

VC-12 VOICE

Volume 5 Issue 3

May 2003

OFFICIAL NEWSLETTER FOR VC-12/NAV-12 & SISTER SQUADRONS



Special Points of Interest

- *Do you know the story behind the patch seen above? Read one theory on it in our cover story.*
- *The Treasurer's Report on pages three and four have names of all the dues paying members for 2003.*
- *See all the new names that have been found since the last issue in Welcome Mat on page three.*
- *MAIL CALL begins on page four with a letter about some flight experiences with VAW/12.*
- *"Recollections from Louis Lomheim" on pages five and six will give you goose bumps when you read it!*
- *One letter in response to the request for thoughts on the war in Iraq says it all. Don't miss Don Stephen's opinion on pages six thru eight.*

STORY BEHIND THE VAW-12 PATCH

I'm not sure if I'm opening up a "Pandora's Box", but here goes. I was introduced to the VAW-12 Squadron patch when I arrived at NAS Quonset Point, RI, in the late 50s as an AT Striker. I guess I never really pondered its symbolism...the large bat in a night sky, aircraft carrier, crescent moon, and cloud with the lightning bolt. I was a bit bothered by the non-descript symbol that Military Locators was using on the logo-wear they marketed for VC-12/VAW-12. I thought it might have been a carryover from VC-12, but was not sure. Do any of you shipmates out there know the story behind the squadron patch and the meaning of its symbols or when it was created???

When I asked the Steering Committee this question, Larry Martin wrote back his theory after he pondered the patch on his old flight jacket, "The crescent moon and dark sky stands for night flying. The clouds and lightning stand for the all weather and the bat for the radar capabilities. The squadron was carrier based, flew in all weather, and any conditions."

This sounds good to me. Well, Shipmates, any other thoughts out

there???

This might make good conversation in the Hospitality Room at our next reunion in the Annapolis, area this fall. I hope to see you all there. Annapolis is an old colonial seaport and the first capital of the United States. There are a lot of things to see and do. I am arranging for a VIP tour of the Naval Academy. I have been a "Blue and Gold Officer" in NW Indiana for over a dozen years. I'm hoping we will have lunch in Kings Hall with the Midshipmen and have a VIP tour of the "Yard."

Our treasurer, Roger Smith, deserves my special recognition. Since our last reunion in Newport, RI, he has massaged our roster and filled our treasury with enough \$10 dues to fund our quarterly newsletters, the VC Voice. Roger, thank you for you time, talents, and faithful service. Each Steering Committee member is providing direction for our squadron reunions. I believe our strength is in our numbers.

Ed Seykowski, CWO 04 USNR (Ret)
(AT-2 in VAW-12)
VC-12/VAW-12 Chairman

STATEMENT OF PUBLICATION

The VC-12 VOICE is the official publication of the VC-12/VAW-12 Association. From now on it will be published quarterly in February, May, August and November, *subject to receiving sufficient funding*. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the VC-12/VAW-12. A financial statement appears in each issue of the newsletter.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

The editor reserves the right to edit letters to conform to space limitations and grammar.

You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.

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828-256-6008 (voice)

828-256-6559 (fax)

DINAMLRSA@AOL.COM (e-mail)

MLRSNEWSLETTERS@AOL.COM

(newsletter e-mail)

WWW.MLRSINC.COM (web site)

Our Reunions Work So You Don't Have To

FINANCIAL REPORT

The cost of this issue is \$477.34

Dues of \$10.00 used for funding the newsletter should now be sent to your treasurer at:

**Roger Smith, MD
256 SE 2nd Ave.
Hillsboro, OR 97123**

TREASURER'S REPORT

Last reunion we had a roster of about 150 VC-12/VAW-12 Veterans. Our reunions have been about 30 guys with spouses. We collected names from watch lists, rapid recall bills, lists of pilots and controllers from many eras, names from accident reports and cruise books, and began talking to men with e-mail addresses about who they knew. We have built a roster of 700 names and we know another hundred names of men now deceased. We have good addresses for nearly 500 of these names. We're missing e-mail addresses on a number of these we are pretty sure have e-mail. If you didn't get a roster from me, send me a message. If you want yours updated, send to me. A hundred and twenty-four guys have paid dues to the treasurer for 2003. A lot of them are multi-year subscribers. We are expecting well over 100 returnees for Baltimore.

We want to know your address **and e-mail** is correct.

We want to know who you know who should be on our roster.

