

VC-12 VAW-12 VOICE

February 2004

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Current activities:

**Ed Seykowski reports: The 2004 Reunion will locate in Pensacola
November 8-10. Mon-Wed. Those who wish to stay on may join the VAW-11
reunion Nov 12-14. Fri-Sun.**

It will be Blue Angels airshow weekend. The Angles will be practicing
at NAS prior to their final show on 13 November. VAW-11 will hold
their bash on 11 - 13 November.

Much of what we will be doing for our reunion revolves around the Air
Museum and the Naval Air Station. The dog track or gambling in Alabama
are other options.

We have offers to hold our 2004 Reunion from 7 properties in the
Pensacola area...1 from the beach, 2 from the airport, 2 from the I-10
area north, 1 from downtown, and 1 from north of NAS. They range from
105 + tax to \$45 + tax per night. Even if the weather is 60 degrees, I
do not see many folks walking the beach and then driving 30-45 minutes
to get to NAS.

I have gotten a couple of calls and materials from the Comfort Inn next
to Corey Field (500 yds) and 3.2 miles north of NAS Pensacola. They
are small but could accommodate our small group.....they can not do
enough for us. On the other hand, we may be a much bigger group this
year. They have a meeting room that could double as Hospitality and
meals room. The Corey Field has a banquet room, or the NAS Officer's
Club, or the Air Museum for our banquet if we did not want to use their
facility. Shuttle from the airport is available and they could arrange
transportation to NAS for our tours for a reasonable fee. Their
meeting room is free to us and they would assist with caterers for

meals. Catered menus I have seen are \$10-15+ for the dinners. They suggested we invite some Blue Angles to join us for our Banquet. They have a free Continental Breakfast but could accommodate a sit down breakfast for a small additional charge. We could still hold a reception on Monday evening in the hotel.

The Comfort Inn is \$59 + tax per night and each room has a microwave, refrigerator, cable, coffee maker, & Internet. They would extend that price to those who want to stay over from 11 - 13 Nov. to join up with VAW-11.

They would arrange bleacher tickets for us to view the Blue Angles practice.

I think we could do lodging and meals (excluding lunch) for less than \$100 per day. I would need to see how much of that we could use for transportation. The Air Museum is free but their is a hefty price for the IMAX Theater (groups & senior are cheaper). They use the old Cubi Point "O" as a snack bar for lunch. Possibly a tour of NAS, watch the practice, and eat at the NAS dining facilities could be another day's tour. Comments on this to Ed Seykowski (address in the letterhead.) Plans are not yet firm.

The Blues will be at my airport, Hillsboro, OR, August 14-15 and we hope to have them for dinner at Columbia Aviation Assoc. on Thursday the 13th at Aurora Oregon. So twice in one year is not too much. We have a number of VAW-12 **patches**. We sold some at the Reunion for \$5. if you paid your 2003 dues (179 guys did.) and \$8. if you didn't. If you want one or more now, send money to the treasurer. The house will cover postage.

We have copies of **GUPPY PILOT** at \$27.50 each post paid. This is a book written by Roger Smith about squadron flying. His address is on the letterhead. 80 color photos and some others. Naval history, sea stories, personal reminiscence.

We do not have copies of **SAILORS IN THE SKY** by Jack Sauter, but inscribed copies can be purchased from him directly for \$19.95 at 235 Robby Lane, New Hyde Park, NY 11040. This is an enlisted aircrewman's view of the Korean War from the back seat of an AD3W operating off the *Lake Champlain*. Jack is the president and editor of the magazine for that ship's reunion group to this day.

We ask \$10 dues and the members have responded generously. We have a comfortable treasury. We do newsletters and search for more shipmates. There have been six reunions. Middletown, RI 98, Pensacola 99, Charleston, SC 00, Norfolk 01, Newport RI 02, Baltimore 03.

We have a roster of 750 names/addresses/email addresses which is actively maintained. Communicate with the treasurer for copies or single names/addresses. It's 51 pages plus 20 more pages of unknowns and deceased shipmates. Easy to send by e-mail, a regular book by post. We also want to know who you know. At the reunion we got some real contacts by just simple measures such as learning a middle initial or a wife's first name. Who do you remember from your cruises? Have you old orders with names on them? We may be able to supply addresses for guys you ask about. Try me.

A Word of Encouragement to our favorite Lt Governor:

It's IFR at marshal, and the launch is way behind;
Your fuel is low, the tanker is dry—it makes you wonder about Pri-Fly.

All the best to Jodi in a time of trouble. And vigorous support if you have to assume the full burden.

(M. Jodi Rell, Louis Rell's wife, is LT Governor of Connecticut.)

<http://www.ct.gov/otlg/site/default.asp>

Final Message:

Who do we have who can be WEBMASTER and create us a really good VC-12/VAW-12 Website to replace the abortive efforts presently on the Internet? We have some funds now to be creative.

Send dues (\$10.) to VC-12/VAW-12 c/o Roger Smith at 256 SE 2nd Av. Hillsboro, OR 97123.

Send me your e-mail address. rogersmith@coho.net

Send suggestion for names and search for possible members to the same place.

Send \$8.00 or \$5.00 to the same for VAW-12 patches. Write to me if you want an updated roster.

Stories:

It was 1960 or 61, my memory is failing me. I was a member of VAW-12, the Forrestal's early warning detachment. I was operating the radar in the back seat of one of our old AD5W "Guppys", and we were flying night ops in the Med off the coast of Italy. As we were being recovered an aircraft either hit the fantail or caught a wire that was set up for a heavier plane. In any case it created a fouled deck and all aircraft still aloft were diverted to NAS Naples. I don't remember how we managed it, but we got off the base that night wearing our flight suits. We didn't have a lot, of money between the three of us from the "Guppy", but I do remember we were the biggest hit in Naples that night! The girls just loved us in those orange flight suits!

(Unlaundered!) I wouldn't swear to it, but I believe our jg pilot even had his sidearm strapped on. Dem was da good old days. D.A. **Tony Ciango** AMS2 VAW-12.

It was LTJG L. (none) C. (none) "Elsie" Cotham, Forrestal det 1961. From Paris, TX. Hit an olive tree, just missed a mountain in Sardinia, and this. Born 11/12/36; died Arkansas 1/1985.

Ciango, Dolph A. (Tony) 1560 Foeller Dr Green Bay, WI 54302
920-406-0482 dciango@dct.com 1961 Forrestal AKF9TF ham radio call. H.M.

I was assigned to VAW 12 from March 1958 to February 1960 flying the AD5W, making several deployments on USS Intrepid. An innovation on the instrument panel was a red warning light hooked to a magnetic plug in the oil sump. The plug had a magnetized ring with a steel post in the center. If a piece of metal floated close by it would be attracted to the magnetic plug and would, itself, become magnetized. If several metal chips accumulated they would reach to the center post, close the circuit and illuminate the warning light. Obviously having a lot of metal chips in your oil supply was a bad sign. One night I launched for a training flight and was about 100 miles from the ship when the light came on. The light shown very brightly in the dark cockpit and could not be ignored. I reported the problem and headed for the ship. There was no moon, and when the radar operator in the back compartment asked whether in the event of engine failure, I intended to bail out or attempt a night water landing, I found I could not decide. (Ed note: the message still had not reached the squadron about the dummy tests-exiting the aft compartment in flight they all hit the horizontal stabilizer in level flight. AT3 Pierce and LTJG Warren Pearson, both

died in separate accidents in our squadron from that attempt with engine fires up front.) In any event we made it back safely, and, when the sump was drained, it contained a full bucket of metal chips. The engine had only minutes of operational life left. I'm glad I got a cut on the first pass.

On another night flight in the Med we were conducting 24 hour operations on a 4.5 hour cycle. I was scheduled for the 2300 hour launch in a plane that had been flown earlier in the day by another pilot. He had enjoyed a box lunch, and salted his hardboiled egg liberally on the on the panel shield in front of the pilot. A pile of salt remained. My hardhat had the tinted daylight face shield, and I hadn't bothered to change it to the clear one for night use. Rather, I left the shield retracted. I taxied up to the catapult, ran up the engine, checked the mags, saluted the Cat officer and was launched. The night was pitch black with an overcast at 600 feet. As the plane surged forward the salt sprayed in my eyes as I flew through a hail of it. I was completely blind when I cleared the deck. The pilot is busy at that moment, getting the gear up, retracting flaps, checking instruments, changing the prop, mixture and throttle settings and flying the airplane. I was still blind when I entered the cloud layer and the psychedelic effect of the flashing red and green running lights reflected back into the cockpit made things worse. In a few moments, with tears streaming down my face, I gradually made out the instruments to fly the plane. It seemed like hours. The front seat radar operator didn't see what had happened to me, and said he wondered why I was horsing the plane all over the sky so soon after take off. The prior pilot never knew the story, but he will read it here.

