

VC-12 VAW-12 VOICE

MAY 2004

Chairman: **Seykowski**, Edward CWO4 607 N 70 E Valparaiso, IN 46383
219-462-3636 edseykow@juno.com 1959-1962 Karen

Treasurer (And Scribe): **Smith**, MD Roger G. LT 34464 SW Firdale Rd
Cornelius, OR 97113-6218 503-628-2229 FAX 503-648-9179 LT(jg)1955
-8 rogersmith@coho.net

Office: 256 SE 2nd Av. Hillsboro, OR 97123 503-648-7126 Joan
Steering Committee: **Eckberg**, John D. 8312 Chase Ave Los Angeles, CA
90045 310-645-7495 john.eckberg@americawest.com home is
jdeplane@aol.com AMS3 1959-1962

Martin, Larry LT 6418 Bardu Ave Springfield, VA 22152-2403
703-451-8764 5th VAAD5W@aol.com LT(jg)1955-1959 Milbrey

Marvin, Robert 7244 Lincoln Ave. Lockport, NY 14094 716-434-1207
marl207@adelphia.net AT2 1952-1955 Rose

Moynihan, Frank 158 Winthrop St Winthrop, MA 02152 617-846-3979
Supply AK3 1953-1955 frankm02152_99@yahoo.com Barbara (Note that
address contains a zero, not an oh)
(Planning Committee)

Ritzmann, William Jr (Speed) CDR RR21, Box 1014, SW Emily Glen,
Lake City, FL 32024-8262 904-272-1542 ritzwh@bellsouth.net LCDR
1956-1960 Lawana (Planning Committee)

Sequeira, Frank CAPT 53 Windward Rd. Wakefield, RI 02879-5409
401-789-8568 abledawg@cox.net 1953-1956 Eileen

**2004 VC-12/VAW-12 Reunion Nov 8-10 Pensacola.
FL.**

DO TWO THINGS:

Send in your reservations to the hotel and your reunion
reservation to Treasurer. Also Send a non refundable deposit (most
have sent \$46. a sum we previously established) and dues (\$10.) or
money for patches/book 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

Crowne Plaza Hotel Crowne Plaza reservations (800-348-3336.)

A credit card will hold your room for our November Reunion for \$95 a night. They need
to use our VC-12/VAW-12 name for that price. We have secured 40 rooms. There may
be a lot more of us than that. You may be able to room at the Crowne Plaza at that rate

or you may not if you call after the first 40.

Monday Nov 8 Reception at the Crown Plaza in our Hospitality Room. Heavy hors d'oeuvres and cash bar. \$20.per person.

What about Tuesday evening dinner?

Tuesday's Dinner at McGuire's will be ordered and billed to each person/couple. If we fill up the reserved room for 50, we spill out into their main dining room.

What about admission to the Museum and IMAX?

Tuesday's Museum tour is free, lunch is ordered & billed to each person We will gather in the WESPAC Room after lunch to determine who wants to go to the IMAX and each pay then (we will double check with the Air Museum about these arrangements). Some may choose to visit the flight line or more of the Museum instead of IMAX.

What are we doing the day we don't do the Museum?

We are giving folks a choice on Wednesday of the historical Pensacola trolley tour, gambling in Alabama, NAS base tour, fishing, golf, or sit around in the Hospitality Room to visit and watch some Navy videos.

Wednesday banquet at Mustin Beach Officers Club NAS Pensacola. \$34. per person. Or \$49 per person for those who combine with Monday reception. Note: only the Wednesday Reception and the Wednesday Banquet meals are provided in the Registration packages. The rest of the Reunion meals are order and paid for individually which allows for special diets.

OUR Roster

We have passed the 800 mark on the roster. At Newport a year and a half ago we knew 136 names/addresses and some 30 guys came to the reunion. Collecting names from old orders and cruise books, we have broadened our base considerably. One guy knows one or two others.

I have made lists of various detachments, because it was on long cruises that strong friendships were made. These are in the hands of those who have corresponded and many friendships have been renewed. Sadly, a number of our people have taken the last cut and we honor their memory.

We have a list of former COs which seems to be fairly complete. I have communicated with all the living former COs.