We want to know who you know from the working list of people at the end of the main roster for whom we are still searching.

We want your stories of life in the squadron. Both the exciting stuff and the everyday stuff that you remember fondly.

We have been in touch with widows of some of our former pilots. We are pleased to help you make connections.

We are happy to connect you to your old buddy(s) and former mates on cruises.

And after Baltimore, we'll start collecting (voluntary) dues for 2004.

Send to Roger G. Smith
256 SE 2nd Av
Hillsboro, OR 97123
503-628-229 (home)
r.smith@ix.netcom.com

PAID DUES 2003 VC-12/VAW-12

Gerald Alfrey, Jerry Amos, Ar-

mand Barrette (2 years), N.Lee Bausch, Don Beattie, RADM Hal Bernsen, Donald Bibeau, Donald Blair, Claudius Bortner, Wm Bradlow, Terence Brady, Richard Bray (3 yr), Jerry Bullard, Ralph Carlson, John Carpenter, Kieran Collins, John Colton, Dan Colwell, Emerson Conrad, Bob Cooper, Richard Cooper, John Costello, Malcolm Craig, Harold Davidson, Capt Jack Ditrack, James Dougherty (3 yr), George Dow (2 yr), Fred Duerkop, John Eckberg, Bill Eddy, Joseph Egan, James Ehret (5 yr), Charles Folcik, Squeak Frandsen, Jack Gifford (2 yr), Glen Giles (2 1/2 yr), George Goodman, John Greene, John W. Hamilton, Dick Heston, Andrew Higbee, Frank J. Hiles (2 yr), Robert Hokkanen, Robert Howard (2 yr), Clark Howell, Philip Kaufman, Frank Kelly (2 yr), Donald Kersten, Capt. David Kletter (10 yr), Charles Koeth, George Koppmann, Gates Kunkler (2 yr), Dave Lamb (2 yr), Morris Leatherman (2 yr), William Leidich, Don Leisch, Paul Lennon, Bill Litwin, George Loftus, Lou Lomheim, Ralph Lord (11 yr), John Lovric (2 yr), Frank Lukasik, Bernard Luke, Bernard Lynch (2 yr, said for someone who didn't pay), Dave Marsden (2 yr, paid again 4/7/03), Don Marshall, Larry Martin (2 yr), Bob Marvin, J.J. McBride, Cleland McBurney, Jack Millaway, Richard Minetti (paid for 10 years \$100 in 2000 paid to ML&RS), Skip Moyer, Frank Moynihan (2 yr.), William Murdoch, Paul Murphy (2 yr), Joe O'Brien, John O'Grady (2 yr), Capt Thomas Overdorf, Rodger Peart (3 1/2 yr) Oren Peterson, Gordon Pickett, Bob Porterfield, George Plude, W.L. Ragsdale (2yr), Ed Regner, Louis Rell, Capt Jim Rigg, Speed Ritzman, Jim Rooney, Richard "Red" Sargeant, Jack Sauter, Bob Savino, Joe Schneider, Ron Schneider (2 yr), Frank Sequeira (3 yr), Ed Seykowski, John Shenk, Bob Sherman, Ashton Shoop, Billy F. Simpkins, David Smith, Roger Smith, Bill Speaker, Calvin Staudt (2 yr), Asher Stutman, Phil Teeling,

(Continued on page 3)

(Continued from page 2)

Ed Tkacs (2 yr, paid again 4/7/03), Mike Verner, Gregory Vickers (2 1/2 yr), Alfred Victor, Jim Victor (2 yr), Arland Vikse, Bill Vincent, Jack Wagner, Daniel Walsh, Donald Walsh, Paul Watkins, Jr., Capt Jim Wenning, Capt Tom Woolcock, David T. Woolrage, Robert Yarnall, Charles Zink

\$108 was paid to ML&RS this year and we don't have a record of who they are. Tell me as Richard Minetti did for prior years and we'll credit you.

\$1755 124 contributors, includes 46 1/2 multi-year contributors.

Expenses:

Patches: \$306
Search Activities:
3 rolls stamps \$111
Phone (est.) \$120
March Newsletter: \$331

Total: \$868

Balance on hand: \$902

WELCOME MAT



The following shipmates were just located. Welcome aboard. If we missed anyone, please accept our apology. Let us know and you'll be listed in the next issue. We want to urge you to become a contributing member of the group and hope to see you at the next reunion.

Because of the number of new names, we will not be able to print all the addresses; however, if you see a familiar name and would like the address, please let us know here at ML&RS and we will send it to you. Our address is on page two.