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609-466-1982 petevaw12@aol.com LT 1958-60 Intrepid 1960

ASSIGNMENT: EXCHANGE OFFICER ROYAL NAVY SQUADRON 849

RNAS CULDROSE, HELSTON, CORNWALL, ENGLAND

By John B. Peper as I remember events 40 years later and not necessarily as they occurred.

Many thanks are due to the notes and editorial help from Louis Lomheim Peper, John 15506 E. Powers Aurora, CO 80015 [303-693-7825](tel:303-693-7825) 1960-62 grandjohn@aol.com NAOC. Lauretta

Little did I realize what Captain K.J. Kier had in mind when I was told to report to his office upon returning from an operational readiness cruise in the Caribbean near Guantanamo on a rainy late September afternoon in 1961. My uniform was soaked and sweaty from rain and escorting the baggage and crew from the transport plane to the squadron, and my appearance did not impress the Captain. Still he told me that I had been recommended to accompany Lieutenant Louis Lomheim and Lieutenant William Hale as an exchange crew from VAW 12 to the sister squadron of carrier based British Gannets of 849 Squadron stationed at RNAS Culdrose on the southwestern tip of England adjacent to the town of Helston. At the time I was a lieutenant junior grade and soon to be promoted to lieutenant. Captain K.J. Kier asked if I wished to accept the assignment. Otherwise, I would have continued with a deployment to the Mediterranean aboard the Saratoga which I was really looking forward to taking.

My wife was waiting in the rain below in front of the hangar in our 1957 Chevrolet with our two older sons. I asked permission to talk to her about the assignment and return in ten minutes. Laretta and I had recently bought a new home in North Kingston just before my deployment to Gitmo, and she had spent the summer with two small boys planting and mowing the grass on a sloping lot. I did not know what her reaction would be, but she had followed me all over the Pacific in my previous tour with AEWRON One from Hawaii to Guam, to Japan, and to Hong Kong. When I told her about the opportunity, her reply was, "We will have to sell the house. I always wanted to see England."

I changed to my dress whites before returning to the Captain's Office with a grateful affirmative response. He looked at me and smiled and said, "Oh a quick change artist." He then congratulated me and referred me to personnel for the processing which included gaining a diplomatic passport and briefings in Washington, D. C. Fortunately, Lieutenant Sig Fink was checking into the squadron and wanted to buy a house. The sale went without a hitch in a short few weeks.

Lomheim, Hale and I reported to COMNAVACTS at 7 North Audley in early November for further briefing and processing. The London headquarters was located diagonally across Grosvenor Square from the United States Embassy. We were able to eat in the Embassy dining room by showing our special passports. One briefing officer cautioned me, "Don't come back in here six weeks from now talking like a Limey. Remember you are American." The British were amused at our three separate accents. Many of them referred to us only half in jest as "colonials." We were told to stock up on our favorite foods and household supplies at the U.S. military exchange since we would have to pay a premium for many food items in the British economy. That was among the best advice we received about accommodating to our new surroundings.

We traveled the 300 miles down to Cornwall in an overnight sleeper train that stopped every half hour or so for passenger loading and detraining. Members of the squadron met our train, and I was assigned a British Officer, Lieutenant Clive Shucksmith, as a host. Clive and I became great friends as did his wife and mine. Another U. S. Naval officer assigned to Culdrose was a helicopter pilot, Lieutenant Commander Dick Goodspeed. The chopper squadron was not close to our flight line and we only saw Lieutenant Commander Goodspeed on rare occasions even though he was senior U.S. Naval officer on the base.

Our wives came later because they were not authorized to travel at Navy expense, but we were told that they would be authorized once we paid their way to England. That promise was not kept, and we never received dependents travel reimbursement because dependents were banned from accompanying military members for a period during the Berlin crisis. Ardis Lomheim traveled on one voyage alone with her two young children. Mrs. Hale and Laretta came together. They all sailed on the small French Liner, Ile de France. Our cars arrived in Portsmouth about three weeks after we reported for duty at Culdrose. I had a brand new Corvair that the British all wanted to look at when we parked in one of the villages. Despite Nader's attack on this model, we found the car to be both economical and safe even on the black ice of Bodmin Moor.

As is frequently the case in the U.S. we were placed on a waiting list for base housing at Culdrose. My family's first winter was spent in a cottage called Gweal Mellin farm cottage. It was owned by the famous retired World War II RAF Air Commodore Hartley and his wife who lived in the larger farm home. The floors were only one thickness of abutted oak planking without under flooring or insulation, and the planks had cracks between them in places as much as a quarter inch thick. The formal room was covered with carpets that helped. On windy cold nights we could hardly keep the cottage warm with the coal fire places which needed to be put out for safety purposes while we slept. Our water was pumped into an open cistern in the attic. I once climbed into the attic to examine the cistern, and I found a dead rat in the middle of the open water. Needless to say, we boiled the drinking water after that discovery. Air Commodore Hartley enjoyed taking my four year old son, John, with him on trips to harvest his rutabagas. He referred to the turnip-like plant as Swedes. What a great introduction to village life! I have been forever thankful that we did not begin our stay in Admiralty housing. Yet, we were glad to move to the much better insulated two bedroom condominium near the base in the spring of 1962.

During our first few weeks at Culdrose, the British held a "dining in" formal dinner at the Officers' Club. Each large teakwood table was set with full place settings of china adorned by Royal Navy HMS SEAHAWK insignias and the tables had genuine linen table cloths and napkins. The engraved heavy silver cutlery could have been cast in the 1800s because they were large and bulky. We learned to eat with inverted forks in our left hands. On this night, the mess provided bottles of wine with silver labels designating either port, sherry or other flavors. We quickly learned that the wine was to be passed from one person to the next in order of the alphabetical label.

After the meal, were treated to a first hand account of the Battle of Taranto where the British Navy crippled or destroyed nearly one half of the Italian fleet and did major damage to the port on November 11, 1940. Rear Admiral Percy Gick, pronounced "Jick," made a presentation about the raid at Taranto by Fairey Swordfish aircraft from the carrier, *Illustrious*. I believe Gick was one of the Swordfish pilots in that raid. The British lost two aircraft and crew in the raid, but forced the Italian fleet to withdraw to Naples for the rest of the war and posed no further threat to the Greece coastal shipping.

Imagine our surprise when just as the dinner guest began to speak, the entire room of officers in their formal best began to pound the table with their palms in unison and shout together, "higher, higher, higher." Admiral Gick climbed into his chair and began to speak a second time. Again, the members of the mess pounded the table and shouted even louder, "higher, higher, higher." At this point the admiral smiled and stepped up on the linen covered table to make his speech shoes and all. We were also taken to the Fairey aviation factory at Maidenhead on the Thames River where the Gannets were manufactured. On display were photographs of WWII heroes, and in one session, a test pilot who had been a hero in the Battle of Britain was introduced to us for a lengthy informal conversation.

Our flight training began on a personal basis immediately after we arrived at 849 Squadron headquarters in November of 1961. We were subjected to every phase of orientation and examinations that fledgling British observers and pilots were given, but on a much accelerated basis. We visited HMS Dryad where General Eisenhower had visited during World War II to learn strategic control procedures. On another occasion we visited an artillery demonstration where we were shown wire guided missiles that could destroy tanks from several hundred yards. Another part of the training included a dunk in an outdoor tank while strapped blindfolded in a helicopter fuselage frame. Thick ice had to be cracked from the surface of the tank the day I had my test. We wore exposure suits and gloves. I decided that I would be able to get out faster without the gloves and did not wear them. Mistake. By the time the fuselage was dumped upside down in the near freezing water and I had chosen the best plan escape route, my hands were frozen and would only respond to deliberate thought messages. Although I was out of the tank in less than ten seconds, I learned a great appreciation for the insulated gloves and always flew with them on after that.

The planes used by 849 Squadron were Gannet A.E.W. Mark IIIs. Their engines were Bristol Sidley Double Mamba, Mark 112s which consisted of two independent turbo-propeller engines in a single unit that drove tandem coaxially mounted counter rotating propellers. The observers used APS 20F radars which were familiar to me from my AEW Constellation experience and to Hale who had used similar radar in Guppies. The AEW Gannet was equipped with many other toys we observers could use that may still be classified. We also had a Morse code key and were expected to be able to send and receive Morse in emergencies when we could not receive or transmit VHF/UHF voice. I had one such emergency when our radios caught fire, and we had to secure electronics. Fortunately, I struggled through the code communications after a few fumbles, and we landed back at Culdrose safely.