I have been impressed with the successes of our crews in their lives after the squadron. A number of us who stayed in the navy attained Chief or Command Master Chief or Captain or Commander. We have three admirals who were jaygees in the squadron. Many of our pilots went to fly for the airlines. All sorts of businesses and professions are represented among our alumni. We are professors, horse ranchers, air conditioning specialists, insurance and real estate entrepreneurs, high tech and aircraft tech specialists, authors, fire engine manufacturers, judges, college presidents and lots more. Some guys I speak to squeal with delight to be found; others are less enthusiastic. One guy was shocked to be found and trembled lest his ex-wife use the same techniques as me. I encountered several widows who wished their husbands had heard about our reunions earlier. Here are some of us.

News of Our Members

Capt James A. Mulligan was a member of VC-12 as a junior pilot officer in 1951. Some time back I sent him a message from our reunion group and he has honored us with a reply. He was XO and PCO of VA 36 when he was shot down in March 1966. For the next six years he served as an inspirational leader among the POWs in Hanoi. His book, *The Hanoi Commitment* is an epic of that experience. His wife, Louise, was a driving force in bringing the men home eventually. We are honored to have served in the same squadron with such a towering patriot who gives a human face to the concept of DUTY, HONOR, COUNTRY.

Mulligan, James A. CAPT 912 Five Points Rd Virginia Beach, VA 23454-2642 757-481-0776. Born 3/27/26 Lawrence, MA. Wings in August 1947. VC 12 in 1951-3. Coral Sea det 1951. As XO & PCO VA 36 flying A4D off USS Enterprise was shot down 3/20/66. POW for 6 years. Retired as CAPT. DFC, Silver Star x 2, Air medal x 8, Purple Heart x 2. Retired fm civilian work as CEO of wholesale slate granite and marble stone company. Louise. Six sons. 17 grandchildren. One son married daughter of another navy POW.

24 April, 2004

Dear Roger,

Thank you for the info on VC-12 that you mailed me some months ago. I was in flight training when World War II ended. I completed my first tour on 30 Nov. '49 when my USNR contract expired. I flew SB2Cs- TBMs and AD 1,2,3s for VA8A and VA75 with CAG7 on USS Leyte, & USS Phil Sea, CVs. I joined the reserves at NAS Squantum (Boston) and flew F4Us. I volunteered for active duty and was the first reserve to report to COMNAVAIRLANT for further assignment on 1 Aug. 1950. Because I was a second tour aviator with over 1000 hours and more than 100 arrested landings, I was eligible for VC-12 which was doing pioneer work in all weather day and night work in ASW and AEW areas. VC-12 dropped the ASW mission in late 1950 and focused on AEW with the big carriers. ASW went to CVS carriers flying the AF planes, predecessor to the S2Fs.

In Feb '51 Adm. Dan Gallery who was COMFAIRQUONSET was chosen to take USS Coral Sea on an emergency Med cruise which suddenly arose because of Russian advances in the Balkans and Eastern Med areas. Coral Sea had the first nuclear weapons aboard and they were to be delivered by the AJ-1 Savage detachments based out of Morocco. Adm. Gallery put all the VCs (4, 12, 33, and 62) in one ready room so that we could fly together and develop a full night and all-weather capability. The air wing squadrons and VP 62 did not fly at night. Adm. Gallery personally attended all our night briefings. Under his direction we developed the first CCA night approaches using the two airborne guppies to control direction and aircraft separation right down to the landings. It was primitive, but we got it working quite well. Our radar controllers were all enlisted men in the VC-123 detachment. Mostly CPOs and first and second class. They were outstanding in getting the full capability out of the APS 20 radar.

Our detachment officers were LCDR Red Brady, LTs W.O. Hoskinson, Steve

Jacobchik, Roger Davis, myself, and ENS Vic Lopez.

The air group had VE-11, 12 flying F2H Banshees, VF 44 flying F4Us, VF 14 flying F5Us, VA15 flying AD3s, VC4 F4UNs, VC33 AD3Ns, VC62 F8F-2P and VC12 AD3Ws.

We had a tough cruise, many accidents, and we lost a lot of pilots killed in operational accidents. VC12 found the debris from a British Comet airliner in the Med and also the debris from a top secret USAF C121 lost in the North Atlantic with top secret personnel and gear aboard. Sabotage was suspected We arrived home on 7 October after a 2 day hurricane delay east of Norfolk

Hope you are well. God bless. Jim Mulligan

Lou Lomheim has built an RV7A at his home and is now ready to take it to the airport and fly it.