Paul Smith LT(jg) (1957-59)
Richard Nelson LT(jg) (1958-60)
David Smith
Thomas Winkler, Jr. LCDR (1960)

James Moody ENS (1958-60)
Michael Guarrasi LT(jg) (1954-56)
Raymond Hennick LT(jg) (1958-60)
Fred Duerkop LT(jg) (1962-65)
John McGuane LT (1951)
Robert Milner CDR (1952-53)
Leland Cornell LT (1950)
Ken Van Wormer (1962-65)
Bill Pyle (1965-67)
Roger Snodgrass (1966)
Maurice Murray
David Randle LT(jg) (1957)
Granville John Hopkins (1956)
Charles Olmstead LT
Morris Drees CDR (1962-64)
Joseph O'Brien LT (1951-53)
Frank Patrova LT(jg)
Earl Henry DeEsch LCDR (1958-60)
Dane Karns LCDR
William Paradis LT (1954)
Robert Bollenbacher LCDR (1956-58)
Billy Simpkins LT(jg) (1954-56)
Walter McMahan AE1 (1956-57)
Leo Bouffard AD1 (1956-57)
Ambrose Duarte, Jr. AT3 (1956-57)
Edgar Harrell LT(jg) (1956-58)
William Voskuhl AT1 (1953-56)
James Perry
Edward Kuball Ens/Lt (1951-53)
Charles Bach Capt. (1948)
Robert Lantsberger CDR (1960)
George Heines AKC (1948)
Louis Dillman LT(jg) (1951-54)
Roger Harper AT3 (1950)
Clifford Thompson Capt. (1950-54)
Sidfred Fink Capt.
Frederick Schwer (1961-65)
Edgar Wenzel LT(jg) (1954-56)
Daniel Walsh ING-L (1958-60)
Stuart Schulman
John Wester, Jr.
George Switzer
Bill Gale (1959-61)
Lawrence Stotsbery LT (1958-61)
Gerald Rowe
Charles Grieb

**TRY GEORGE KOPPMAN'S
WEB SITE AT:**

[HTTP://WWW.CAWW.INFO/](http://www.caww.info/)

TAPS



The Voice has learned of the following shipmates' deaths since the last newsletter. Not all deaths are recent, but they were just learned of. Our deepest sympathy goes to the families and friends of the deceased. Anyone who knows or learns of a shipmate's death, you are requested to notify the newsletter so that person can be listed in TAPS.

Douglas Wyckoff March 1976
Robert Van Kluyve Sept. 9, 1996
Elton Tatman May 1982
John LaBoone, Jr. March 21, 1991
Edward Battersby August 19, 1993
W. H. Cruise January 2, 1995
Henry Bozeman November 4, 1995
Donald Parkinson August 25, 1997
Nils Larson April 1976
Boleslaus Cieslinski April 1977
Arnold Alpert November 20, 1993
Russell Sampson September 1977
Adrian Morris March 1980
Vincent Monroe May 1968
Dr. Walter Niebuhr April 2000
Robert Thorpe March 28, 2002
William Langhorne, 1959
Richard Sundbye 1959
George Hanfman 1987
Carl Currey 1984
Bruce Bothwell January 15, 1999
Earl Galloway Sept. 1969
Eugene Hermann Nov. 29, 1984
John Lavra April 1983
Thomas Loveday June 15, 1999
Alan Riendeau July 14, 1997
William Wainwright Aug. 19, 1994
Thomas Wiggins April 4, 1998
Ralph Nickell June 29, 2000
Alexander Cathro
Gary Cook
L.C. Cotham
Walter Donovan
Bob Faas
Ed Glennon
Bob Hansen
Marshall Jones
Ned Leisy

(Continued from page 3)

Robert Leonard
 Ed McCutcheon
 Charles Melhorn
 Brice Moore
 Dick Morrow
 Russ Northrup
 Fred Parkinson
 Galen Powers
 Glenn Richardson
 Edwin Rooney
 Ernie Schroth
 Maurice Somme
 Bill Tennant
 Perry Tillotson
 John Topliff
 George Tuttle
 William Van Hoy
 David Walrod
 Stephen Zwick
 James Noland
 Charles Gillespie
 Lawrence Lawton May 20, 1993
 Joseph Kepple Sept. 2, 1997
 William Lancaster
 John Babbitt
 Sammie Bruce
 Charles Campbell
 John Headington
 Ken Ilgenfritz January 15, 1978
 Martin Kennedy
 Carmine Leo
 Waldo Spencer
 Eugene Wiseman
 William Martin April 19, 2002
 John Uncles February 19, 2002
 Robert Klenke
 Angus Shirah
 Richard Nevins December 8, 1996
 Ralph Mahar