The most satisfying part of the training was the review course in dead reckoning navigation. We had to navigate a 350 nautical mile course at sea with six or seven course changes over the Atlantic and return to Culdrose without any navigation tools other than our charts, compasses, rulers and note paper. I was pleased when I reported to the pilot that he was over Loe Bar and to take the short remaining vector to Culdrose. At the precise moment I calculated we would be over the runway approach, I called, "runway expected dead ahead." The pilot and instructor observer told me to look outside and we were right over the end of the runway. I was lucky that the expected winds had held true for the entire flight. The navigation course evaluation did not end with the flight. My instructor conducted an elaborate mathematical analysis of my chart and the turn directions and distance calculations to confirm that the result achieved was as plotted and calculated correctly in flight. Graduation and wings. Rear Admiral Noel Gayler, Naval Attaché to the U.S. Embassy flew down from London to Helston to award the three of us our Royal Navy course completion certificates and also the coveted Royal Navy wings. We were granted special permission from Admiral Gayler to wear the wings just above the star on the left sleeve of our U.S. Navy uniforms, as the British did, for the remainder of our British tour.

In the late spring of 1962, all three of us were assigned to the same detachment for a Mediterranean cruise aboard a carrier with a painted canted deck, the *H.M.S. Centaur*. Since, Lomheim was a senior pilot, and Hale and I were both senior observers, all with more airborne hours than most of the British counterparts, we were separated into different crews and never flew as far as I recall as a U.S. crew, although both Hale and I flew several missions separately with Lomheim as pilot. The senior officer in British aviation crews, whether observer or pilot, was the plane captain except in matters of aviation safety where the pilot was always in charge. As far as I observed the question never came up because each member of the team respected the other's responsibilities. Each AEW Gannet had two observers and one pilot. The observers sat in a separate side by side compartment in the fuselage behind the pilot. We had small 12 to 14 inch diameter portholes to see from when we were not on radar. When the radar was operating we covered the portholes with a curtain. Air direction communications were almost identical to U.S. procedures. Those techniques and operating the radar were the easiest part of our training.

Just after departing England, the *Centaur* set sail for Hamburg, Germany on a diplomatic mission a few weeks before departing for the Mediterranean Sea cruise. On a grey foggy day, we entered the mouth of the Elba River and steamed toward Hamburg. As we sailed up river, thousands and thousands of people lined both sides of the Elba to see the first British warship on the Elba since before World War II. By the time we reached Hamburg the crowds were scores deep. Captain Montgomery received hundreds of invitations for crew members to be hosted by local organizations and families. A basketball team from Hamburg Athletic Club invited the *Centaur* to form a team and represent the ship. Only one Australian pilot and I had any acquaintance at all with basketball. By the end of the first quarter we were down about 30 to ten. After the pitiful first quarter, the Germans took pity on us and let us have a free run to the basket for lay ups. We still lost by a wide margin. After the game, we were treated to a traditional game of beer drinking from a tall glass boot at the Hamburg Athletic Club. Next to the last person to finish drinking the very last drop of beer in the heel of the boot had to buy the next round. Clearly one had to decide to drink the last few ounces or to pass the boot hoping the person you passed it to would not now be able to finish it. None of our team had to buy, but I suspect that the Germans would not have let us pay should we have lost the beer drinking game.

On the second day in the city Lomheim and I took a photo tour of Hamburg. We were particularly impressed by the Zoo, one of the world's finest. Then we split up to accompany separate host families to their homes for dinner. My hosts, a family of three, a father and mother and their teenage daughter, treated me to a delicious traditional German dinner followed by Schnapps. The father served as a German soldier during W.W.II, and it took several months for his wife to find him after the war. The wife had worked for the U.S. occupation forces as a clerk. She spoke English very well, but other members of her family spoke only German. After Hamburg the *Centaur* returned the England for a few weeks. We were able to fly back to Culdrose for further training.

Our first stop in the Mediterranean was in Lisbon, Portugal where we anchored off shore for two days and nights. During the first afternoon the new Captain Sharp received a request from the United States Embassy to send officers to a reception at the embassy. I and two British officers were chosen to attend. Amid the conversation with many of the attendees, I was at one point introduced to a special guest, Juan Carlos who was in exile with his father, Don Carlos, former king of Spain. Several years afterward General Franco invited the young Juan Carlos to return as King of Spain where he now serves. Also present were several U. S. business men including the president of Griffen, the shoe polish company.

We then sailed to Gibraltar for a short stop and then to Nice and Marseilles. We conducted air operations while under way. At Nice we had guests on board from the French Navy. One of the officers had received flight training at Pensacola. He and his wife invited me to accompany them to by car to their home in Marseilles, and I received permission to go with them with the understanding that I would meet the ship in Marseilles. We had a great visit, and I was glad to see the ship make Marseilles on time. One of the demonstrations we witnessed was the firing of a salvage Gannet off the catapult into the Mediterranean Sea near Nice. The purpose was to witness what a crash immediately after takeoff would look like in the Gannet. The pilotless and crewless Gannet landed flat on the sea and took only about 20 to 30 seconds to sink nose first into the calm sea. That would be sufficient time to exit the plane and swim a few yards away if all went well during a similar crash, but believe me I would want to move quickly in a similar crash. After trying to swim at sea previously for drill in the exposure suits, I think it would be a real chore to get away from the plane before it sank.

An enjoyable custom aboard British ships was the opportunity to have an alcohol bar for officers and daily rum rations at lunch for enlisted personnel. Officers are assigned the rum pouring duty. Each enlisted man received a pint of rum. Chief petty officers received an uncut pint and the other ratings had their rum cut with water to make it spoil should they be saving it to sell. On the *Centaur*, the bar opened at 11:30 A.M. and closed for lunch at 12:00 mid day. Then after lunch the bar opened for another half hour. It was not unusual for flight crew to have a drink before flying in the afternoon. The bar opened again in the evening before dinner and after dinner for a short period, but I do not recall the exact evening schedule. One pilot I directed at night seemed to me to have had too many drinks, or perhaps he had oxygen starvation--at any rate I directed him to breathe 100% oxygen and finally got him to follow directions back to the ship. He landed his crew safely without incident.

Lieutenant Louis Lomheim was a superior skills pilot. Lomheim caught the number two wire six times in a row on his first night exercise. Our detachment British senior flying officer commented to Lou after the flight that he would bet the feat could not ever be duplicated. Lomheim responded that he would catch number two wire every landing if he wanted to. As far as I know, Lou never missed the number two wire during the rest of our cruise. Flight operations aboard the British

ships seemed less intense than flight operations on United States carriers. Though the frenetic pace of U. S. carriers seemed in contrast to the matter of fact calmer operations of British carriers, the British crews were well trained and very competent aviators and seemed to accomplish their missions extremely well. Part of the reason for their calmer spirit seemed to me to be related to the fact that all of the British personnel took a career approach to their jobs. Lomheim says that another reason was that there were fewer launches with only about a third of the planes of a U.S. carrier.

There were relatively fewer short timers among the British ranks (enlisted) than on U.S. ships, and most of the officers were in for at least a 12 year career. Our British radar and aviation maintenance personnel were superior. I flew with every pilot in our detachment, and they were all quite competent--even those on their first shipboard assignments. The career officers from the naval academy at Dartmouth were usually sixteen when they entered midshipman training and about nineteen years old when they were graduated as sub lieutenants. Their relatively early ascension to rank actually seemed to be an asset. I often wonder why we in the United States delay bright young people's adolescence so long. When *Centaur* entered each port, the ship held a public ceremony called trooping of the guard for the invited guests. We always had as many as fifty to 100 guests on board for the ceremony. Trooping the guard required full dress uniforms. This ancient ceremony brings back my thoughts to movies I saw as a child of the early history of the British Navy and its visits around the world. The ceremony had changed little since the 1800s except the carrier deck provided a better more elaborate stage than those of sailing ships.

Our ship encountered problems requiring extensive repairs, and we returned to Gibraltar for dry dock. We were given three options: stay aboard the ship which without air conditioning would mean that temperatures rose to over 100 degrees during the day, go to a British base for quarters at a hefty charge with no per diem reimbursement, or stay ashore in a local hotel with U. S. per diem. I chose to stay at the Rock Hotel where a movie crew was staying. We held muster every morning followed by flight operations at RAF North Front Gibraltar airport. Lomheim and I with a British observer once got permission to fly down the east coast of Morocco. The mission was uneventful and we all enjoyed seeing the scenery of coastline Morocco.

One of the perks of Gibraltar was the opportunity to check out a military fishing vessel and sail the 23 miles across the Straits of Gibraltar to Tangier. I took one weekend trip along with several British officers on the fishing vessel to Tangier. We had a great time--some staying aboard the small vessel and others of us in local hotels. Even though Tangier was officially dry, we found opportunities to visit a local club where drinks were permitted. There were several American and European tourists in the club as well. At the end of the three weeks in Gibraltar, I returned to Culdrose to become a training officer at headquarters. *Centaur* remained in dry dock for three months and then went on to other ports in the Mediterranean. Lomheim stayed on the *Centaur* for the full cruise and was his captain's favorite pilot when he needed to visit port cities in the Mediterranean.