He'll be pleased to send you photos if you write to him at lglomheim@earthlink.net

David R. Hernandez who was a plane captain on our Enterprise detachment in 1966-7 is a Republican candidate for congress in 28th district of California. He's at Box 3245 North Hollywood, CA 91609. www.davidhernandez.com <<http://www.davidhernandez.com/>>

Good morning Roger,

The campaign is going great. We are in full swing and have been getting our volunteers together. We have 140 of the 400 precincts covered and have started an aggressive effort to win the seeming unwinnable district.

Thank you for your contribution. I am sending you a receipt along with information on the campaign. So far you are the only VAW-12 member to contribute, but it is early.

Thank you again, Sincerely, David Hernandez

DeEsch, Earl Henry "Duke" LCDR 211 Club Ct. Wilmington, NC 28412-3303
910-452-2419 LT(jg) NFO 1958-60

Lt. Hunt Hardisty, U.S. Navy, pilot, and Lt. Earl H. DeEsch flew an F4H Phantom II over the 3-kilometer "Sageburner" course of Holloman Air Force Base, N. Mex., 8/28/1961 and averaged 902.769 miles per hour for a new world's record for speed at low altitude.

That very airplane displayed at the new Udvar-Hazy Museum.

Carl Clapp is a retired dentist who flew as a pilot with VC-12 in 1953-5 era. You have a home on the Cape when in Massachusetts.

Box 245 15 South Street Harwich Port Massachusetts 02646

<http://capecodtravel.com/clapp> Tel. (508) 432-0600

email: clappsgh@capecod.net <<mailto:clappsgh@capecod.net>> ~ **ince 1937, this classic Cape has been a home-away-from-home to guests returning year-after-year who appreciate our excellent location, moderate rates, charming rooms and old-fashioned hospitality.** Our cozy informality, proximity to both village life and the beautiful, warm waters of Nantucket Sound make this the perfect place for those who want to walk, shop, play golf, swim or just curl up in the hammock with a good book.

We are Trying to Find—Who can give us a clue? I'll have another list next time.

Alexander, Charles Frederick (Fred) CDR 4117 Danny Dr. Panama City Beach, FL (address failed) 32408-6103 850-230-8555 1956-59 LT, CO VAW-120 1969-70. Jane There is a CFA, Jr in Tallahassee 850-668-3160, but his son was James Frederick. Gershwin Ct Colorado Springs, CO 80911 68 719-392-9271 68 NOT (Upper Darby, PA 19082 610-352-6019 age 73 sent NOT) (Big Bear City, CA 92314 909-584-7241 – VP 77 in WWII) Not Tallahassee 55, Muncie, N.O.62, Spartanburg, Edmond, OK 61, Richmond, Middletown NY 79, Wilmington NC 55, North Oaks, MN sent 7/3 651-482-1173 (wife is Cathie R.)

Beeson, Robert “O” fm Meriden, CT LT(jg) 1956 Bennington 89 listings. Robert O in Chino Hills, CA no listing NOT Jupiter, FL Bow, NH age 70.sent 3/4/03.

Collins, Charles J. LTJG 1956 Carolyn. Sent 5/1 to San Diego, Teaneck, & N. Andover. Eustis is 69. Not Ansonia, Winter Park, Winter Haven, Cypress Gardens, Graceville, Cobeskil, Rochelle, NY More than 200 listings. 32 in MA-none are 71+-1. 1 in FL is 70.

Dolan, Lawrence E. Ens 1355 NAOC FDR 1957 Attorney in Syracuse, New York. Friend of Puleio

I have tried all the search engines I know for Larry E. or Lawrence E. The Social Security Death index doesn't carry any items that might be him, The Larry E. in Plant City FL is only 46. The Lawrence E. in Orlando never answers the phone. You want to try him? 407-859-1727 There are 3 Larry E. in New York--none anywhere near Syracuse and two of them are the wrong age. The one in New City, NY which I looked up on the map and found just north of NYC is not listed for age. It's a cold trail, my friend. Might you try the New York Bar Association? They are at 1 Elk St Albany 518 -463-3200. If you call and ask can they pass a message to one of their members for you?

ESPINSHADE, Dave T. Wrote to Rohn & Haas which employs a Dave Espenshade PA & IN 5/2 Retired Vice President in 1998.

David/Connie Espenshade 241 Watercress Ln. Elizabeth, PA 17022 717-361-0420? Not William in Arizona. 928-685-3627. doesn't know him.