The following were killed in active duty:

Ed Eney
 Harold Gray, Jr.
 Paul Marbach
 Percy Musgrave
 Richard Parks
 Roy Pickler
 Thomas Reed
 Joe Steudle
 John Wagner



MAIL CALL

Dear Dina and Don,

I have enjoyed reading those VC-12/early VAW/12 flight adventure recaps in the VC-12 Voice. I have noticed, however, that most of the stories cover the pre-1960 period. Here are a few tales from my 1965 to 1968 Aviators Flight Log Book.

As a brand new Ensign, NAOC, I reported to VAW-12 in March 1965 and almost immediately was assigned to Det-42, USS F.D. Roosevelt (CVA-42). The first deployment was in May 1965 and by the time of my EAOS, along with six more additional cruises, I was the second NFO to have accumulated 1000 hours in the E-1B. B.J. Mardis was the first to do this.

On the second major deployment in August 1966, we went westward to Viet Nam, stopping in Rio de Janeiro, Brazil and Cape Town, South Africa. Once on Yankee Station, most flights lasted between 4 1/2 to 5 hours or a triple cycle. During a mid-August flight while awaiting for airwing aircraft to check-in for strike ops information, the co-pilot, my supporting AIC NFO, and myself napped. Upon awakening, I found what I thought was a radar picture that had swung 180 degrees out of sync. The land, North Viet Nam, was on the wrong side of the scope. To my absolute amazement, as I looked outside, we were over land. I pounded on the side of the pilots' compartment, awakening the co-pilot. He immediately assessed the situation, took the flight controls away from the pilot, dove for the deck, and turned the aircraft in the tightest 180 I have ever experienced. He also pushed the power to 100% and we went sightseeing over North Viet Nam.

Another flight on Memorial Day 1967 tasked the squadron, now VAW-12, to assist with a missile shoot in the Op-Area off the North

Carolina's Outer Banks. The first hour went uneventfully. That quickly ended when one engine experienced catastrophic failure. The pilot was able to feather the propeller, but the co-pilot started dumping fuel without informing the pilot. As things settled down and we were heading back to Norfolk, the low fuel warning light came on. Quick calculations showed we did not have enough fuel to fly back to base or even to Elizabeth City Coast Guard Station. Discussions between the crew and a Coast Guard C-130 that was flying alongside, left us with two options—a parachute egress or an ocean ditching. Neither was acceptable. Somehow the Wright Brothers entered the chatter. We all took out our Texaco road maps to locate Kitty Hawk. We landed single engine, no fuel, tires stuck in the sand at "First Flight" field.

In 1968 again aboard Roosevelt while anchored near Palma de Mallorca, Spain, a fleet need arose to have an E-1B crew fly to the USS Shangrila (CVA-38). The Shangrila was operating off the island of Crete, Greece. As Roosevelt was at anchorage, we were catapulted off and flew to Naples, Italy. The next morning we flew to the Shangrila, landed, accomplished the tasking, catapulted underway this time, and returned to Naples. The following morning we flew to Sardinia, Italy, refueled, then on to Roosevelt landing at anchorage. While waiting to land onboard Shangrila, we hooked up with several of the ship's fighter aircraft (F-8s) and intercepted two Lybian Badger bombers that were flying too close to the ship. We flew over 17 flight hours and had some unique experiences.

H.L. "Skip" Moyer, Jr.
 VAW-12 NFO #7
 CDR USNR (Ret)/Air Tar

Hello,

I have been communicating with Bob Hokkanen lately and he advised me of the VC-12 Newsletter. I

(Continued on page 5)

(Continued from page 4)

served with VC-12 in 1950 as an AT3 and was sent with the team to CVG2 to the West Coast and Korea on the Boxer. I was only at Quonset Point for a short time between APS20 school and AEW/ASW school in Norfolk. I spent the rest of the four year enlistment with VC-11 at North Island, San Diego. I retired in July of 1952 as an AT1. Presently living in Leesburg, FL.

