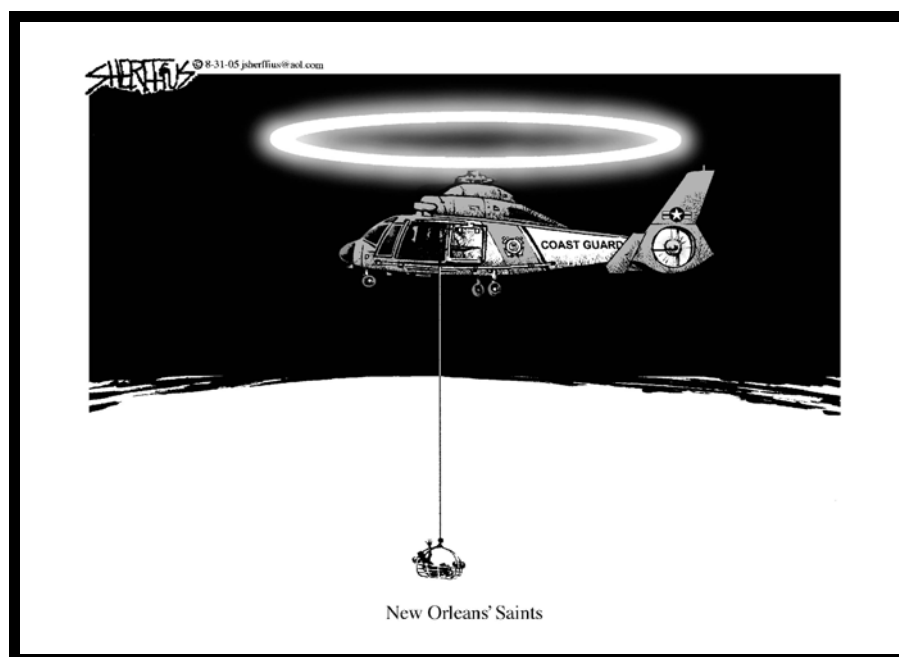


HURRICANE SAR — SEMPER PARATUS, VERSION 2005

[This great cartoon appeared soon after Katrina devastated the Gulf coast. Permission was obtained from the cartoonist, John Sherrfius, for the Ancient Order and the Coast Guard to reproduce John's creative product with credit. We have it in color, too.]



[In early September, the commanding officers of ATC Mobile and Air Station New Orleans released a joint message addressed to their "Fellow Commanding Officers." This wonderfully crafted and instructive summary of action follows here in its entirety with special thanks to Captain Dave Callahan, ATC Mobile, CG Aviator 2408 and to Captain Bruce Jones, AS New Orleans, CG Aviator 2407.]

Fellow Commanding Officers,

We (Captain Callahan and Captain Jones) have struggled to find words which adequately express our admiration, respect and appreciation for the herculean efforts of the many, many Coast Guard men and women, Active, Reserve, Auxiliary, and civilian you sent to us and who made the recent Coast Guard air rescue operations over Louisiana and Mississippi possible. Words cannot adequately express what they accomplished, but please pass this message from both of us to them, and thank you all for your leadership and support in the Coast Guard's continuing Katrina response and recovery operations.

SUBJECT: COAST GUARD HURRICANE KATRINA AVIATION RESCUE OPERATIONS

1. On 28 August 2005 aircraft from Airstas New Orleans and Houston and ATC Mobile descended on the devastated city of New Orleans and Mississippi coastal communities only to find the utter horror of great expanses under water up to rooftops or completely flattened by winds with burning gas mains and buildings and thousands of survivors clinging to rooftops adding to the unimaginable scene. In tropical storm conditions, every available helicopter immediately began hoisting survivors, reacting intuitively to the difficult task of triaging the neediest from among the throngs of victims, and delivering those recovered to the nearest dry land or overpass.

2. As the scope of the disaster became known, Airstas around the Coast Guard immediately began dispatching aircraft and aircrews to join the enormous rescue operation, staging out of both ATC Mobile and Airsta NOLA. Each and every Coast Guard Air Station, without exception, contributed personnel and/or aircraft to this extraordinary effort. In addition, logistics and support personnel from units including PSU 308, ISC St. Louis and New Orleans, MSU Houma, SFOS Atlantic City and Grand Haven, CEU Miami, Atlantic Strike Team, MLC (K), ESUs NOLA and Portsmouth, and many others descended onto the severely degraded Airsta NOLA facility to help with watchstanding,



aircraft dispatch, loading of equipment, aircraft maintenance, facility repairs and any other task required, making this operation the epitome of the "Team Coast Guard" concept.