Greene, Arthur Curtis LT(jg) pilot 1965 Det 15 19 Bellgrove Dr. Mahwah, NJ 07430-2228 201-327-6008 sent 11/18 NOT 1086 Weidman, MI 48893 Not Bayville, NJ Try Concord, CA 94518 925-680-0271 Compton, CA age 61 may be him

Fm Gainesville. Flew for TWA. Simi Valley home in 1969

HALL, Frank Sumner from Sergeant Bluff, Iowa LT O-in-C Forrestal Det 1958? San Anselmo, CA died Feb 1997. Irene has changed number to 415-336-0651 Is she a widow? Barbara was wife in the squadron. B 9/25/19; d 2/12/97 NOT 1330 Sunnybrook Terr. Chesapeake, VA 23321 757-488-8711 (sent 2/18/03) NOT 850 LaSenda Way Chula Vista, CA 91910 619-421—5460 70 (sent 3/14) NOT Birchdale Rd, Caanton, OH-age 81 NOT Shady Ln Pascoag, RI 02859 401-568-2210 age 92. Died anyway. Sheridan, IND 4/12; Atlantic Bch, NC. Mt Vernon, OH. Nashville, Anchorage, Cincinnati Francis S. possibilities: Moundsville, WV is only 74;

I called Everett, WA age? 425-347-0385

7046 Richlyn Ter. Fort Worth, TX 76118-5118 817-284-8583 sent 10/16 no age given

Holler, Robert W. Ens 1956. Not Martinsville, IN nor Lawrenceville, GA.

4802 Tudor Dr. Cape Coral, FL 33904 239-542-2870 address failed.

1647 Pendall Ct Crofton, MD 21114 age 69 failed address

Not Parkville, MD he's 66 and was Air Force. Pitman, NJ is 47

Hurst, Lee Roy fm Garber, Okla. LTJG 2/56- Bennington NFO.

no OKLA listings this spelling. NAS Glynco '66-8, CIC off on BHR '68-9; ret at NATTC Memphis. NOT 5115 Battle Creek Dr. Memphis, TN 38134 10 yrs ago. (a David Lanham lives there now.) Not Roy Lee Hurst in Blackwell, OK. He's only 56. Midway, TN, is 59. Sale Creek and Soddy Daisy, TN is 36.

Not Cordova, TN 901-372-5007 or cell: 314-452-1821

Not Bend, OR. Not Roy Lee Hurst in Blackwell, OK. He's only 56.

NOT 512 Plainfield Av. Chesapeake, VA 23320-6816- he's air force.

or (Lisa) 940 Copperstone Cir. Chesapeake 23320 757-547-0926 phone disconnect.

St Pete, Wichita, Kimberly, ID, Havre de Grace, MD, Silver Springs, MD, Ayden, NC, Franklin (no answer), Rochester, NY, N. Lawrence, OH, Milford, CT, Nashua, NH all faintly possible.

Hyde, H. G. LTJG USS Sicily 1949

Not Henry G. Yuma, AZ Age 78. nor Omaha, NE Was on a DE in WWII. These two are the same person. Not Harold G. in Paragould, AR age 78.

Johnston, David R. LTJG 1956 took a degree in Barley production in Minneapolis in 1958. Elizabeth. Brewing or teaching?

(David R Johnston 103rd Ln NW Minneapolis is 49 yrs old. No others in MN)

(Not Providence or Tiverton, Not Sioux City IA 44 or Pittsburgh KS 26. Not? 5510

Rambo Ln Toledo 43623-1820 60 nor Rockville MD.) (Flagstaff, AZ says it's not him) Harvest. AL is 43. Flint is 63; Charlotte 48.

15 Card Sound Rd. Key Largo, FL 33037 305-367-9753 sent 10/11

KEATING, Robert C. Det 62 Independence 1962

NOT Clifton Park, NY 12065-4808 518-371-5589 he called back

NOT 3112 Woodridge Ln Odessa, TX 915-550-7703 age 67. Airforce pilot)

Not Brightwaters, NY, nor Branford, CT. New Providence, NJ is 83. Not Lambertville, NJ

Livingston, John Gibson, Jr LT(jg) 1958 Alice, TX age 68.

wife is named Marie Antoinette

LOUNSBURY, Wm Det 15 1963-5 Not Lewes, DE.