Back in the training headquarters, it was my privilege to fly with the CO as an observer navigator when he took the base Captain and other dignitaries on trips to London and naval bases in England. I was also assigned one week to the cruiser, *H.M.S. Troubridge* as an aviation observer for an antisubmarine mission in the North Atlantic. The weather was ice cold and windy with the brutal waves of the North Atlantic tossing the ship in every direction at once it seemed--quite a contrast to the carriers. I and my good friend Lieutenant Shucksmith had to be flown to Bali Kelley in Northern Ireland to meet the *Troubridge*. There were six anti submarine equipped Gannets also assigned to the mission; hence, the need for air direction. Two of them crashed into a mountain on take off in a snow storm. The British Navy thought the pilots must have crashed at sea if they had climbed out correctly--so we spent our first night on the exposed deck of the freezing *Troubridge* in a futile visual search of the North Atlantic looking for signs of the missing airmen. Their bodies and planes were found on the mountain just off the end of the runway at Bali Kelly by the next day. Six crewmen died because for some unexplained reason they turned left in formation instead of the mandatory right turn on climb out.

When we learned of the six flyers' fate we proceeded with the submarine search over to the coast of Norway and then returned to Bali Kelly. We knew all of the men who crashed in Ireland well as fellow crewmen who shared the mess at Culdrose. After the long night on a week of watches and the cold weather of the North Sea, I caught a serious cold. The crew of *Troubridge* had just returned from the Caribbean. They were not yet seasoned to the North Atlantic. Buckets were assigned at every station including captain's deck for the seasick. I managed to keep my food down by eating dry British crackers, called biscuits, somewhat akin to our saltines but larger and without the salt. When the mission was completed, I took a train from Dublin to London where I needed to have a wisdom tooth pulled. The dentist noticed my cold and said that he would not ordinarily pull the tooth, but he also had a cold so he did not think he would be worse, nor would I. After a welcomed restful night at the Columbia Club, I bought supplies and headed back to Culdrose on the train. We occasionally held searches of the Atlantic Coastal waters for Russian ships. Several missions required us to search for and find a specific ship and track it and take photographs. The Russians occasionally disguised submarine refueling tankers as fishing trawlers. If we tracked the trawlers accurately, we could also determine where their submarine refueling took place. We would fly down near sea level and photograph their ships. Most of the time, the Russians would wave to us as if they enjoyed having our company.

Observer navigators accompanied pilots in their first qualification trips to the carrier Ark Royal. This was not a preferred assignment for British observers. Since I enjoyed going with the young airmen, I got more than my share of those assignments. Much if not most of our air operations occurred in severe weather conditions with the fog frequently near the ground. On one such evening two Gannets took off in marginal conditions for night air direction training. One of the planes would direct the other to an intercept and then trade with the second

plane's crew directing on the next pass. On that particular evening an experienced Lieutenant Commander, with whom Lieutenant Hale and I had flown the previous evening on an identical mission, was the senior aviator and his wing man was a South African pilot on training. For some reason both planes collided we believe on one of the intercepts and were lost at sea. Even though we immediately launched a search, we never found any sign of the six aviators or of their planes. The night I left Culdrose for my next assignment to NATTU at Philadelphia Naval Shipyard was nostalgic. The Royal Navy gave me a dining out party that I will never forget. We wore the customary formal attire and the speeches were long. The party continued until late in the evening and I traded all of the brass buttons from my dress blue uniform for buttons from uniforms of my naval and RAF shipmates. I had grown to know and like them as fellow aircrew from carriers only do. Our drive to London took all day, and we arrived too late to get buttons for the uniform. Early the following morning, I had to report to Seven North Audley without uniform buttons since my other uniforms had been shipped ahead. Fortunately, the exchange had replacement buttons that I bought and quickly sewed on before reporting to Captain Fuller for debriefing. My family, a pregnant wife and two sons 6 and 3, and I returned to New York aboard the U.S. Navy transport ship, USS Darby. That sea trip was one the best vacations of my life. The ship's crew gave programs for the children, and Laurretta and I had a great time playing cards with other passengers and strolling the deck and sitting in the sun.

While at NATTU Philadelphia, I began my graduate work in educational administration and research at Temple University. As a reserve officer who had completed my eight years obligated service I was honorably discharged in 1964. In 1966, I received the master's degree and in 1969 the doctorate in educational administration from Temple. My first administrative job was in research administration with the Philadelphia Public Schools--and in one and a half years was promoted to executive director of research where I remained until 1972. Then after one year as associate professor of research at The University of Virginia in Charlottesville, I was hired as assistant superintendent for planning and research in Milwaukee, WI. After four years, I was selected in 1977 as superintendent of schools for Anchorage, AK. My final nine years in public school education, 1981-90, were spent as superintendent of Colorado's largest district, the Jefferson County School District. I ended my career at the University of Texas at El Paso as a professor and chairman of the Department of Educational Leadership and Foundations. The university awarded me the prestigious lifetime appointment as emeritus professor on retirement in 1997. We now live back in Colorado near two of our sons and five grandchildren. Our oldest son lives in Milwaukee with his wife and two sons. I have just completed a four year NSF \$1,000,000 grant with the University of Colorado at Boulder and occasionally consult with private corporations who wish to enter the educational technology market. Lou and Ardis Lomheim live about 15 minutes away. I have enjoyed sharing coffee several times a week with him and also helping him build an RV-7A which is nearly complete.

NECROLOGY since last newsletter

CDR Clayton Millard **Scott**, Jr. Mukilteo, WA 98275
XO 7/57-60, 8th CO VAW-12 1960-61 U. Washington Boeing test pilot, wings
in 1942, Eileen. Born 7/10/20; died 4/20/99

CAPT Marcel B. **Humber**, 2334 Barbour Rd Falls Church, VA 22043 703-560-
6084 LT 1953-1956 NAOC_humb@gwu.edu
Marcel passed away December 30, 2003. According to his wife, Ann, his
death was caused by complications from gall bladder surgery. Very
unexpected. He had attended the Baltimore reunion in September.

Edward J. **Szkotnicki**, ADC, 1957 b. 10/28/18, d. 3/3/2000 Brooklyn, NY,

CPO Harry **Parker**, died in squadron in 1950s after a pneumothorax during
a boating accident on fishing trip on Narragansett Bay.

LCDR William C. Shroyer, O-in-C 1959 Saratoga.) Born 3/8/21; died
Beeville, TX 12/83

As a young ensign, Shroyer had been one of the pilots airborne off the
Gambier Bay in a TBM which was sunk in the Taffy 3 episode in Leyte
Gulf. He had ditched when out of gas. Radioman Louis Vilmer Jr., of
GAMBIER BAY's Composite Squadron VC-10, "...Ensign Shroyer, John Britt,
and myself were among the first to be launched when the order was given
to clear the flight deck. When Ensign Shroyer made his first pass at a
Japanese ship, he fired rockets and 50 caliber machine guns. Gunner
Britt also fired his 50 caliber gun, from the ball turret. When we
broke through the clouds we were extremely low and did not have enough
power to pull up and away...we were finally able to pull away and gain
altitude. Ensign Shroyer told me over the intercom that he had been
unable to open the bomb bay doors with the control in the cockpit and
instructed me to try the one in the radioman's compartment. It worked.
Shroyer chose the Tone Class cruiser and began his run firing his 50
calibers. I opened the bomb bay doors when instructed. When the bombs
cleared the bay, Shroyer was able to close the doors with his control.
Britt began firing his turret gun as we pulled up and away. I
immediately turned to the notch window under the planes tail to observe
the hits. The bombs did not hit the cruiser, *HIJMS Chikuma*; They hit
the water just a few feet behind it and went off as depth charges.
Planes following us reported that the ship stopped dead in the
water...."

LCDR Carl F. **Wiesendanger** 1/22/24-1/1/97 died in Carmel, CA. Barbara.

LT Norman R. **Birkler**, 1315 1953-4. b 11/11/22; died in Fla Dec 1985.
D/c issued in NY.

CDR Jimmy R. Slaughter, USNA CO VAW-124 if born 3/15/32, died
Brunswick, GA 7/82. (The Jimmy R. Slaughter listed once at Essex
Junction, VT c wife Carloyn has gone away. None of the Chicago
addresses are good.)

CDR Benjamin F. **Caldwell**, Bayou Lillian, AL 36549 1955-6. Wife Emily
was taken to hospital 20 yrs ago, when he got home from fishing his
Packard was left at fish camp so he took her VW bug and crashed it and
died on the way to see her. (Gene Forsht knew him well.) Emily doesn't
remember things anymore.

Dwight D. **Long**, (Dog) LCDR Lake Champlain O-in-C 1955-6 b 2/9/21; died 5/21/99 Frazier Park, CA.

Chief Glen M. **Archibald**.

There's a death certif. for California b. 6/24/22; d 6/4/82 that name.

Ltjg David P. **Leap**, Randolph det, 1959,1960,1961. Wife Glenna. Dave was murdered in West Palm Beach, FL in 1982 during an armed robbery.

John C. **Jerome**, Det 62 1961 Independence. Born 3/7/33; died in NC 5/22/91

George H. **Lefavour**, 2223 S Boots St Marion, IN 46953-3144 765-664-5584 1958 AKA. Mary Ann. Died 20 years ago with a dementing illness. Wife says he loved the navy and the guys he met in VAW-12.