3. All Airsta NOLA berthing and most shop spaces were rendered uninhabitable by flooding after Katrina's Cat 4 winds peeled back the hangar roof. Consequently, during the intense first four days of the operation until temporary tent cities and other shelters began to arrive all aircrew and support personnel staging at CGAS NOLA bunked head to toe on floors or on cots in the Airsta's crowded admin building. For much of this time the admin building/operations center was without power, air conditioning, running water, and all but one working cellular phone making the concept of "adequate crew rest" an impossibility. ATC Mobile encountered challenges with their own hangar roof, losing all of their operations spaces, Opcen, and many maintenance shops, along with a loss of basewide power and phone communications.

4. Despite these hardships, the extraordinary Coast Guard men and women who gathered from all over the Coast Guard to join the fight worked ceaselessly and cheerfully, allowing around the clock SAR and maintenance operations to continue unabated and at an unprecedented level. The dogged determination, enthusiasm and eagerness to serve in any capacity exhibited by all members was awesome to behold. Many members of the embedded media commented frequently and with wonder at the superb quality, dedication and camaraderie of the entire crew.

5. In around the clock flight operations over a period of seven days, Coast Guard helicopters operating over New Orleans saved an astonishing 6,470 lives (4,731 by hoist) during 723 sorties and 1,507 flight hours. They also saved or assisted thousands of others by delivering tons of food and water to those who could not be moved immediately. These figures include all Coast Guard helicopter operations over the New Orleans metro area regardless of whether the flights originated at CGAS NOLA, CGAS Houston or ATC Mobile, and are almost certainly underreported as some sorties returned to their bases before overtaxed flight operations personnel could collect their data. The numbers from coastal Mississippi are still being scrubbed, and will increase the total considerably.

6. Challenging each pilot and flight mechanic to his or her limits, most hoists were completed in obstacle-strewn environments, often on night vision goggles, over power lines and downed trees with daytime temperatures near 100 degrees, often in power-limited aircraft. The conditions encountered by rescue swimmers included flooded houses and buildings, steep, slippery roofs, foul and contaminated water, and the need to hack through attics with axes or break out windows to free survivors. Add to this the urgency felt by all crew to continue rescuing a seemingly endless supply of increasingly desperate survivors as the hot days wore on. Aircrew returned from missions with dozens of rescues on a single sortie. One ATC HH-60J crew completed its day's work with 150 lives saved. One CGAS Houston HH-65B crew saved 110. Another crew returned to base almost dejected, having saved "only" 15 lives. The stories of heroism and initiative these courageous professionals from all over the Coast Guard have to tell are remarkable.

7. That these extraordinary operational accomplishments, often achieved by mixed crews and aircraft from across the nation flying together for the first time, were accompanied by no significant personnel injury or major aircraft mishap is simply remarkable. The operation's superb safety record is a testament to the leadership, professionalism and skills of each individual participant, and also to the Coast Guard's aviation training, safety and standardization programs we have relied upon for years.

8. The Coast Guard's superb aircraft mechanics and aircraft maintenance program were a key enabler of the operation's success. Aircrew from every unit commented on the quality and speed of aircraft turnarounds and maintenance. Again, Coast Guard aviation's outstanding training, safety and standardization programs in place at CGHQ, ATTC and AR&SC, and at each individual Air Station enabled maintainers from across the country to instantly form effective teams at ATC Mobile and at CGAS NOLA and keep aircraft flying to save lives.

9. ATC Mobile served as the major staging area, force provider and maintenance depot for aircraft and crews cycling continuously to and from New Orleans, while simultaneously conducting major SAR and post-hurricane operations in its own AOR. At times ATC had no less than 37 USCG aircraft on its ramp and in its hangar. As helicopters operating out of New Orleans approached major maintenance cycles, both ATC and Airsta Houston accepted these aircraft and provided fresh mission capable aircraft and crews in return.