Not Punta Gorda, or Sarasota, FL, (65-same guy) Taunton, MA, Auburn, NY, Iowa City.

Ruidoso is 65 (sent 7/10-no reply), Chincoteague Isl. VA 757-336-5230 (mail return), Essex & Pownal VT, San Rafael 93, Springville NY Hightstown, NJ unk age. Taunton 56, Punta Gorda 50, Sarasota 64, Naples, FL 72, Avon, MA 74, Orlando 68, Baltimore 68, Cuba, NY 71, San Diego 65 – no address.

Major, Louis H. 1961-4 Independence.

majpoppy@aol.com Miami, FL may not be him. No answer majorhn@aol.com

NOT Tujunga, CA age 68 I sent to Louis III failed e-mail on 3/8 Then talked to him at SFO number 415-664-4305 1827 9th Av. SFO 94122. It could be him & son wouldn't

let me talk to him for some reason.

No others fit. Miami Beach wncg99a@prodigy.com no reply either. Age 35. Army. Ventress, LA phoned. Sounded young. 7/19

Louis H. Coldspring, TX age 58 936-653-4958 msg 4/10/04

(Is it Louis (n) Jr. or Louis H. ??)

Melgaard, Ronald Martin fm Erie, PA LTJG 1958 (NOT Pittsburgh 15237)

In 1995 there was a listing from Pennsylvania who is now age 70.

From VF(AW)4 with Bollenbacher, Pearson, Sassi, Evrard, Shenk & Nelson.

All unhappy to be moved out of Banshees.

Mellette, William W. Was in NC, but gone now.

Payne, James Richard (friends knew him as Roland) fm Petaluma, CA LTJG 1957- was faculty at Chico State Univ. math dept. Inquiry there failed

1651 Linda Sue Lane Encinitas, CA 92024 760-436-6558? Age 55

Roland: 625 Stardust Ln Los Altos Ca. 94024 650-941-1374 (2/8 & 2/18)

8989 Escalante Rd Tucson 85730 520-293-4393 sent 8/20

Schaffer, Byron S. Jr. LTJG controller 1956 Barbara

Intrepid 1956. NAOC. Spelling confirmed correct.

270 Meckville Rd. Myerstown. PA 17067 717-933-8111 an Antony Good lives there now 717-933-0428

I wrote to 2 Barbara Schaffers in Chicago about "the late" Byron Schaffer, Jr who was an owner of a theater (Google) 2/9/04. One called to say not her. She is wife of Martin.

STILES, Carl (n) Rose Ann LCDR 1958— (Stotsbery's friend)

197 Lockaven Dr NOT Newport News, VA 23602 757-595-8559 irodetsasx@aol.com born 1946 was USAF age 19. Larry Stotsbery's friend.

NOT707 N Shirk Rd. New Holland, PA 17557 717-355-0439 age 37

Not Waynesville, OH R-61, Plant City, FL 50, Willingboro, NJ (sent 3/22), Springfield, MO A-58, Bulls Gap, TN R-91, Umatilla or Belleville, FL. Staten Island has initial,

30890 Long Point Dr. Sun City, CA 92584 sent 7/15

679 E D St. Oakdale, CA 95361 209-847-4773 Lisa

21 Buttercup Ln Willingboro, NJ 08046 609-835-0438 sent 3/22

WAGNER, James A.

CO VAW-120 1976-7. age 65 sent 6/18. No reply. 91 listings

6 NM, WV, TX, NC, WI; 72 PA. Not Orlando, Lawrence, KS, Dallas,

NOT 420 Boyette St. Pensacola, FL 32514 850-476-8667.

Charlotte, Aiken, SC, Seneca, Baldwinville, Valdese, NC, Ellerbe

VAW-33 guy is jwagner@tampabay.rr.com <<mailto:jwagner@tampabay.r.com>>

WIGGINS, J.M. (Jim) LTJG (Mariner Miracle Guppy pilot 1954)

NOT Mays Crossroads, Louisburg, NC age 65

Midlothian, VA left message. Ardmore PA 85.

300 Pickering Ct. Longwood, FL 32779-4524 is 81 sent 10/11/03

2803 Robert Cove Jonesboro, AR 72401-7121 is 80 sent 10/11

age 82 owner of Linderhof in Glen, NH; there is an age 77 in SC.

Ones in KS, TX, & WA born in 1924 & 5 all deceased.