Roger Harper

Dr. Smith,

Thank you very much for the offer to copy the article in the Journal of American Aviation Historical Society. Larry Gunshol sent me a copy of the article after he had it published. I was in Air Lant attached to the USS Leyte in '46 after WWII. I retired in 1959 from VAW-11 as a CPO. I was only with VAW-11 for less than 5 months to allow me to transfer to the Fleet Reserve in December that year. We used to deploy to the Japan area. I was with HS-8, a sonar squadron. It was the first deployment the Squadron had with new Sikorsky Helos. We lost 5 planes in the Pacific waters off Japan. I was unfortunate to be the crewmember as the Sonarman and sustained 4 spinal compression fractures when we hit the sea. This was in 1957 when there was no shooting going on. The Squadron was grounded to find out why the engines were overheating when we went into a hover. At less than 100 feet altitude we were in the "Dead Man's Curve"—with insufficient altitude to auto-rotate and not enough airspeed to cool the engine. They found flying in those conditions we were using the wrong spark plugs!!

I enjoyed flying with Lt. Ewoldt with VT-5 when WWII broke out. We had TBDs at he time. That last flight on May 4, 1942, was a memorable one. We made two attacks on a large ship using one torpedo!! Lt. Ewoldt thought that we had been hit after the first run because of the way the plane flew. He asked me to

check around to see the extent of any damage to the plane. As a Radioman in the 3rd cockpit, I loosened up my seat belt to have a better view of the plane's condition. I perceived no damage but reported we still had the fish with us. Back we went for another run and I wondered if he was going to try to drop the darn fish on the deck of the ship. We dropped the fish in plenty of time to allow it to arm itself. He bored in and finally got it away—the fish went one way and the ship continued on its way.

There were a lot of problems with the Mark 13 at the time. Determined to do some damage, he spotted a small schooner and began strafing it, firing his fixed synchronized 50-cal through the prop. He banked to starboard to allow me to get my flexible 30-cal. in action. The schooner went on its way.

After the Pearl Harbor attack we radiomen had to remove all of our Direction Finder Receivers. No US Navy ship was going to send us MO's to allow us to home in. There was no aid to Radio navigation. The Pilots had to user their trusty plotting boards. There were no Airborne Lorans, no Tacans, no GPs, no DME equipment and no Ground Control Approach systems. We had been to sea for about 53 days and finally got ashore in the Tonga Islands. Some Electronic gear was flown in from Pearl and the Yorktown's Radioman installed the YE shipboard transmitter while we Radiomen in the squadron installed our ZB adapter receivers. Now we had some aid to Electronic navigation. We lost the YE homing signal while heading back to the Yorktown. Ewoldt made a beautiful water landing at sea when we ran out of gas. I didn't even have my seat belt fastened as I struggled to get the raft out and was thrown into my seat as he flared for that smooth landing. You can get the rest of the story from Larry Gunshol.

I tried to get in touch with Ewoldt over the years, but was never successful. I finally got his SSDI on the internet to find that he had died 10 Oct. 2001. That led me to be able to contact his daughter, Jennifer Ewoldt Inskeep in Fort Myers, FL. I had a

nice chat with her. She told me he was active till the end—enjoying motorcycling. She in turn got me in touch with one of his sons, David. He recounted a trip he and Ewoldt made to Bermuda using a sextant for navigation. I asked his daughter if she had any pictures she could send me when he was a captain. She was going to try to get a picture from her mother.

Capt. Leonard Ewoldt was a fine Naval Officer and Pilot and much deserved the Navy Cross after the attack at Tulagi, BSI.

Ray Machalinski
1123 Ashbrook Dr
Mundelein, IL 60060
Rmachalins@aol.com

Recollections from Louis Lomheim

I found my log books and looked up the pages where I wrote down the information about AD5W (side # 710) Buno 139557. The accident occurred on the 1800 launch, July 23, 1959, southwest of Bermuda. We were in Task Force Alpha under Admiral Jimmy Thach, a great leader. I was on the flight schedule and my crew was Ltjg Martin Kennedy and AE2 Carpenter in the right seat. I was having trouble with an ear infection ever since being at preflight in Pensacola, April 1956. It was about 1430 when I was going across the hanger deck when the Flight Surgeon met me and told me that he had just received a new medicine on board and he was going to start me on it right away. I said that I could not until later as I had the 1800 go. He said, "No, I am grounding you now," and he would go by the ready room with the grounding chit and I was to get my "ditty bag" and report to sick bay. I did and about 1530 Lt. Norm Sassi, assistant OIC, stopped down to see me and said that he was going to take my flight and crew and wished me the best. I remember that I was given my evening meal

(Continued on page 6)

(Continued from page 5)

and the ship was starting to really shake and rattle as we were in a "no wind" situation and it took about 15 minutes to make enough wind over the deck for the old hydraulic cats. The AD was always the first one off and I remember feeling the cat fire and almost immediately the crash alarm sounded and the corpsmen were running out. I hollered out, "Was it the AD?" The corpsman that was on the 1 MC (sound powered phones) hollered back, "Yes,!" as he left for the flight deck. It seemed like forever before anyone came back down and told me that all were lost and that Norm's helmet was all that was recovered. The cause of the accident was engine failure during the cat shot.