10. The support and logistics chain worked around the clock to return the hurricane-scarred CGAS NOLA and ATC facilities to life. Logisticians here and up the chain determined how best to meet our vital needs, and where they could not be met quickly using existing administrative procedures and requirements, steps were taken to procure needed equipment and supplies by whatever means possible. There are many "Radar O'Reilly's" in the Coast Guard and God bless them. Not a single life was lost due to Coast Guard red tape.

11. The generous and unwavering support of our fixed-wing shipmates in ferrying vital equipment, supplies and many generous care packages, often paid for with personal funds donated by unit civilian and military personnel, was essential to the continued operation at CGAS NOLA and greatly appreciated. It is hard to describe the gratitude felt by those working for days without air conditioning or showers upon the arrival of crates of new underwear, deodorant, toothpaste and other amenities. Staggered rotation of all personnel out of theater for rest was an essential component of the success of this operation and we are grateful to the Falcon and Hercules communities for their continued support.

12. The dedicated volunteers of the Coast Guard Air Auxiliary, as always, stepped up to the plate and provided outstanding support to the operation. Their commitment allowed SAR aircraft to stay focused on SAR while still accomplishing necessary logistics missions.

13. To each and every Commanding Officer who sent personnel to serve in theater, your men and women were without exception superb and your leadership is apparent. Thank you. We ask that your returning personnel have the opportunity to meet with CISM counselors (opportunities have already been provided in theater).

14. That this complex operation could be so overwhelmingly successful despite a nearly complete loss of connectivity between Airsta NOLA and the outside world and chain of command for extended periods of time is a testament to the value of our Principles of Operations (reference Pub One). Particularly, the principles of Clear Objective; Unity of Effort; Effective Presence; On-scene Initiative; and Flexibility. If you turn highly trained and properly equipped Coasties loose on an objective, they will tackle it, and let you know when it is done.

15. The New Orleans and Mississippi air rescue operation is but one part of a much larger story of the Coast Guard's response to Katrina. For example, 300 Coast Guard men and women from 20 different units quickly coalesced at Station New Orleans and rescued or assisted in the rescue of an estimated 22,000 people over ten days with surface assets, in horrendous conditions and with amazing displays of bravery and perseverance. Many of these shipmates lost everything in the flooding. Their stories remain to be told.

16. To those hundreds of devoted Coast Guard men and women who toiled to and beyond the point of exhaustion to keep helicopters flying, CGAS NOLA's and ATC's facilities functional and to save lives, you have more than upheld the traditions of your predecessors. You embodied our core values of Honor, Respect, and Devotion to Duty. You have earned your place in history. Be proud of your extraordinary accomplishments.

17. After several days of cover from various other H65 units staging out of ATC Mobile, CGAS NOLA resumes its own B-0 and B-1 SAR response requirement today and continues to find its "new normalcy". ATC Mobile will return to its business of Coast Guard aviation training next week. We will continue to rely on the generosity of the operational and logistics communities in providing personnel and services, so that our own personnel can take care of the many issues to be dealt with in the aftermath of family dislocations and hurricane damage. CGAS NOLA will be both home and workplace for almost all of its crew while they wait for the city to be reopened for occupancy, children's schooling and spousal employment. The expressions of concern and offers for assistance from outside the command are overwhelming, and we are deeply grateful.

18. God bless our incomparable Coast Guard men and women. Semper Paratus!

19. Signed, CAPT B. C. JONES [*Aviator 2407*] and CAPT D. R. CALLAHAN [*Aviator 2408*].

CONTINUE ON FOR A POST-RITA MESSAGE FROM AIR STATION HOUSTON

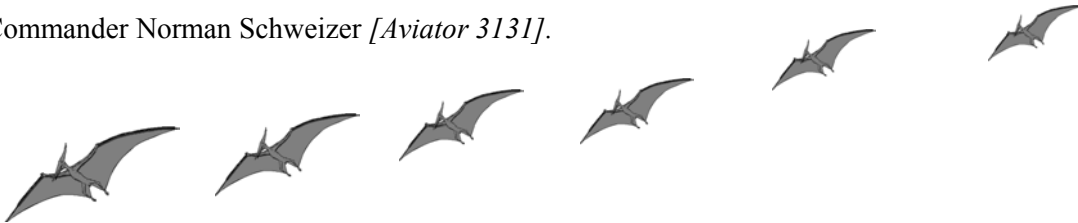


Subject: AIRSTA HOUSTON HURRICANE RITA OPS

Aviation Professionals:

I write to you in a state of awe and with enormous pride at the responsiveness of CG Aviation! Following Katrina CG Aviation immediately responded to one of our Nation's greatest disasters to earn a place in history. Mother Nature, seeing she could not break CG Aviation, then sent Hurricane Rita our way! Again we withstood the challenge...the Aviation Hurricane Plan was executed to a "T" and we ran to CGAS Corpus Christi as our safe haven. Rita's land-fall was basically between Houston and New Orleans. Following storm passage we returned to the area and covered the western impact area while our hurricane weary brethren in NOLA covered the eastern impact area. The public interest in hurricane ops may be waning, but I can assure you the destruction in the Beaumont, Port Arthur, Lake Charles and the hundreds of small communities in the area is terrible. Thank-you all for your phenomenal support! Requests for support were answered with no delay, whatever our request, you delivered. Thirteen Commands provided assets and people to help us fulfill our mission. The work ethic, dedication to duty and team-work is an inspiration to witness. Our standardization is a wonderful thing! There were more than 16 folks (over and above our 84) supporting Hurricane Rita OPS from Houston. And I realize those Commands not directly supporting Houston/NOLA/ATC/Corpus were supporting neighboring AirSta's to enable them to send people and assets to the area! AirSta Houston safely managed 8-HH60s, 7-HH65s, 4-HC-130s and 4-HU-25s w/in a limited ramp area. Couple that with DOD C47s, H60s, UH1s, DO D C-130s and C5s made this a very busy air field. It was an inspiring sight to see all those airframes on one ramp! The statistics do not fully display the dedication, professionalism and devotion to duty displayed by CG Aviation at every turn during this enormous undertaking! I am privileged to participate in this demonstration of CG Aviation's invaluable responsiveness and contribution to the CG mission.

Signed: Commander Norman Schweizer [*Aviator 3131*].



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!!!

<u>CG Aviator Nr.</u>	<u>Assignment</u>	<u>CG Aviator Nr.</u>	<u>Assignment</u>
3765 Mark Pototschnik	Borinquen	3774 Justin Hunt	Port Angeles
3766 Sarah Wyne	Detroit	3775 Jeanine McIntosh	Barbers Point
3767 Ezra Manuel	North Bend	3776 Alexander Moore	Clearwater
3768 Ammie Riekema	Clearwater	3777 Leonard Allen	Houston
3769 Kevin Hill	Corpus Christi	3778 Aaron Mader	Los Angeles
3770 Benjamin Norris	Detroit	3779 Tavis McElheny	Mobile
3771 Alison Hanely	San Francisco	3780 Corinne Cloyd	Corpus Christi
3772 Maria Roerick	New Orleans	3781 Brent Schmadeke	Port Angeles
3773 Brett Freels	Cape Cod	3782 Stephen Baxter	Humboldt Bay

(correction: Sitrep 2-05 included a rare error, showing 3761, Mathew Gabbianelli, assigned to Miami; He actually ended up a few clicks northwest, like Astoria.)





POLAR FIRSTS?

[Sitrep 2-05 included reference to CG aviator 149, Jim Cornish, having piloted an HTL helo from CGC NORTHWIND to record “the first landing of a helicopter on the continent of Antarctica.” This “first” was taken from a previously circulated magazine describing certain aspects of CG aviation History. Comes now Ptero John Olsen, CG aviator 646, to report that he, in 1946, was certified as having first flown south of the Antarctic Circle.]

John forwarded documentation to prove his contention. The documentation came in a copy of a letter signed by the Commanding Officer of NORTHWIND and in references to the certification that was printed in Sitrep #38, July 1988, clearly giving the credit to John, then an Aviation Pilot, for having been the “first pilot in history to have flown a Helicopter south of the Antarctic Circle, on this [12/31/46] date, (Latitude 69-00S Longitude 179-40W) while operating from this unit on ice patrol in Helicopter type HNS-1, Coast guard Number 39043, with Captain Charles W. Thomas, USCG, as observer.” John even sent photo copies of his pilot flight log!