Retired aircraft carrier to be sunk off Pensacola coast

By **BILL KACZOR** PENSACOLA, Fla. - The retired aircraft carrier USS Oriskany, a

combat veteran of the Korean and Vietnam wars, will be sunk in the Gulf of Mexico off Pensacola's coast this summer to serve as an artificial reef, the Navy announced Monday. Pensacola, known as the "Cradle of Naval Aviation," was selected from among four sites proposed by five states as the watery grave of what will be the largest vessel deliberately sunk for that purpose in the United States. It is unlikely to hold the distinction for long because the Navy this summer also will begin taking applications for 24 other ships including three aircraft carriers, the USS Forrestal, USS Independence and USS Constellation, said Patricia Dolan, spokeswoman for the Naval Sea Systems Command. Each displaces more than twice the Oriskany's 27,100 tons. The 888-foot Oriskany is the first vessel in a new program designed to dispose of obsolete warships by sinking them as a cheaper alternative to the scrap yard. "This historic ship is held in high esteem by all our veterans and, in particular, our Florida Navy veterans," Gov. Jeb Bush said in a statement released by his office. "This is one more example of Florida's great relationship with the United States Navy." Escambia County, in the Panhandle, last year won an endorsement from the state Fish and Wildlife Conservation Commission in competition with a South Florida group. The Navy will transfer the ship to state ownership. "This is a quantum leap in terms of fishing and diving and economic opportunities for Northwest Florida," said Escambia marine resources director Bob Turpin. The ship also will serve as an underwater military memorial. South Carolina and Georgia proposed a joint site in the Atlantic Ocean off their shared border, while Texas and Mississippi submitted individual applications. Florida's selection received an enthusiastic response from retired Chief Petty Officer Lee Puglia. He is secretary-treasurer of the Oriskany Reunion Association, which campaigned hard for Pensacola because of its key role in the founding of naval aviation and as a pilot training base. "It's going to make a lot of people happy," Puglia said from his home in Hooksett, N.H. "There is a lot of emotion associated with this ship." Much of it stems from a magazine fire that killed 44 crew members off the coast of Vietnam in 1966 and the pilots, many trained at Pensacola Naval Air Station, who were lost in combat. The Oriskany's former crew members include Sen. John McCain, R-Ariz., who was shot down and taken prisoner in North Vietnam after taking off from the ship in 1967. It was just three months after he narrowly avoided death aboard the Forrestal in another fire that began when an errant missile hit his plane on the flight deck. No date has been set for the sinking with controlled charges in 212 feet of water 22 miles southeast of Pensacola. The Oriskany will be towed from Corpus Christi, Texas, where it is being cleaned of potential pollutants. Other vessels being made available for sinking include five guided missile cruisers, two frigates, eight destroyers, three guided missile destroyers, a landing ship dock, a supply vessel and a patrol boat. The Forrestal is now at Newport, R.I., and the Independence and Constellation, are at Bremerton, Wash. The other vessels are at Bremerton, Philadelphia, Benecia, Calif., and Panama City. More ships are expected to be added to the list as they become available, Dolan said.

THE ACORN DAYS

Denham S. Scott Reprinted from NAAR (North American Aviation Retirees Bulletin) - Summer 2001

How many of you know that in 1910 the mighty Martin Marietta Company got its start in an abandoned church in Santa Ana, CA? That's where the late Glenn L. Martin with his mother "Minta" Martin, and a mechanic named Roy Beal, built a fragile contraption with which Glenn taught himself to fly

It has often been told how the Douglas Company started operations in 1920 by renting the rear of a barbershop on Pico Boulevard in Los Angeles. The barbershop is still there. The Lockheed Company built its first Vega in 1927 in what is now the Victory Cleaners and Dryers at 1040 Sycamore Avenue in Hollywood. Claude Ryan who at 24 held a reserve commission as a flyer, had his hair cut in San Diego one day in 1922. The barber told him how the town aviator was in jail for smuggling Chinese across the border. Claude investigated and stayed on in San Diego to rent the old airfield from the city at fifty dollars a month and replace the guy in the pokey. He agreed to fly North instead of South.

In 1928, the Curtiss Aeroplane and Motor Company, Transcontinental Air Transport (now TWA) and the Douglas Company chipped in enough money to start North American Aviation, a holding company. The present company bearing the Northrop name came into being in a small hotel in Hawthorne. The "hotel" was conveniently vacant and available because the police had raided it found that steady residents were a passel of money-minded gals who entertained transitory male guests.