Anthony L. **Cedrone**, 25 Reservoir Rd Pembroke, MA 02359 781-829-8510 AEMAN 1959. Wife says he died in 1996.

LT(jg) Richard W. **Fenn** 1310. 1953 Lake Champlain det.
The man in Williamsburg, VA by that name is Air force.

Gary O. **Cooper** GA 2003

Chief Percival L. **Longworth**, AEC b 11/7/20; died in Key West 3/29/96. Leading chief, Wasp det 1959.

LT Lloyd B. Murray, 1315 1953 O-in-C Coral Sea & FDR. Born 11/23/23; died Groveton, NH 11/5/92.

Justo L. **Cabuhat** TN 1959 b 5/33; died in Phillipines 10/15/98

LTJG Henry **Lindquist**, Barbara Dawn. Killed in St Patrick's Day crash 1959 aboard Wasp with Musgrave. Cat shot with asymmetrical loading not into the relative wind? Pilot (Hopkins) survived miraculously.

CDR Joseph Adrian **Pariseau**, Refugio Highway Beeville, TX 78102 361-358-3445. Last CO VAW-12 1965-7 and first CO CCAEWW-12 1967. CO VAW-121 1967. Anna C. The person now living at this address told me he moved to San Antonio and died in 2002.

Capt Pariseau is chiefly responsible for getting the squadron broken up into smaller squadrons, each married to a carrier air group. Brilliant move. Done in coordination with the CO of VAW-11, the VAW-11 people assure me. Their coordinator, LCDR Bob Allwine was present at the conference in CNO's office when the deed was done.

LT A. (Arlin) E.W. **Fritz**, 1951. First NFO in the squadron. Left the navy and worked for Lockheed. Died some years ago. Widow in Bothell, WA. 425-481-6947. AEW are really his initials.

Melvin **Timothy** AN Essex cruise 1958 born 12/4/37; died March 1976. Death certificate issued in Utah.

Jim **Mash** former naval aviator fm Salt Lake City became NFO in VC-12 1952. Died c Brain Tumor 10 yrs ago. Landed an SNJ once in a snowstorm in the mountains between Denver and Salt Lake City out of fuel and walked out to a farmhouse he could see from the wing of the crash site,

but the snow was deep up to his chest. When he got to the farmhouse he first used the phone to call and cancel his flight plan.

LCDR Edwin Lee **Koenig**, crashed at sea in WF2 12/14/1966 off Viet Nam off USS Roosevelt. 2 saved; 3 not. I don't have all the names.

Gerry **Holman** ditched a WF at night enroute from Tonkin to Yokosuka, 1965. Jim **Harris**, who was with him and survived, was later killed on LSO platform when an A4D wiped out the platform.

Billy G. **Boyd** cancer in SC 1989, (cousin told Stuart Shulman.)

Curtis Wayne **Steel**, shortly after leaving the navy in 1971 (his father told Stuart Shulman)

Robert **Dignam**. 1953. The one in Indiana was not him.

Robert **Saunders** fm 1958. Later flew 747s.

Douglas L. **Craigie** AMC fm Intrepid cruise 1956 when he was AM3, murdered while on active duty just before retirement in 1970s. His son, with the same name, works for the flock factory in Claremont, NH. The owner of the factory is Carl Steinfield, a naval aviator known to me from VS reserve squadron.

John R. **Cetanyan** ALC b 8/15/21; died Gulfport, MS 10/15/88. D/c issued in Iowa. Essex cruise 1958.

Ens Donald T. Kinsley, 1953 born 10/8/31; died Bowling Green, VA 9/4/2000

LT Roland H. **Baker**, Jr 1957 Connie born 2/27/27; died Berlin, NH 7/24/97.

Ambrose **Duarte** Jr Randolph cruise 1956. died Woonsocket, RI 1986. I spoke to his cousin with the same name.

New Members since last newsletter:

Beaston, Vincent L. Sr. 6 Pine Hill Av. Mechanicsville, PA 17050
717-796-9771 pineytrees@qwestonline.com ADR3 Wasp 59-60

Dunkelberger, David D. 9438 E. Concord Blvd Inner Grove Heights, MN
55076 651-455-7946 ddunkelberger@yahoo.com Independence 1961

Gorzycki, Patrick E. (pronounce Gorski) 11600 62nd Av. N Minneapolis, MN
55442 763-557-9653 patamsales@aol.com Det 41 Independence 1961 Gloria

Cushing, Mathew 4298 Irish Bend Rd. Franklin, LA 70538 337-413-9828
cushduck@aol.com Det 65 Enterprise in 1964. Flew for Braniff. Mary Duck
(Her hometown is New Iberia, LA. where he earned his wings.)

Lussier, Charles G. 330 Ingleside Dr Baton Rouge, LA 70806
225-344-0219 Det 62 Independence 1962

Kotula, Ronald L. AMS1 9 Darius Ln Coventry, RI 02816 401-823-7896
herbwylfe@cox.net AMS3 Wasp det 1958-1961. Transferred to VAW-33.

Perry, Curt A., LT(jg) 6661 Michaeljohn Dr. La Jolla, CA 92037-6240
858-459-2714 cjpaagre@aol.com 1957-8 Electronics, Airframes and AIO.

Griffith, Harold F. CAPT 83 Nawiliwili St. Honolulu, HI 96825-2136
808-395-2424 LT 1315 1954 U. Maryland Later VF pilot. U. Maryland
Carolyn

Weidknecht, Frank A. (Bud) LT(jg) 9 Auburn Rd. Long Beach Township, NJ
08008 609-494-8625 Penn 1957. Ditched alongside Wasp 1959.
Wall St lawyer became an Eastern Airlines pilot.

Novinger, Fred B. Jr. 17855 Horizon Way Laurenceburg, IN 47025
812-537-3142 fnovinger@suscom.net pilot Midway 1953

Carswell, Porter W. 508 E Bryan St Savannah, GA 31401 912-234-3252
Porter wasn't on any Det's; he was a SN and worked in the Education
Office. He was a college educated enlisted men who came into the Navy
not seeking a commission. He spent two years in VC-12 and was released
early when the Navy decided they had made a large mistake enlisting
these men. He lives in the Savannah Historic District and is single. E-
mail address not available. No interest. Bob Nettles contracted him.

Fox, John E. 5 Merion Circle, Napa, CA 94558 707-255-5500.
jfox36@aol.com. Det 42 1964 pilot

Ellsworth, Presley E. III (John) LCDR 412 Courtlea Oaks Blvd Winter
Garden, FL 34787 407-654-6439 donjonell@webtv.net LT(jg) 1953-4 USNA
'49 Donna

Mauriello, John M. 11438 Moorpark St. N. Hollywood, CA 91602 818-985-
4045 Det 45 1958 Essex. woofrun@pachbell.net Capt Crabill's yeoman. He
did all our fitness reports. He didn't remember mine; Capt Ewoltd's
yeoman would!

Rowland, Chuck 6236 230th Av. N Redmond, WA 98053 425-868-0283

Spanglo, Carl Anton (Tony) 407 Pecan St Chico, TX 76431 940-644-5137
Essex det 1958-9 ADR2 no e-mail; can't come to any reunion.

Ripper, Charles E. 2045 W. Woodlawn St #6 Allentown, PA 18104
610-435-7375 1955-1958 Saratoga car qual, Strikeback and Pipedown,
Forrestal & FDR. No e-mail. (Lakewood Dr. Nokomis, FL is his son)

Wanzer, Melvin 1021 Collingswood Dr Corpus Christi, TX 78412-3309 361-
992-7554 ADR1 1962 (woman answered and said she didn't know if he used
e-mail. He's asleep.)

Paffrath, Darwin D. 2180 N 9th Rd Worden, MT 59088-2002 406-967 2674
eptlc@mcn.net 1956 Randolph cruise. 1958 Forrestal. Raises ponies &
cattle. Elaine

Cassell, Ronald R. 14385 Erin Ct Broomfield, CO 80020 303-469-2239 Wasp
det 1958. e-mail will be on line again in January.

DeGanahl, James A. CAPT 5499 S. Atlantic Av. New Smyrna Beach, FL 32169
386-427-9865 LT USN 1953 Wasp

English, Ernest C. Jr. (Buddy) 412 Willow St Montoursville, PA
17754-1608 570-368-3122 LT(jg) 1953-4.

Piotrowski, Anthony 105 Allworthy St Port Charlotte, FL 33954
941-743-5015 Essex det crew Leela. No reply to calls. May not be him.

Reutenauer, Robert L. 1728 Madero Dr The Villages, FL 32159
352-259-3470 bkreut@comcast.net Saratoga 1958

Paglialungo, Joseph J. ADC 381 Lanier Dr. Lake Worth, FL 33461-1922
561-965-5542 1956-8 grandson at support@ahhmtg.com Now 95 yrs old. And
sounds 50 years younger on the phone.