What follows here is simply your scribe’s effort to describe some aspects of our recorded history that may be illuminating about process or, at least, interesting.

[Well, is that the end of the story? Who knows, maybe somebody else can fill in the details. Here’s only what ye editor/scribe knows. For some reason, the Cornish “landing on the continent” may have had a

different significance to some than the Olsen flight south of the Circle. Also, the flight log format apparently changed over years in that the original Olsen flight log, with regard to landings, only included a column titled “Number Carrier Ldgs.” which, in Olsen’s log was, in pen, crossed out with a new title “Helicopter.” The entries in John Olsen’s log in that column are the same as his entries on the opposite page under “Total Flight Time.”

So, why is all this seeming legalistic jibberish worth your reading? Hang in there. Helicopters were new way back then. Even newer, but not by much, was helicopters operating off ships. Even newer was helicopters operating off a ship deep in polar regions. Incidentally, John Olsen’s log shows he flew a 0.6 hour flight on 12/10/46 while aboard NORTHWIND with remarks indicating the flight was “Local outside Panama Canal — Pacific Side.” His next entries show two flights three weeks later, on the 31st of December, 1.0 hour and 0.5 hour duration, respectively.

None of the log entries seem to record landings, in number or location. Volunteer time hasn’t permitted an examination of the Cornish logs, let alone, finding them, or even researching CG archives, which certainly could be accomplished, given time to do it. Absent additional research, what’s so important? First, Ptero John Olsen’s clear accomplishment should be acknowledged (again)...and, as well trained, equipped, motivated and otherwise prepared for missions as other Pteros were and are, we all should applaud these earlier examples of gravity defiance by predecessors in our uniform.

Second, Coast Guard aviation is full, really full, of firsts. The list is long, from ocean flying, to offshore seaplane landings, to helicopter development, to rescue innovations and beyond. Anyone with aviator, aircrew, rescue swimmer, flight surgeon, auxiliary wings need be proud, very proud, of our heritage. Hence, this lengthy attention to John’s note, and, we hope it is isn’t missed, our salute to his flying accomplishment..]

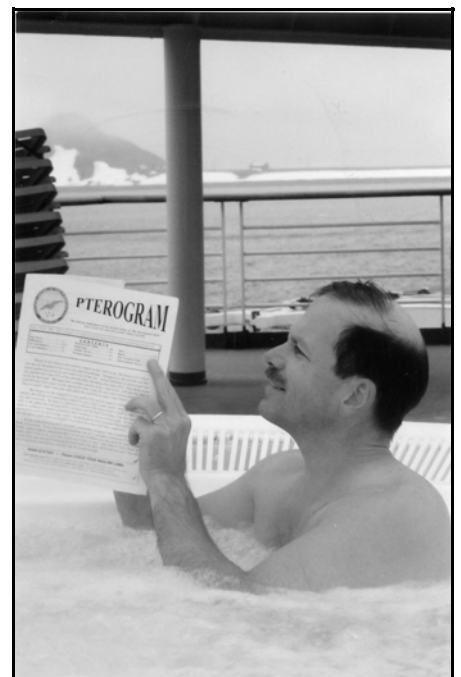


MORE POLAR (Much Different)

As Polar Ops is no more [Sitrep 2-05, pg 6], I could be one of the last USCG aviators to visit Antarctica.

Here I am enjoying a great read in the hot tub [on leave, we presume] aboard Marco Polo of the Orient Cruise Lines on 10 Feb. 2005. And yes, we did 4 landings on Antarctica by Zodiac boats—we didn’t just cruise by!

No doubt Polar Ops aircrews saw more of Antarctica, but I’m betting that our food & wine was much better! And the cabin more luxurious.



Capt. Jeff Pettit, USCG, Av 2188, Cdr Group/AS Humboldt Bay.

[Thanks, Jeff, for reminding us of our global reach. Champagne, anyone?]