After Glenn Martin built his airplane in the church, he moved to a vacant apricot cannery in Santa Ana and built two more. In 1912 he moved to 9th and Los Angeles Streets in downtown Los Angeles. Glenn Martin was then running a three-ring-circus. Foremost, he was a showman who traveled the circuit of county fairs and air meets as an exhibitionist aviator; secondly, he was an airplane manufacturer. He met his payroll and bought his lumber, linen and bailing wire from the proceeds of his precision exhibition flying. His mother, "Minta" and two men ran the factory when Glenn was risking his neck and gadding about the country. One of these was 22-year old Donald Douglas who was the whole of his engineering department and the other was a Santa Monica boy named Larry Bell who ran the shop.

The third circus ring was a flying school. It had a land plane operation in Griffith Park and later at Bennett's Farm in Inglewood; and a hydroplane operation at a place that's now part of the Watts District. A stunt flyer named Floyd Smith ran it. One of his first pupils was Eric Springer, who later became an instructor and then Martin's test pilot, still later the test pilot for the early Douglas Company, and then a Division Manager.

Between Eric and Floyd, they taught a rich young man named Bill Boeing to fly. Having mastered the art; Boeing bought a Martin biplane, hired Ross Stem, Glenn's personal mechanic, and shipped the airplane to Seattle. Later, when it crashed into the lake and Boeing set about to repair it, he ordered some spare parts from Martin in Los Angeles.

Martin, remembering the proselytizing incident with Ross Stem, decided to take his

sweet time and let Boeing stew. Bill Boeing said, "To Hell with him", and told Ross Stern to get busy and build one of their own. Boeing had a friend named Westerfelt and they decided to form a company and build two airplanes. These two "BW" airplanes bore a remarkable resemblance to the Martin airplane which, in turn, had been copied from Glenn Curtiss. There seems to be a moral about customer relations and product support mixed up in this episode.

During WWI, a bunch of sharpies from Wall Street in New York got control of the Wright Company in Dayton and the Martin Company in Los Angeles. They merged the two companies into the Wright-Martin Company. They sent a young man named Chance Vought to be their Chief Engineer. Donald Douglas lost no time in quitting and went to work for the U.S. Signal Corp.

The Wright-Martin Company started building obsolete "Standard" biplanes and Hispano-Suiza engines, with the latter under a license agreement with the French Government. Martin told them what they could do with them, and took off for Cleveland, taking Larry Bell and Eric Springer with him. Having the backing of a baseball mogul to build a new factory, he was soon joined by Donald Douglas who went to work and came up with the design of the Martin Bomber. It came out too late to see service in WWI, but showed its superiority when General Billy Mitchell made everyone mad at him by sinking the captured German battlefleet. The deathblow to the allegedly Dreadnaught "Osfriesland" was delivered by the Douglas designed Martin Bomber.

At Cleveland, a young fellow called "Dutch" Kindelberger joined the Martin Company as an engineer. Also a veteran Army pilot from WWI named Carl Squier became Sales Manager. His name was to become one of the most venerable names in Lockheed history. Back in 1920, Donald Douglas had saved \$600.00 and struck out on his own. He returned to Los Angeles, found a backer, David Davis, rented the rear of a barbershop and some space in the loft of a carpenter's shop where they built a passenger airplane called "The Cloudster".

Claude Ryan bought this a couple years later, which made daily flights between San Diego and Los Angeles with it. This gives Ryan the distinction of being the owner and operator of the first Douglas Commercial Transport, and certainly a claim to be among the original airline passenger operators.

In 1922, Donald Douglas was awarded a contract to build three torpedo planes for the U.S. Navy, Douglas lived in Santa Monica, but worked in Los Angeles. Way out in the wilderness at what is now 25th Street and Wilshire Boulevard in Santa Monica, there was an abandoned barn-like movie studio. One day Douglas stopped his roadster and prowled around to investigate. The studio became the first real home of the Douglas Aircraft Company.

With the \$120,000 Navy contract, Donald Douglas needed and could afford one or two engineers. He hired my brother Gordon Scott newly over from serving an

apprenticeship to the Martinside and the Fairey Aviation Companies in England. Gordon was well schooled in the little known science of Aviation by 1923. My first association with some of the early pioneers occurred when I visited my brother Gordon at the barn at 25th Street. I found him outside on a ladder washing windows. They were dirty and he was the youngest engineer. There were no janitorial services at the Douglas Company in those days.

