding officers at the St. Petersburg Air Station from 1935 to 1976.



Portion of painted (color) mural in the St. Pete. AS wardroom-Regulus, an RD-4



Rescue swimmers at Clearwater AS working on equipment in the survival shop

[Ye ancient scribe was privileged to join the many other Pterodactyls present for this grand event. Vision, commitment and considerable work by many were obviously required to carry out this celebration. Remembering and preserving the past in this way is commendable and consistent with the continuing efforts by the Ancient Order to capture and preserve CG aviation history...Ed]





USCG AVIATION HISTORY ON LINE

*(A POSITION REPORT ON OUR EVER
EXPANDING WEBSITE)*

*Protecting (what we can get our hands on)...
Preserving (for future generations)...Presenting (to
any and to all)...*

*The Precious History of
United States Coast Guard Aviation*

A scant two years ago, a handful of Ptero volunteers gathered at Pensacola and Mobile in response to expressed visions of a day when the past, present and future history of Coast Guard aviation would be preserved and accessible. Considering that no comprehensive and accessible repository yet existed anywhere to chronicle the nearly nine decades of accomplishments already past, these Pteros faced huge mountains to climb (without performance charts), with uncertain weather ahead (gathering data, convincing others, politics, etc.) and with less than an unlimited fuel supply (personal age, financial resources, volunteer energy and time, etc.). In spite of the obstacles, their enthusiasm drove toward a flight plan aided by technology and the technical capabilities of one of the prime movers, Ptero Gib Brown, who, applying his own knowledge and resources, established a CG aviation history website. In essence, this applied the takeoff power needed to get off the runway and start a climb. Sitrep 1-03 (spring 2003 Pterogram) reported on this genesis of a flight that has continued to climb toward those mountains, winding through weather and gaining fuel en route. Subsequent Pterograms have provided position reports along the way.

So much has being accomplished by Ptero volunteers, webmaster Gib and others, that it's hard to know where to begin this report. Let's start with this: if you're a Ptero and are on line and you haven't lately gone to either the home Pterodactyl website or the CG aviation history website, please, please do. As listed on page two (but you don't have to go there for this), go to "www.AOPtero.org" to find the Ancient Order site. Simple enough. After seeing all that's there for the asking—and checking out what you wish—come back to the home page and click on aviation history. Then, too, be ready for a bunch of great stuff to look at and to know it's there, again for the asking. If you want to go straight to the history site, just go to "www.uscgaviationhistory.aoptero.org/" Either way, you will see, in addition to much, much to view...

- ★ more than 300 entries in the Roll of Valor listing recipients of medals highlighting superior aeronautical achievement and skill,
- ★ an expanded time line tracing the history of CG aviation from '57 to '75,
- ★ more photos and stories and patches and memories, etc., etc.

Webmaster Ptero Gib Brown has been greatly aided by the assistance of Pteros Bear Moseley, Bob Workman, Chuck Hahn, Art Ladley, Cathy Entman, Tom Beard, Bob Johanson, Howie Thorsen, Ben Stoppe, Sperry Storm, George Garbe, Bob Watterson and others. The 'fuel supply' of these volunteers is limited, though, and there's much to do, so let us know if you have a few hours a month to lend to a great cause.

By the way, check out the Flight Log on the history site, and join in. It's a growing list and a great way to memorialize your own aircrew participation in this, one of our nation's great histories, still emerging.

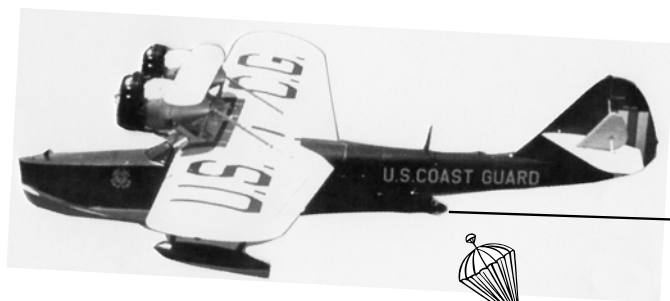
Taps

With regret, we must pass on that the following Pterodactyls have taken their final flights cross the bar.

CWO4 (Ret.) W.A. "Tony" Clubb

Capt.(Ret.) K.R. Goodwin
CG Aviator 159

CWO4 (Ret.) W.J. Knowles



MAIL

MORE LOWER/SLOWER

While assigned to CG Air Detachment Barbers Point, I checked out on leave on 13 May 1963. At about 0200 on the 14th, I received a call indicating that an aircraft had gone in en route Guam. I was summoned to pilot an HU-16E for a possible offshore landing rescue. My extensive earlier water experience at CGAS Salem prompted the recall. We launched in CGNR 7247 before dawn with full mains, drops and floats. We always used floats first since drop tanks could be dropped later if necessary for a water landing. This is the same mission Ptero Chuck Larkin referred to *[in Sitrep 3-04—Low and Slow-A Little Bit Lower]*.