MORE PTERO TRAVELS

Thought you might get a kick out of my version of "where have you read the Pterogram?" I wanted to get a picture on the top of the "Golden Staircase" as Connie & I recently hiked the Chilkoot Trail, but the weather was so bad I didn't risk getting my camera out ... will you settle for the Lake Lindeman camp site (on the Canada side) complete with signs to the pass? Lat/Long: N59-47-08 W135-04-57



Jerry absorbed in Pterogram



Jerry & Connie at "The Scales"

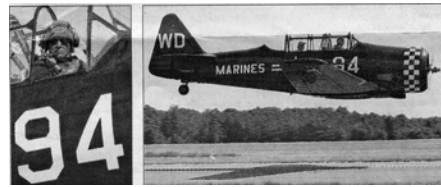
Ptero Jerry Sickafoose,
CG Aviator 1354

[Our thanks to Jeff (pg 16) and Jerry for sharing their travels while not forgetting to take along Pterogram. How about others? Keep the photos coming.]



UP FRONT 'DACTYL, 85 YEARS YOUNG

Ptero Don Daughenbaugh, CG Aviator 216, sent us an article from The Press of Atlantic City by Staff Writer Michael Miller. With permission of The Press, we'll include some excerpts and a photograph. The occasion was an opportunity for Don to pilot an SNJ with it's owner, OTT Clermont. This came some six decades after Don's initial



SNJ checkout.

Don in the cockpit

Low pass with Don at the controls

Early this year, Don celebrated his 85th birthday and regularly flies his '76 Cessna 150, often with his wife of 61 years as copilot. Seasonally, he and Lois use their bird to commute south from New Jersey to Florida for the winter, then back north again in the spring.

Don received his wings in 1942 as an enlisted aviation pilot and flew operationally out of CGAS Miami (Dinner Key) in, he recalls, "just about every model of airplane and helicopter the CG had." He left the service in 1946 as a LTJG.

In addition to his continued membership in the Ancient Order, Don belongs to an organization of pilots more than 80 years old. This explains the slight misunderstanding leading to the article's statement that Don "belongs to the U.S. Coast Guard's Ancient Order of the Pterodactyl for pilots 80 and older." Had to smile at that.

Ye editor asked Don for his secret. He quickly answered, "Just Keep Busy."



'DACTYL UP FRONT @ 90

Asked what he wanted to do for his 90th birthday, Ptero Captain Dave Sinclair, USCG (Ret.), said "acrobatics in a sail plane!" On his birthday, August 20th, Dave did just that!

At 1000, with his four children (all over 50 yrs) to photograph the event, Dave and Mary (his bride of 61 years) went aloft for an orientation flight near Warner Springs CA. All smiles on return, Dave said, "I'm ready for the acro...let's go!" This requires a parachute and special procedures briefing.

They took the all-composite, T-tail glider for over 30 minutes of back-to-back loops and dives and 3-G maneuvers. Pilot Burt said Dave asked for several special maneuvers, including emmilmans, split-Ss, hammerhead stalls, and some inverted time to hang from the straps. The flight concluded with a "strafing run" low behind a hill down a dry wash, a final wing-over and perfect single-wheel landing to the cheers of a proud family. CG Aviator 179 is still flying high.



Excerpts from Dave's memoirs, including his descriptions of

breaking the sound barrier, CG fighting in the North Atlantic (1940-1943), his use of CG aircraft to court and marry Mary, and his ahead-of-his-time insistence that "his" pilots become proficient under instrument conditions (what a concept), are on the CG Historian's web site: http://www.uscg.mil/hq/g-cp/history/EBORALHISTORY/CAPT_David_Sinclair_Memoir_Index.html. Check it out...you might recognize yourself.

Ptero CAPT Terry Sinclair,
USCG (Ret.), CG Av 1453





MORE GLOBAL

INFLIGHT GULP, GULP

This Sea/Air story would make the Flight Safety folks of today pull their hair out. This all took place at CGAS St. Petersburg, Florida in the late 1950's. A SAR case arose that required a helo hoist. We used the HO4S at that time. The case was approximately 115 miles offshore, just beyond the range of the helo as I recall. With a little "Can Do" spirt, we put a 55 gallon barrel of 115/145 Avgas in the helicopter. The crewman, AD2 Sutton, stuck a length of hose into the barrel with the other end into the helicopter fuel inlet and did a little siphon work en route the scene. P.S. Smith was the pilot. The trip offshore, the hoist, and the return flight, were all uneventful. A fun day, eh? Miss the "good old days."

Ptero Charlie Dugan, P-2372
ASMCM, USCG (Ret.)