We had a hanger deck memorial service for our shipmates on Sunday morning. The Valley Forge was the last of the straight decks and hydraulic cats. (By the way, I did get my Centurion cake from the Captain and I got a picture to prove it.)

We were taking a lot of losses in those days. Warren Pearson, a friend that was on another detachment, was lost because of an engine fire and got hung up during bail out from the rear seat. I was on the Saratoga CVA-60 for the fire as we were going into Athens for a port call. In those days we had to have Quebec crews when we were in port, in case we had to get underway in a hurry and launch a "Fudd." However, on Oct 6, 1960, anchored off Naples, we had another "drill." You know, to see how fast we could get everything done, plane running, on the cat, and up to 30 inches...but the cat officer gave the whole hand full. Okay, we will play the game—54 inches and the next thing he put the wand to the deck and we were on our way. I remember saying to Jack Dittrick or Hal Bernsen to pinch me because they would never fire us off at anchor. He said, "Oh, yes, they did and Vesuvius is straight ahead."

Written by Louis Lomheim
Submitted by Roger Smith

Editor's note: E-mails were sent to all our e-mail addresses asking for thoughts on the war or news from family members who were involved. The following is the only letter that was received.

I try to keep my mouth shut most of the time, but all my friends and acquaintances know better than to ask for my opinion if they don't want to hear it. You asked for my opinion about the war in Iraq, so here it is.

Andrew Carnegie, when asked how he ever learned so much about steel, replied that he really didn't know much about steel, but he knew a lot about judging people, so he hired people who knew a lot about steel. For a lot of people, the hardest part about leadership is knowing when and to whom to delegate authority. The success I enjoyed as a Naval Officer resulted from my being able to recognize knowledge superior to my own among the men who worked under me and then I'd simply let them run the division and keep me informed about what they were doing and why. I detest most politicians, but when I vote for one of them, I vote for the man I consider to be best qualified to do the job. Until an elected leader betrays my trust, I try not to criticize his performance unless I know more about what he's doing than he does.

I am appalled at the vicious remarks and telephone polls that have been so rampant since our elected leaders decided to go to war with Iraq. I have refused to participate in any telephone polls, because I knew President Bush and his staff had much more reliable information gathering capabilities than I had, so I believed them enough that I would have volunteered myself back onto active duty without hesitation, if the Navy could have used me.

I have noticed that only the grossly ignorant thinks he knows it all. Undergraduate college students and uneducated people are not famous for their reasoning ability, but they think they know more than other people. With that in mind, I

considered the education and intellectual achievements of some of our leaders in comparison to the education and achievements of some of our leader's most ardent critics, who have the timidity to accuse our leaders of being "stupid," "ignorant" and "moronic." The information herein was mostly researched by a lady named Cindy Osborne.

President George W. Bush received his Bachelors degree from Yale and then an MBA from Harvard School of Business. He was an F-102 pilot in the Texas National Guard. He had a career in the oil and gas business in Midland, Texas in 1975 and worked in the energy industry until 1986. He received 53.5% of the vote to be elected Governor of Texas in 1994 and 68.6% of the vote when he was elected to his second four year term in 1998. He was the first man in history to win two consecutive four year terms as Governor of Texas. He got 49% of the Hispanic vote, 27% of the African American vote, 27% of the Democratic vote and 65% of the women's vote in the bargain. He carried 240 out of 254 Texas counties, including the heavily Hispanic and Democratic counties of El Paso, Cameron and Hildalgo, along the border. He is a man with only an average IQ, but then one of our country's worst presidents had an IQ of 187. I think President Bush followed Andrew Carnegie's strategy and surrounded himself with a staff of men who know what they are doing.