Laber, Clarence N. 1216 Heather Dr Loveland, CO 80537 970-667-1667
labercn@aol.com AT3 1958 Essex cruise

Eggert, Glenn E. 11709 E Terra Dr. Scottsdale, AZ 85259-5903
480-314-0777 glenneggert3@cox.net NAOC ENS Det 41 Independence 1961

DeWitt, Duane D. CAPT 22639 Cottage Hill Dr. Grass Valley, CA 95949
530-268-2549 duanedewitt@netzero.net Det 62 LCDR Independence 1962

Hernandez, David R. Box 3245 N. Hollywood, CA 91609 818-982-1384
david@davidrhernandez.com drhassoc@earthlink.net I was a plane
captain. (E-3) I was in VAW-12 in 1967 through 1968. I was then
attached to VAW-122 and did my WestPac cruise in 1968 through 1969. I
was aboard the USS America. I later did a Med Cruise on the USS
Independence and then a NATO Cruise. Republican candidate for Congress
District 28. The new 28th District is occupied by Howard Berman. He is
a 20 yr incumbent and is a far left Democrat. The voter registration is
3 to 1, dems over republicans. He has one million to spend on his
campaign. "All things considered, I have a good chance. I have been in
the community for 2 years. This will be my fourth race and my name is
out there. My district is in the San Fernando Valley, which is just
north of Los Angeles." Check out my Web site at www.davidrhernandez.com

Burton, Daniel C. CDR 167 Fox Ridge Dr. Hendersonville, NC 28739 828-
697-2931 age 85 Thanksgiving week. Friend of Rollin Gray. 85th birthday
is Thanksgiving.

Buerman, Frederick G. 7187 Collins Rd Jacksonville, FL 32244
fbuerm@aol.com 904-778-3173 Independence 1962. Later VAW-11

Beeck, Hans J. 5838 Honey Tree Dr. Zephyrhills, FL 33541 813-780-9521
hjbdirtrack@aol.com (17 Parkview Terrace Poughkeepsie, NY 12603 845-
454-6460) Det 62 Independence 1961-5 Helen

Locher, Tim LT 4201 N. Ocean Dr Hollywood, FL 33019-4007 954-922-9324
timlocher@compuserve.com (Friend of Autry Andress) USNA '62 1964-7
Airline pilot. Karen

Kuntz, Robert P. (Pappy) 1167 Hillsboro Mile, #506 Hillsboro Beach, FL 33062 954-481-3555 rkuntz62@aol.com USNA 1962. 1964-7. (Friend of Locher.)

Metcalfe, Jim CAPT 820 Adrian Dr. Virginia Beach, VA 23452 757-486-4526 jim.metcalfe@usdoj.gov Nov 64-Jan 65 in VAW 12. USNA 1962. Was multiengine pilot retrained for single engine then shipped to VS and multi again. Attorney. Lisa. No interest c only 2 mos. service in our squadron.

Hill, George A. 344 Dave England Rd Sparta, TN 38583-6906 931-761-3193 Independence 1962

Fox, John E. 5 Merion Circle, Napa, CA 94558 707-255-5500. jfox36@aol.com.

Vaglianti, Anthony W. (Bill) 4300 Bay Area Blvd Houston, TX 77058-1117 281-218-9292 vigibill@wt.net 1960-63 Det 62 Independence 1961-2
I did serve in VAW-12 from Aug.1960 until July 1963 and made two Med. cruises on the Independence. My full name is Anthony William Vaglianti but I go by Bill but my squadron-mates called me "Tex", I was enlisted for four years and did it all in VAW-12, I would have it no other way. In July of 1963, I was honorably discharged as an ATN-2(AC), Since then I completed about a year of college then went to work for Union Carbide Corp. in Texas City (now a subsidiary of Dow Chemical) where I am currently the Site Service Coordinator for the Dow Process Automation group.

I have spent many hours online searching for photos and information about the Willie Fudd's and the AD-5W's with some success. I located several sites that were dedicated to the squadron but most of it seems related to the new VC-12. Sadly there is not that much information to be had that I could find about the old WF-2's. They are just not as popular as some of the more esoteric aircraft. I did see some comments by shipmates I remember from back then, however, one from Sweetwater, Texas.

I can't tell you how many times I've thought about some of my experiences:

- At Quonset Point, doing a ditching drill in the middle of winter, jumping into the freezing water to test the integrity of our poopy suits.
- The move to Norfolk, packing gear, equipment etc.
- Two Med. cruises on the USS Independence one of which we made it into Istanbul, Turkey and the port was so narrow we had to pinwheel the carrier around with propeller aircraft to get out.
- Short outings aboard the Wasp, Hornet and intrepid,
- The four weeks (or was it three) in Guantanamo during the Cuban crisis which included weekend in Kingston Jamaica (that was to be hush hush). Can you imagine a Willy Fudd landing in a civilian airport in Kingston? How about four foreigners in orange flight suits with side arms walking through the airport to catch a cab?
- Seeing the new A3J Vigilante simulate a nuclear drop (or loft) at a target in tow behind the ship (incredible).

Rindfuss, Russell L. 5924 Chevelle Dr. Jacksonville, FL 32244 904-772-0143 Det 62 Independence 1961 Evelyn K.

Haindel, Jay J. 21511 Pine Hollow Rd Covington, LA 70435-4637

985-892-1990 jay@highstream.net LT(jg) Det 41 Independence 1961.
Pilot transferred to VAAW-33.

Ceder, Robert R. 10030 Manchaca Rd Austin, TX 78748 512-282-1205
AEM3 Essex cruise 1958. Wife's e-mail address: ceder@austin.rr.net
Monty

Wilder, Fred J. LCDR 1 South Pine Cir. Belle Air, FL 33756-1641 727-
584-5775; office 407 Ewing Av. Clearwater, FL 33756-5766 727-446-3074
1953 LT(jg) friend of Walt Schriefer. USNA '49. JD Stetson. Attorney.
No e-mail. Dorothy

Backer, Ernest E. 27933 Green Oaks Dr. Eugene, OR 97402 541-689-4994
ern@castleisp.com Det 62 Independence 1962 Vicky

Larison, John D. "Jack" CAPT 1510 Park View Pl Coronado, CA 92116
619-437-8840 jiggdogg@aol.com CO VAW 123 1972-3; COMCAEWW 12 1980-82

Michelichi, Raul AMEC Wells Rd. Sanford, ME 04073 207-324-8924
malfjunt@psouth.net 1960

Huff, Mahlon S. KY mshuff@email.com LT(jg) 1953
He's supposed to be sending me his address.
Lake Champlain cruise 1953 with Joralman, Fenn, Sauter, Capt. Haskell.

Graham, Homer H. 4741 Chinaquapin Dr. Gulf Breeze, FL 32563-9235
850-934-3113 1964 Enterprise Det. Braniff pilot

Gehrdes, Ernest E. 3862 Gerhardt Dr. Pensacola, FL 32503-3268 850-433-
3516 LDO Electronics officer LCDR 1965

Cushing, Mathew 4298 Irish Bend Rd. Franklin, LA 70538 337-413-9828
cushduck@aol.com Det 65 Enterprise in 1964. Flew for Braniff. Mary
Duck. Her hometown is New Iberia, LA, where he earned his wings.

Hornsby, Dale W. 347 Hornsby Rd Pine Grove, LA 225-777-4561
Enterprise Det 1964 Braniff pilot

Ormond, George CAPT 1995 Brista De Mar Cir. Atlantic Beach, FL 32233
904-246-3947 jagatormeo@webtv.net 1965 CO VAW-126 1972-3 Randolph
cruise 1956 with VA 176. Marilyn
This is the same George Ormond featured prominently in GUPPY PILOT on
page 149.

Lovatt, John C. AMC 6812 57th St NE Marysville, WA 98270-8850 360-658-
1593 AMAN 1959 Randolph no e-mail. Letter sent 12/3

Kretmar, Herb 9787 E. Pebble Creek Ct Inverness, FL 34450-1940
352-344-8503 herb9787@eglr.net has CD photos of Saratoga cruise 1958

Fontaine, Albert P. ADC 9824 Hermosillo Dr New Port Richey, FL 34655-
1297 727-376-6098 1958. AD2 with 1956 Randolph cruise. 12/6 left mess.

Bannon, Carmen G. 11723 Crescent Pines Blvd Clermont, FL 34711-7863
352-242-2738 carmenbannon@earthlink.net AK 1957-9 no cruise

Bullard, Rex D. Jr 208 W. Walnut Av Foley, AL 36535-2314 251-943-4891

1959 AD2 now age 71

Capewell, John LCDR 109 Tripp Rd Pittsboro, NC 27312-9353 919-542-5615 or 1-800-CAPEWELL Capewell@msn.com AT1 Saratoga 1957. Later LDO then flight training and wings as naval aviator.