ENJOYED ROOSTING

[With permission are excerpts of an email...I suggested this was a good way for to thank.]

... I would like to express how I feel about the time in Savannah. I 'll start by saying thank you so very much for a wonderful time. My wife and I really enjoyed ourselves. Receiving the award [maintenance] was GREAT but meeting the "PTEROS" is an experience I will not forget! The love for CG aviation was everywhere. Made me proud to be a part it all. Everyone we met was just super. We left the roost with a warm feeling. Some of the people we met only introduced themselves by first name. My wife and I would like to express our thanks to them...a memoraable time!!

AMT1 Randy Losada

[Thanks to you, Randy, in spades!]



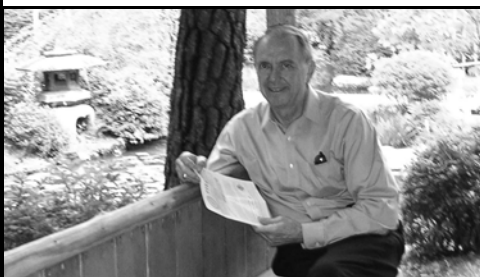
I recently came back from a few weeks in Japan and Hong Kong. Having lived in Asia for thirteen years, I knew I'd need something to read.

So, while relaxing in the gardens of the Heian-jingu in Kyoto, Japan, I took the time to read the Fall 2004 edition of Pterogram. Good reading no matter where we are.

The other picture is of two new Maiko's - Geisha's in training. The first since 1989 to start. I took their picture in Kyoto also.

Ahhh, what a life we lead.

Ptero Ron Stenzel, Aviator 764



[Domo Arrato, Ron...some of us do get around...Iris and I sat with the Stenzels on the Savannah riverboat cruise where he reminded the scribe of these photos...we also talked about his SE Asia Tight Reign C123 experience...check the history website for that.]



OTHER MAIL...we received thanks from the Rush family for donations sent by Pteros in the spring when PO1 Rush's family lost belongings in a HHE van accident en route Kodiak...and also from C.O., ATC Mobile for the \$1,000 your Board gave the ATC morale account following Katrina (Mobile's Navy League also sent \$500 to ATC and \$500 to Sector and \$1,000 to CGMA Katrina fund)...good work, indeed.



SOME THOUGHTS about pteros@earthlink.net

The Order's email list, started and managed so well for so long by Trustee Ptero Bob Watterson and now capably handled by Ptero Tom Rich as his 'volunteer contribution' of time and talent, now numbers more than half our total membership. We try to be diligently discriminating about the use of the list to 'broadcast' information. We don't want to overburden any member with unnecessary emails.

In a typical month, less than three messages are sent, one of them an update of the email list. We believe the list is an important benefit to listed members. Not only do Pteros on the list have access to contact information for others, but we are in a position to disseminate information deemed important in a very timely manner, often within minutes of receiving information.

Normal uses of the list include: death notices of members, significant announcements regarding CG activities, selection and promotion board results, CG-on-TV schedules, and special Ancient Order announcements.

If you haven't received something from pteros@earthlink.net about every other week, it may be because your address is listed incorrectly or is missing or changed or all of the above. Remedy: contact Emailmaster Tom at pteros@earthlink.net, and all will be made well.



TAPS

*We regret having to pass along that the following members
have taken their final flight across the bar*



Robert M. Bissey, Aviator 567
Donald C. Davis, Aviator 555
John P. Greathouse, CG Aviator 334
James W. "Bill" Haugen, Aviator 961
William J. Knowles, Ptero P-2555
Charles E. Moorhead, Aviator 784
Talmadge H. Sivils, Aviator 344
Peter A. Young, Jr., Aviator 615

William A. "Tony" Club, Ptero P-2670
Kenneth R. Goodwin, Aviator 159
Robert J. Greve, Ptero P-2743
John E. Hudgens, Aviator 80
Edward F. Lewis, Aviator 782
Henry F. Rohrkemper, Aviator 128
Robrt Spitaleri, Ptero P-2130
Richard "Dick" Leisy, Aviator 376

Dues are tax deductible

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Dues are tax deductible

Apply for or Renew Membership, Update Data or Order Stuff

New Member Renewal Update Information Ordering Items

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

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City: _____ State _____ Zip _____