Gordon introduced me to Art Mankey, his boss and Chief Draftsman, and four of his fellow engineers. There was a towhead guy called Jack Northrop, a chap named Jerry Vultee, and a fellow named Dick Von Hake who was a reserve Army flyer. Jack Northrop came from Santa Barbara where he had worked during WWI for the Lockheed Aircraft Manufacturing Company. The fourth member of the Engineering Group was Ed Heinemann. They were all working on the design of the Douglas World Cruisers. Shortly afterwards, Jack Northrop left the Douglas Company in 1926. Working at home, he designed a wonderfully advanced streamlined airplane. He tied back with Allan Loughhead who found a rich man, F.E. Keeler, willing to finance a new Lockheed Aircraft Company.

They rented a small shop in Hollywood and built the Northrop designed Lockheed "Vega". It was sensational with its clean lines and high performance.

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Vega was built, William Randolph Hearst, publisher of the Hearst newspaper chain, bought it and entered it in the Dole Race from the Mainland to Honolulu, which was scheduled for 12 August 1927.

In June 1927, my brother Gordon left the Douglas Company to become Jack Northrop's assistant at Lockheed. He also managed to get himself hired as the navigator on the "Golden Eagle", the name chosen by Mr. Hearst for the Vega which hopefully would be the first airplane to span the Pacific. The race was a disaster! Ten lives were lost. The "Golden Eagle" and its crew vanished off the face of the earth.

With its only airplane lost under mysterious circumstances, a black cloud hung heavily over the little shop in Hollywood. However, Captain George H. Wilkins, later to become Sir Hubert Wilkins, took the Number Two airplane and made a successful polar flight from Nome, Alaska to Spitzbergen, Norway. After that a string of successful flights were to put the name of Lockheed very much in the forefront of aviation. At Lockheed, Jack Northrop replaced the lost Gordon Scott with Jerry Vultee.

In 1928, Jack quit the Lockheed Company to start a new company in Glendale called Avion. Jerry Vultee then moved up to become Chief Engineer at Lockheed. He hired Dick van Hake from the Douglas Company to be his assistant. A young man named Cliff Garrett joined the Lockheed Company as the driver of their pick-up truck.

I went to work at Lockheed shortly after the "Golden Eagle" was lost. I became the 26th Lockheed employee. The Vegas were made almost entirely of wood and I

became a half-assed carpenter, generally known as a "wood butcher".

In 1929, Jerry Vultee quit the Lockheed Company to start the Airplane Development Company, which became the Vultee Aircraft Company, a division of E.L. Cord, the automobile manufacturer. He later merged with Reuben Fleet's Consolidated Aircraft Company to become Convair. When Vultee left Lockheed, Dick van Hake became the Chief Engineer.

In the meantime, Glenn Martin closed his Cleveland plant and moved to Baltimore. His production man, Larry Bell, moved to Buffalo to found the Bell Aircraft Company. Carl Squier left Martin to tie in with the Detroit Aircraft Company which had acquired the Lockheed Aircraft Company and seven others. They hoped to become the "General Motors" of the aircraft business! They appointed Carl Squier as General Manager of the Lockheed plant, which moved to Burbank in 1928. At this time, General Motors had acquired North American Aviation, which consisted of several aircraft companies in the East. Ernie Breech, formerly with Bendix but now with General Motors, hired "Dutch" Kindelberger away from Douglas to head up the aircraft manufacturing units. "Dutch" took Lee Atwood and Stan Smithson with him. The companies involved were Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines), Sperry Gyroscope and Berliner-Joyce. Kindelberger merged Fokker and Berliner-Joyce into a single company and moved the entire operation to Inglewood, California.

Thus, a handful of young men played roles which profoundly affected all of our lives and the lives of millions of other Americans. They changed Southern California from a wasteland with a few orange groves, apricot and avocado orchards and the celluloid industry of Hollywood to a highly sophisticated industrial complex with millions of prosperous inhabitants. This technological explosion had some very humble and human beginnings. The "Acorns" took root in some strange places: a church, a cannery, a barbershop, but from them mighty Oaks have indeed come to fruition. From a speech given by Mr. Denham S. Scott to the AIA on March 1, 1968