Pelczar, Bruce A. Mechanicsville, MD 20659 301-884-4514 Independence det 1962

Joseph, Charles A. ATC Trapp Rd Saint Inigos, MD 20684 301-872-5308 cajoseph@gmpexpress.net

Zinski, Paul 6082 Mulberry St Ext Austell, GA 30168 770-941-5068 ATAA 1958

Bernas, Stanley E. 237 Arthur Moore Dr. Green Cove Springs, FL 32043 904-282-9672 PR1 Randolph cruise 1956-7/Essex cruise 1958. no reply yet.

Craig, Claude M. 7623 Baymeadows Cir. W Jacksonville, FL 32256 904-731-3457

Schwiening, Ben A. 2716 Grand National Parkway Opelika, AL 36801 334-749-3698 AEMAN 1958. No interest.

Hallmark, Samuel N. Capt San Diego, CA 92126 858-695-1934 snhallmark1@earthlink.net Det 62 Independence 1961. Later VAW-11 Then KC-121 and F4's.

Bishop, Russell P., Jr. 115 Geggatt Rd East Falmouth, MA 02536 508-563-6671 AD2 1959 now 68

Keltner, Joseph D. 1077 W. Crocus Dr Radcliff, KY 40160-2403 270-351-6935 vonnie@bbtel.com Wasp det 1958 Vonnie

Linton, Zera W. 1900 Barber Rd Orlando, FL 32809 407-855-4789 AD1 1958 No interest.

Roukema, Edward 5632 Collinswood Dr Milton FL 32583-5503 850-626-0964 Wasp det 1958

Nadzeika, Lawrence M. 56 Foster Rd New Bedford, MA 02740-6604 508-994-5954 Wasp det 1958

Bissey, Eugene D. 117 Arbor Dr Washington, NC 27889 252-946-2513 Moved from 1004 Trenton Av Point Pleasant Beach, NJ 08742 AT3 Saratoga 1958 Essex 1959. e-mail to be hooked up later.

Gilkey, Lawrence J. 347 Champions View Dr Atlanta, GA 30004-6962 770-777-5901 ljpgvaw12@aol.com LT(jg) Essex 1959-60

Crowder, Conrad Col USA-R Penrose, NC f64push@cs.com AZ3 1965 Cut the cake at the founding of VAW-120 because he was the youngest sailor there.

Molloy, Edward Patrick 53 Tall Pines Neptune, NJ 07753 732-922-1143 molloybettyann@aol.com NFO

Andress, Autry D. 1400 W. Sipe Springs Rd DeLeon, TX 76444-6304
254-893-2506 autpeg@cctc.net Braniff pilot, Then Hawaii Express and 18
yrs with Continental. Peg.

Groh, Gerald E. 3245 W. College St. Visalia, CA 93277 559-733-2249
TheGrohs@TheGrohs.com Det 62 Independence 1961

Juergens, Roger C. 5313 Old Goodrich Rd Clarence, NY 14031
716-741-3511 AA Essex 1958

Tyler, Milton L. 506 E. Main St PO Box 432, Big Run, PA 15715
814-427-5124 jorae@pennswoods.net 1958 AN Essex. Widower since 1970.

Brooks, Jim Rockville, Maryland cell phone 240-388-7963 jab8144@aol.com
I was an ATN3 with VAW-12 from 1963-65 and was detached to the
Enterprise (Med & World cruises), Saratoga and Forrestal for Med
cruises (crossed decked from Saratoga to Forrestal).

Sikorovsky, Eugene F. LT (LDO) Aviation Electronics maintenance
specialist. 720 Grandview Ln Lake Forest, IL 60045
847-295-5599 genesikor@earthlink.net ENS 1315 1953 Lake Champlain

Ashton, John W. 38 Stonewall Ln Madison, CT 06443 203-245-7210
john.w.ashton@snet.net Enterprise & Forrestal cruises 1963-
TWA pilot retired in 1992. Joan

Dugan, Owen LT(jg) SC 121 Forest St Wellesley Hills, MA 02481-6827
781-237-2453 1956-8 IBM after the navy. E-mail coming back in Jan.

Chartier, Emery R. 167 Burnt Cedar Dr. North Kingstown, RI 07852 401-
295-8765 AT3. Not well. No interest.

Picotte, Harvey A. AZCM 2408 Southern Pines Dr. Chesapeake, VA 23323
757-485-2576 hipicot@aol.com AD2 Wasp det 1961
I recognized Pat Gaffney and LCDR Shroyer, especially. I was with them
on the 59-60 Saratoga Med cruise. Pat has moved to Rochester, NY. We
haven't found William Shroyer. I joined the Det. in Naples about half
way thru the cruise, along with AD1 Slocum. I was an AD2 at the time.
Went to the Wasp Det around summer or fall 1960. Made a shakedown
cruise on the Constellation with a Willy Fudd det just before transfer
in May 62. Did a shore tour at Oceana, then went to VAW-11 in Feb 66.
Made the 66-67 WestPac cruise aboard Enterprise with E-2's of Det.
Mike/VAW-112. Retired with 30 years in Mar '83 as AZCM.

Guthrie, Sam P. MACM(AC) 6550 Avenida de Galvez Navarre, FL 32566-8914
850-939-1234 macmspg@mchsi.com 1958-62 Tarawa, Randolph Escambia Co.
sheriff's office till 1999 retirement. Sue.

Garner, Alan S. CDR 306 Wrens Way Falls Church, VA 22046-3517
703-241-2827 LCDR O-in-C Independence det 1961

Scank, Kenneth B. Hemphill, TX 75948 409-579-4186 usnret5675@aol.com AN
1958 Essex

Bernal, Rudolf S. ADC 555 Ridge Blvd South Daytona, FL 32119-2850
386-767-3004 1960 AM1 age 79 now.

Watts, Paul A. 66 W Jeffrey Rd Wheeling, IL 60090 847-541-0804 (or 4504) sp997@comcast.net. Sue

I was an AX3 in VAW 12 from Oct 66 thru Aug 68. I retired from Active duty as an AX1 in then TAR Command I spent my last 18 years on active duty in the Reserve VP Community.

Baumgardner, Charles 526 Waco Rd Kings Mountain, NC 28086-2824 704-739-5938 or toll free 1-877-860-4200 PIN 518943 AD2 Tarawa, Intrepid, Bennington 1955-8. He's wheelchair-bound now with MS. He has a pile of stories.

Zwick, Raymond L. 412 Mallory Cir. Loganville, GA 30052-6707 770-554-7573 rayzwick@mindspring.com AT2 Wasp det 1959 & 61-2

Bodzioch, Anthony J. ADC (pronounce Bo-jack) 88 Seaview Av. North Kingstown, RI 02852 401-294-2943 a.bodzioch@att.net Saratoga 1957 Essex cruise 1958

Aftanis, Jack F. 1009 Maryland, Av. Cape May, NJ 08204-2525 609-884-2963 Det 62 Independence 1961. Serious football fan. I called him after half-time was over. I didn't learn if he was a Patriots or Colts fan. Tell us, Jack.

Ginieczki, Richard F. 2340 Douglass Ln Hatboro, PA 19040-2940 215-956-0694 rginieczki@directdata.net 1964-7

Dubay, Harvey E. CPO 65 Dubay Dr Danielson, Ct 06239 860-774-5827 chiefdubay@msn.com

Lamoureux, Joseph (Jay) 2233 Gingko Dr Sumter, SC 29150 803-469-8100 phone number failed. Is now attributed to Accent Mobil Homes. Is that him? AMS1 1958-9 fm Brunswick, ME jlamoureux@ftc-i.net failed

Miskell, Terry F. 67 Marquis Rd Freeport, ME 04032-6476 207-865-4496 themiskells@gwi.net LT(jg) 1956 Judith

Seligson, Harold E. 1801 Valhalla Arch Virginia Beach, VA 23454 757-496-0944 spikeselig@cox.net CO VAW-125 1979-80

Address corrections

Hesoun, Jerry R. PO BOX 12 Surgoinsville, TN 37873 423-345-2610 jerrymarcyh@aol.com Wasp det 1958 He moved from Florida.

Smith, Kenneth G. LCDR 333 Jeb Stuart Dr. Franklin, TN 37069 615-794-1162 1961-1963. He has contacted me. There was a needed correction in the address.

Braun, Peter J. Sr. CAPT 1011 Priscilla Ln. Alexandria, VA 22309-2926 703-360-0393 petebraun@aol.com LT(jg) 1956-9. Last duty before retirement in 1986 was CNO's program coordinator for the V-22. Claire

Kaiser, Edward R. LCDR 2444 Pitchfork Way Virginia Beach, VA 23456-6024 757-301-2729 erkaiser@earthlink.net LT(jg) Det 62 Independence 1962; later Enterprise

Hozey, Ira Dozier Jr. LCDR 415 Victory Dr. Waynesboro, GA 30830
706-554-1564 phozey1@aol.com LT 1958-61 USNA '53

Otis, Max "E" 1408 Haslett Rd. Haslett, MI 48840 517-339-8609
mebeotis@earthlink.net LT 1954-6 Midway det. Beatrice. new e-mail.