Vice President Dick Cheney has both a BA and a MA degree in Political Science. He won an American Political Science Association congressional fellowship. One of his primary duties is to share President Bush's viewpoints on how to strengthen our economy, keep our homeland secure and how to win the war on terrorism with individuals, members of Congress and with foreign leaders. As President of the Senate, he regularly goes to Capital Hill to meet with Senators and Congressmen to work on legislative

(Continued on page 7)

(Continued from page 6)

goals. He is in constant contact with military leaders and is well informed about their capabilities and needs.

Secretary of State Colin Powell attended New York City public schools and graduated from City College of New York with a Bachelor's Degree in Geology. He participated in the ROTC program at that college and was commissioned as a Army Second Lieutenant upon graduation in 1958. He also has a Master of Business Administration Degree from George Washington University and has numerous military decorations as well as civilian medals including two Presidential Medals of Freedom, a President's Citizens Medal, the Congressional Gold Medal, the Secretary of State Distinguished Service Medal and the Secretary of Energy Distinguished Service Medal. He holds a number of honorary degrees from various colleges and universities and is a retired Four Star US Army General.

Secretary of Defense Donald Rumsfeld attended Princeton University on Scholarship and holds an AB degree from that institution. He was a Naval Aviator from 1954 through 1957, served as a Congressional Assistant to Rep. Robert Griffin (R-MI), was the US Representative from Illinois from 1962-1969, Assistant to the President, Director of the Office of Economic Opportunity and Director of the Cost of Living Council from 1969-1974, U.S. Ambassador to NATO, Head of the Presidential Transition Team in 1974, Assistant to the President and Director of the White House Office of Operations, White House Chief of Staff from 1974-1977 and Secretary of Defense from 1974-1977.

Tom Ridge, the Secretary of Homeland Security, was raised in a working class family living in Veteran's Public Housing in Erie, PA. He attended Harvard on a scholarship and graduated with honors in 1967. While attending the Dickenson School of Law, he was drafted into the US Army, became an infantry staff sergeant and was awarded the Bronze Star for Valor. Upon his re-

turn home, he finished Law School, passed the bar and had a private law practice before becoming the Assistant District Attorney for Erie County. He was the first enlisted Vietnam veteran to ever be elected to the US House of Representatives and he was overwhelmingly re-elected to that post six times.

Condoleeza Rice, our National Security Advisor, was 15 years old when she enrolled at the University of Denver where she graduated with a Bachelor's Degree in Political Science, cum laude and Phi Beta Kappa. (I'd love to be that stupid.) She also has a Master's Degree in Political Science from the University of Notre Dame and a Doctor's Degree in that subject from the Graduate School of International Studies at the University of Denver. She is a Fellow of the American Academy of Arts and Sciences and has been awarded honorary doctorates from Morehouse College, the University of Alabama and the University of Notre Dame. At Stanford University, she has been a member of the Center for International Security and Arms Control, a Senior Fellow for the Institute for International Studies and a Fellow, by courtesy, of the Hoover Institution. The books she has authored, or helped author, include *Germany Unified and Europe Transformed*, *The Gorbachev Era*, *Uncertain Alliance: The Soviet Union and the Czechoslovak Army*, as well as numerous articles about the Soviet and East European foreign and defense policies. She has addressed audiences in such settings as the U.S. Ambassador's residence in Moscow, The Commonwealth Club and spoke at the 1992 and 2000 Republican National Conventions. During the break up of the Soviet Union and the reunification of Germany, she served as Director and then Senior Director of Soviet and Eastern European Affairs in the National Security Affairs, an international affairs Fellow of the Council on Foreign Affairs and Foreign Relations, Special Assistant to the Director of the Joint Chiefs of Staff, and served on the Federal Advisory

Board on Gender-Integrated Training in the Military. She has served on the Board of Directors for the Chevron Corporation, the Charles Schwab Corporation, the William and Flora-Hewlett Foundation, the University of Notre Dame, the International Advisory Council of J.P. Morgan and the San Francisco Symphony Board of Governors. She was also a Founding Board member of the Center for a New Generation, an educational support fund for schools in the East Palo Alto and East Menlo Park in California. She was Vice President of the Boys and Girls Club of the Peninsula. In addition to all that, she has served on the boards of Transamerica Corporation, Hewlett Packard, the Carnegie Corporation, Carnegie Endowment for International Peace, The Rand Corporation, the National Council for Soviet and East European Studies, the Mid-Peninsula Urban Coalition and KQED Public Broadcasting for San Francisco.