During the search, I flew a total of 48.9 hours (32.7 pilot, 16.2 special crew). The longest flight was the first day, 14.7 hours. We would have had about 8 or 10 hours more total, but we had to abort on the 15th due to a fire warning light a few hours into that day of the search. We limped back to Johnston island to check out the engine.

We 'fixed' the fire-warning problem by removing the bulb. We also 'fixed' a broken oil cooler actuating motor by wiring the flap in the trail position. In those days, a little wire and chewing gum kept you going during lengthy SAR missions. When we got home, we grounded the aircraft.

An HU-16E would fly a long time. As I remember (please take into account my old age memory, at max range you could get about 18 hours and at max endurance nearly 24. They had less performance on one

engine than a C-130 on one engine in a search configuration. I've been down to one in both aircraft and will take the C-130 on a cold day anytime. In the C-130, you just spool up the outboards!

Ptero Bob Carlston,
CG Aviator 688



VP-6 LOGGED IN

[Thanks to suggestions and research by Ptero Mitch Perry, CG Aviator 500, VP-6 data was submitted to the National Flight Log at the Naval Aviation Museum in the squadrons category...Ed]

We have received the information and contribution for VP-6's entry into the National Flight Log and would like to take this opportunity to welcome this organization to this very special program.

This contribution not only honors VP-6 but directly supports the Foundation's efforts to expand and improve this very special Museum. The focus of the Museum is the preservation of the history and the heritage of Naval, Marine Corps and Coast Guard Aviation and the tradition of service to our country. Through these efforts, the Museum also serves to educate the public.

Once again, thank you for your contribution and welcome to the National Flight Log. You may view this entry by visiting our website at www.naval-air.org. *[click on Foundation, then National Flight Log]*

Sincerely,
Leslie M. Geiger



PROMINENT AIRCRAFT

[This is from a note sent responding to the initial lists of 'prominent' aircraft published last year to be considered for the models reported on page 3. The gift fund for models, while generous, will likely fund only the four mentioned in that update. However, the lists will surely be helpful in guiding future displays. These two (below) have been forwarded to the museum curator accordingly...Ed]

There are two aircraft I believe should be added:

OS2U, Kingfisher—there were more in number of these aircraft at CG air stations than any other plane during WWII. They were important factors in antisubmarine warfare, carrying two depth charges on the wings.

J4F, Widgeon—displayed at the Naval Aviation Museum at Pensacola.

As for events, a PBY-5A was utilized in performing the first International Ice Patrol Flight on 6 February 1946. The bureau number for that aircraft can be found at the Naval Aviation Museum catalogued under File 988.191.

Ptero Bud Muench,
CG Aviator 192



H-60 BOOK COMING

My H-60 book project is coming along fine, with the end of this year targeted as submission to publisher. As usual, I have received the best response from the CG rotary wing community, in both photo material and stories. I certainly appreciate the help.

Wayne Mutza
[Aviation Author]





NEWLY DESIGNATED AVIATORS OF THE U.S. COAST GUARD

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

CG Aviator Nr.	Assignment	CG Aviator Nr.	Assignment
3728 Michael Norris	Borinquen	3741 David Johnson	Humboldt Bay
3729 Michael Brimblecom	Savannah	3742 Mark Orlando	Barbers Point
3730 Gabriel Somma	Traverse City	3743 Kevin Plylar	Clearwater
3731 Jonathan Sullivan	Elizabeth City	3744 Jerod Glover	Traverse City
3732 Michael Benson	Barbers Point	3745 Joshua Jarrell	Atlantic City
3733 Edward Ahlstrand	Elizabeth City	3746 George Menze	San Diego
3734 Donald Isom	Sacramento	3747 Nathan Hudson	Cape Cod
3735 Blake McKinney	Miami	3748 Douglas Doll	Clearwater
3736 William Walker	Miami	3749 Gary Scott	Astoria
3737 Christian Rigney	Miami	3750 Derrick Greer	San Francisco
3738 Crist Holveck	Miami	3751 Christopher Wright	Clearwater
3739 Geoffrey Barela	Miami	3752 Laura Millen	Miami
3740 Michael Woodrum	Sacramento	3753 Brendan Evans	Traverse City



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Please make copies of this form and pass it on.



See these photos of our recently restored RD-4 Dolphin in color on pages six and seven. These venerable seaplanes, named after stars, performed many offshore rescues in the 1930's, demonstrating the potential of Coast Guard aviation resources. Their crews were courageous and skillful pioneers who were Semper Paratus. Many were highly decorated for their actions.

BETWEEN THESE COVERS

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