Weiland, Peter Guyon 11 Arrowhead Court Skillman, NJ 08558
609-466-1982 petevawl2@aol.com LT 1958-60 new e-mail.

Robitaille, Romeo A. 53 Slade St. Pawtucket, RI 02861 401-726-1708
robitair@juno.com Saratoga 1957-8; Essex 1959

Wenning James O. CAPT Lakevale Farm 541 Kentmoor Farm Rd, Madison Hts,
VA. 24572-5745 434-846-3137 wennlakevale@worldnet.att.net
served c VS-915 at So. Weymouth 1960-2; then VAW 33 LT 1958-9

Leisch, Donald G. (Gordon) CDR 3024 4th St N Arlington, VA 22201-1606
703-528-0756 gleisch@yahoo.com NAOC 1957-59 Nan

Puleio, Robert 97 Crescent St Hanson, MA 02341 781-293-2794 1956-1958
bpuleio@cheerful.com LT(jg) 7/56 to 10/58 Mary **This is a new e-mail**

Clapp, Carl L. 15 South St Harwichport, MA 02646 508-432-0600
clappgh@capecod.net 1954-5 LT(jg) VS-914 at South Weymouth. Tufts
Dental School. Retired dentist. Keeps a B&B now. Also a new e-mail.

Goubeaux, Richard 11305 Bay Front Lusby, MD 20657 410-326-6139
gbxfam@earthlink.net NFO 1958-9 & 1960-64 new e-mail address

Newbegin, Robert Goodchild IV 3515 Wilton Hall Ct Alexandria, VA 22310-
2120 703-960-1850 rgniv@aol.com 6/58-12/60 Saratoga LT(jg) USNA Joyce
Corrected address from Mass.

Saddler, James R. HTC 1508 Charles St. Portsmouth, OH 45662 740-353-
8275 am2htc@webtv.net AM2 1954-1957 Intrepid Jane Ann new e-mail

Rojan George E. 5107 Barry Lane Floyds Knobs, IN 47119-9552 812-923-
6928 was AT3 in 1958 on Essex/ AT2 on Independence in 1960. John Dellwo
is calling him up.

Teller, Donald E. CDR 7746 LaVerdura Dr. Dallas, TX 75248-3143 972-239-
1839 d.teller@comcast.net ENS Independence 1962 I was in VAW-12 from
about May 1961 to June 1963. After my RAD in 1963, I joined the active
Naval Reserve at Lakehurst, NJ and later transferred to NAS Dallas in
1970. I retired as a Commander in 1985. Mary Ann.

Depagnier, William S. CDR 1235 Albion Rd Boulder, CO 80305
303-499-9433 O-in-C Det 9 or Det 45 Essex 1958-9 bijadep@msn.com Jane
corrected e-mail address

Dellwo, John M. 2304 Eagle Creek Blvd Shakopee, MN 55379-3106
952-496-2704 sdellwo@aol.com Bennington det. AM2
Arrived Dec '55; discharged Quonset Point Oct. '58.
Far East cruise Oct.'56 for a ten month period from San Diego aboard
the USS Bennington CVA-20, detachment 30. O-in-C was LCDR Topliff.

Other officers were Lt. Wilcox, Ltjg. Beeson, (We haven't found either of them yet. ED) and Ltjg Loftus.
Ports of call Hawaii, Subic Bay, Japan, Hong Kong, and Australia.
I was not a controller but did draw flight skins as a frontseater. Our detachment had five AD5W's and thirty-eight men and officers. We had at least one fatality when an AD5 taxied off of the flight deck into the catwalk crushing the plane captain. (He was James C. Lewis, AN ED)
I would like to know whereabouts of shipmates, Robert D. Saunders AT3, (He died) George Rogen (Rojan) AT2, (see supra) Richard E. Allen AM1, Tom Herr AT2, Moses Moore, and Airman McDonald (don't recall his first name.)

Forsht, Eugene R. CDR 5153 Island View Circle S. Polk City, FL. 33868
863-984-3653 hellcat63@hotmail.com LCDR 1953-5 Maintenance officer.
Joined the navy as seaman in 1937. Last duty was with C-130s in Antarctica. WWII served on Ticonderoga with Hellcat squadrons.

McGoldrick, William J. 109 Church Rd Sherman, CT 06784 LT(jg)
860-354-0388 1956-60 Lake Champlain 1957, Saratoga 1957 Wasp 1958
Harvard '52. Retired banker. No e-mail. New street address.

Mackey, Raymond 207 Glenwood St. Manchester, CT 06040 860-647-0687
Rmackeyvaw12@netzero.com 1960 1963 Det 59 USS Forrestal new e-mail.

Pollifrone, Frank R. 5 Sheffield Ln East Moriches, NY 11940
631-878-2831 grandson (Robby): rpolli@webtv.net AN 1958 now age 65.

Voskuhl, William H. 235 Pinegrove Dr. Bellbrook, OH 45305-2141
937-848-2707 williamvoskuhl@sbcglobal.net 30 yrs at Wright-Pat AT1
1950-2. new e-mail.

Washburn, Gary AM2 516 Chestnut St. Calvert City, KY 42029
270-395-8002 no e-mail. (We had been told he was George Washburn)

Harp, Robert M. CAPT 6325 Brown Rd Oxford, OH 45056 513-523-1803
CO VAW 126 1970; retired business faculty Miami University of Ohio.
harprm@brechnet.com new e-mail.

Irwin, Robert Burns 6210 Coral Ridge Rd Houston, TX 77069
281-444-7596 golfinbob1@msn.com LTJG pilot 1958-60 Intrepid, Wasp, FDR
Merchant Marine Acad. New e-mail.

Guarrasi, Michael J. 9 W. Park Dr. Park Ridge, NJ 07656 201-391-8598
mjguarr@aol.com LT(jg)1954-6 Electronics Maint. Officer 1355. Civil
engineer built satellite comm. stations. Louisa. New e-mail.

Michelotti, Paul E. 2850 Banyan Blvd Cir Boca Raton, FL 33431 561-912-
9857 paulm0440@aol.com LT(jg) 1961 Wasp det. Later to VAAW 33. This is
a corrected address. We were communicating with his son.

Edmonston, Lee K. 808 Five Points Rd. Virginia Beach, VA 23454
757-481-6804 lkemte@exis.net pilot. New e-mail.

Bush, Lowell Edwin LT (LDO) 2214 W Sanford St. Arlington, TX 76012 817-
860-6123 lowell.bush@comcast.net LT Det 41 Independence 1961. This is
real. All this time I had been spelling him Busch.

Brown, Robert Jr 45 Peninsula Dr Hilton Head, SC 29926 843-837-5221
bbobandjane@aol.com Lt(jg) 1947-1948 Jane. New e-mail.

Halle, Normand E. 36 Hart Av. Buckhannon, WV 26201 304-472-3384
n4125h@juno.com AT2 Wasp det 1961

Carden, Kevin A. 17 Topy Ln Bay Shore, NY 11706 631-242-3496
kcleel17@msn.com Det 62 Independence 1962 new e-mail.

Schriefer, Walter A. CDR 871 Reading Rd Virginia Beach, VA 23451
757-497-3818 waltsva@aol.com USNA '49 LT(jg) 1954 Midway cruise.
MA Geo. Washington Univ.; MS Old Dominion. Ret. Engineering instructor,
Tidewater Community Coll. Ruth. New e-mail

Hertel, William D. 1601 Montclair St Arlington, TX 76015 817-277-6984
dowihert@aol.com ATN3 Wasp det 1961 new e-mail

Spinner, C. Richard (Dick) LT 5902 Glen Arm Rd E Glen Arm, MD 21057
410-592-6671 phone disconn. glenarm@aol.com LT(jg) 1957-60 Ret.
Northrop-Grumman & Westinghouse Michigan State Univ. Sally
The man in Lynchburg VA is not him.

Burriss, Silas E. ACC 5194 Canton Rd NW Carrollton, OH 44615
330-863-2702 joynsi59@msn.com AA Saratoga 1959 wife's e-mail

Pawlas, Robert W. 1318 Otterlea Ln. Bedford, VA 24523 540-586-9767
goathill3@msn.com Det 62 pilot e-mail new to us

Radford, Arnold L. 606 Lynchburg Tpk #121 Salem, VA 24153 540-343-1933
AA Wasp det 1961. no-email. Divorced. Little interest.

The Robert J. **Zemaitis** in Cocoa Beach, FL 321-453-4333 is not our RJZ
who flew with the Independence det in 1962. **But**, he is an ex-marine
rifleman who now helps vets with problems over their vets benefits and
fields 10-12 calls a day for that purpose. He invites your calls.
321-453-4333. He thought he knew all the other Zemaitis' but is
surprised to hear about ours. With his name, yet!

Thanks for everybody's help, Roger