On the other side of the fence are some relatively uneducated people who make a lot of money by mimicking other people. Despite their pecuniary achievements, their abilities are mostly limited to entertaining other people, yet they are very critical of our leader's decisions. Very few of them have ever served in the military service.

These are people whose private lives would make Hogan's Goat seem as well organized as a Swiss watch, yet they consider themselves to be experts in the field of human relations. Most of them are too unstable to stay married for more than a few months at a time. They have no intelligence gathering agents, nor any insight into the minds of people who want to destroy our country. They detest conservative viewpoints. I know one liberal who not only objects to our soldiers in Iraq, but she thinks the United States should have abstained from declaring war on Japan after the bombing of Pearl Harbor. (She also thinks atomic bombs should never have been used and that all tariffs should be abolished.)

Barbara Streisand completed high school and is considered, by some, to be a singer and actress.

Cher dropped out of school in the 9th grade to produce children out of wedlock and sing in a monotone.

Martin Sheen flunked the entrance exam when he tried to get into the University of Dayton.

Jessica Lange dropped out of college at the end of her first semester. In her diplomatic wisdom, she told a crowd in Spain that she hates President Bush and is embarrassed to be an American. She's not alone; I also am embarrassed that she is an American.

Alec Baldwin dropped out of George Washington University because of a scandal. He beats his beautiful wife and on at least one occasion, she was hospitalized by the beating he gave her.

Julia Roberts finished high school.

Sean Penn has only a high school education and yet he obviously considers that to be sufficient qualification for him to visit with Saddam Hussein on the brink of this war with Iraq, presumably on behalf of the American people. He also thanked France, on our behalf, "for being a good enough friend to tell us that we were wrong."

Susan Sarandon has a Degree in Drama from Catholic University of America. She is not noted for morality, nor for sound judgment.

Ed Asner completed high school.

George Clooney dropped out of the University of Kentucky and has a sister who used to sing for Mitch Miller.

Michael Moore dropped out of the University of Michigan during his freshman year.

Sara Jessica Parker completed high school.

Jennifer Anniston finished high school.

Mike Ferrell finished high school.

Janeane Garofelo dropped out of college to become a stand up

comedienne.

Larry Hagman attended Bard College for one year.

I have every confidence that our fighting men are in Iraq because Iraq's leadership posed a threat to the safety and security to the United States of America. If we had eliminated Saddam Hussein when his troops were on the run during Desert Storm, we wouldn't need to be there now to finish the job, but that was another case where we let another country tell us what to do. We have let terrorists kill our sailors and sink our ships in foreign ports and had terrorists actually come over here and kill more than three thousand of our people when they destroyed the World Trade Center. There is a time to quit being tolerant and stop talking. We've reached that time.

When I was a small boy, there was a bully who made a habit of attacking me and two of my friends almost daily on the same street corner. My father got enough of me coming in all beat up and laid down the law. My two friends and I were to hide clubs and be ready to turn the tables on that bully or I would get a whipping next time I came home crying after he'd hurt me. We did that. Once into the fight, we became so enthusiastic that my mother had to come running up to the corner and pull me and my friends off the bully while he could still get up and run from us. He was stove in for almost a month. That was the last time he ever bullied anybody. We nearly killed him, but we did him a favor; he grew up to be a nice guy instead of being a prison mate. Countries, like people, will only bully people who will tolerate it. Hussein has repeatedly demonstrated that his word is worthless and that his intention has been to harm and destroy us. When the Romans revolted against a cruel leader, they not only killed him, but his family and his friends as well. That worked for the Romans and it has worked for others ever since. Once Saddam Hussein and his family and friends are eliminated, Iraq will probably become our friend. There is strong evidence that a neighboring country is

harboring Iraqi leaders and other people who would harm us. I advocate going after them when we are finished with Iraq. Dealing with backward countries is like dealing with a mule. A mule will be gentle and reliable if treated kindly and affectionately when he behaves well, especially if he has good reason to dread certain severe punishment if he does not behave well.

I helped elect these officials who made the decision to send troops to Iraq. I back them 100%. I know that they receive daily updates of intelligence I am not and should not be privy to. I believe they make sound decisions; decisions that I would make if I were in any of their positions. I have no reason to believe the "nay sayers" in Hollywood or any other uninformed liberals who haven't even as many qualifications as I do to dictate our country's foreign policies. If they want to view the world through a soda straw, that's up to them, but I don't want their narrow points of view to be forced upon me.

Don Stephens
LCDR USNR Retired
VC-12/VAW-12

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