Spouse: _____ Ph.(____) _____ - _____
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Sign me up for:

- Life Membership \$200 (includes a Ptero Pin)
- Annual Membership \$ 15
- Ptero Ball Cap \$15

- Ptero Coin \$ 5 (\$20/5 coins)

Please check as:

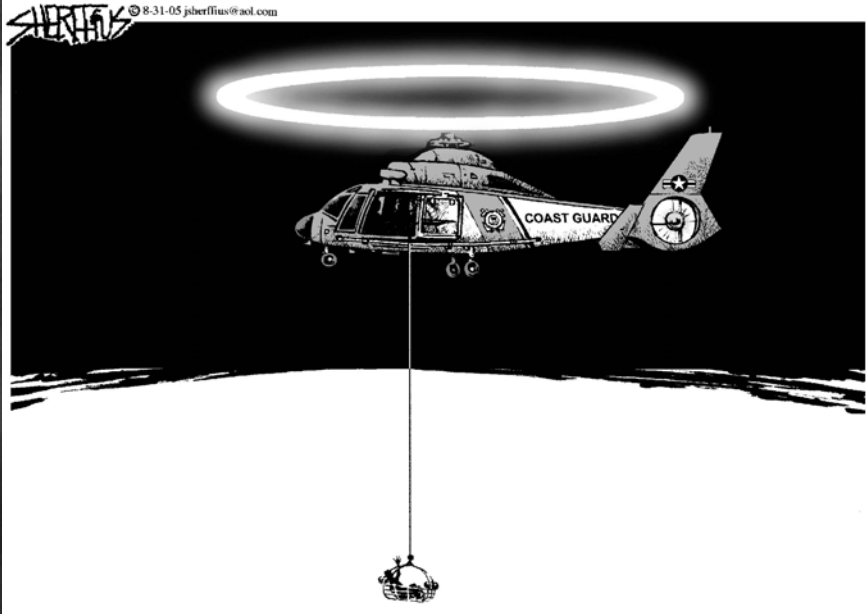
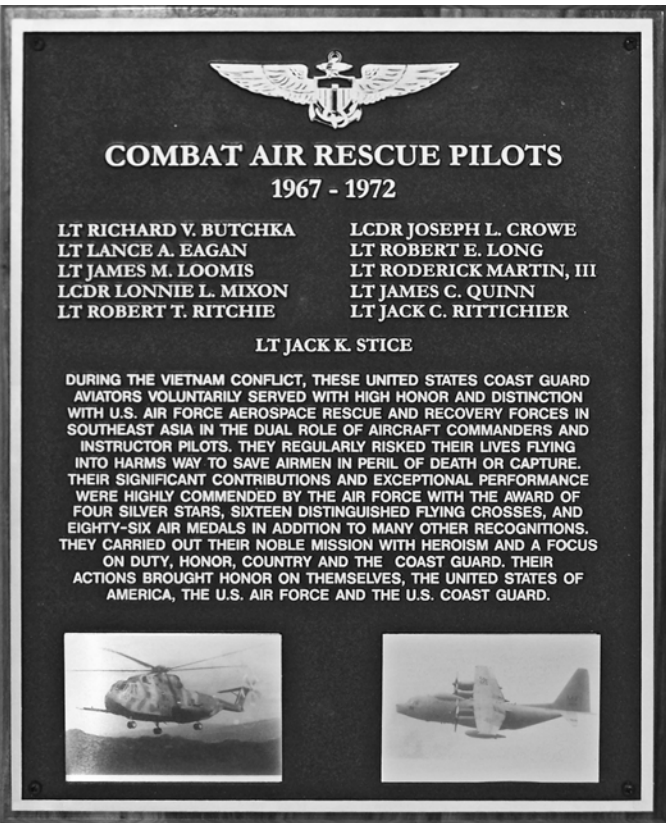
- USCG Active
- USCG Retired
- USCG Reserve
- Former USCG
- USCG Auxiliary
- Supporter _____
-
- USCG Aviator
- USCG Aircrew
- USCG Flight Surgeon
-
- Exchange Pilot
- CG dates served: _____

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New Orleans' Saints

*Reproduced with permission of the cartoonist,
John Sherffius*

THEN

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