

Aviation Midshipmen LOG

Winter 98

The Flying Midshipmen Newsletter

Ship's Company

New Life Members

(all from 'Annual' except *)

- Kennard R. Hamilton
- Donald E. Luallin
- Charles W. Melville, Jr
- *J. E. "Bud" Shipman
- Richard M. Shrewsbury
- Bryan M. Smith
- Richard A. Stack
- Frank E. Toy
- Joseph J. Voda
- Lloyd C. Wholey

Continued on page 4

Dues & Life Memberships

Annual Members: dues are \$10 and run from Jan. 1 through Dec. 31 each year. Next to your address is the year for which you are current – if you do not have a '98' or later, send in now! Life members pay no dues! *(Please make checks payable to: FMA – this is not tax deductible.)* Life Memberships will be accepted in accordance with the following schedule:

- Prior to age 70 - \$100
- Year becoming 70 = \$70
- Year becoming 71 = \$60
- Year becoming 72 = \$50
- Year becoming 73 = \$45
- Year becoming 74 = \$40
- Year becoming 75 = \$35
- Age 76 and up = \$30

(Only DONATIONS to: AVIATION MIDSHIPMEN FOUNDATION are tax deductible.)

On Golden Wings

Roland E. Aslund

Harold B. Emlet (LM)

Richard D. Johnson (LM)

Vance R. Kloster (LM)

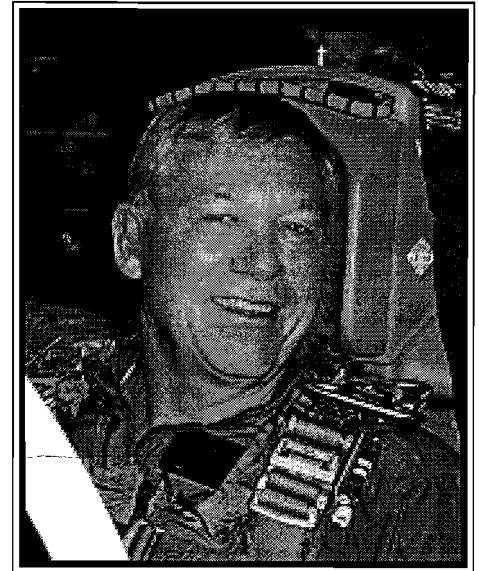
John R. Raef

LONGEST TOUR FLYING MILITARY AIRCRAFT?

Ed Gillespie (17-48) is still flying and testing military airplanes. At present it's T2C Buckeyes after major overhaul on a USN contract for Sabreliner Corporation.



Ed Gillespie (17-48)
"THEN" AVMIDN, USN, March, 1949, SNJ-6, North Whiting Field, Florida



"NOW" CAPT, USNR, Ret., November, 1997, T2C, Sabreliner Corp.

Ed, was a civilian solo at age 16—then on to flight training as an Aviation Midshipman; received wings in May, 1950. He had 80 combat missions in F2H Banshees with the Red Rippers (VF-11) in Korea then graduated Test Pilot School at Pax River in 1953 and has been an active test pilot ever since—Chief Test Pilot North American Aviation, Rockwell Int'l. and Bede Jet Corp. Most of his 14,000+ flight hours have been accumulated during relatively short, intense flights in single cockpit, high performance aircraft—forty-nine years of continuous flight status in U.S. military planes. He is a charter member "4C" Club, i.e., F4U Corsair, A7 Corsair, F8 Crusader and F7U Cutlass—graduate of Navy Helo training and Harrier qualified. Other stats: flew A4s, T-birds and Phantoms in Navy Reserves; over 200 straight deck CV landings; 400 field arrestments during several carrier suitability programs—landings were all test points, i.e., max sink rates, rolled and yawed, off-center, tail low, free flights, etc. He is qualified in over 100 jet, recip, helo, turboprop, USMC, USN and USAF aircraft.

He is now rebuilding his own civilian T2C for personal use and says he hopes to fly it for the next 20 years depending on if he can afford the fuel. (Ed note: What'll ya bet t'will depend more on chronological challenge than fuel cost?)

CHECKS...CHECKS...CHECKS

When writing checks for Flying Midshipmen SHIP's STORE items or paying dues, please make payable to *FMA* or *Flying Midshipmen Ass'n*. ONLY make checks payable to *Aviation*

Midshipmen Foundation when making a tax-deductible contribution to the Foundation. All correspondence should be addressed to FMA, P.O.Box 2284, Arlington, VA 22202. Tele: 1-800-964-5955 Local: 703-521-4859

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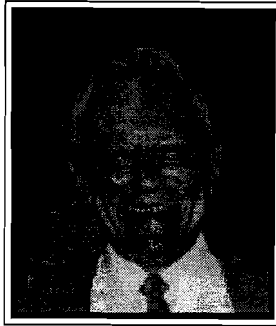
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from your PRESIDENT...

CHANGE

Our parents witnessed incredible change in their lives - truly muscles to missiles and a man on the moon (the first one a Flying Midshipman—Neil Armstrong). We of FMA have also witnessed incredible change in technology, morality, ethics, ad infinitum. We all have strong remembrances of a very different world than the one we live in today. Among the many questions that whiz around in my thoughts is: WHY WOMEN AT SEA?

Now that we have had some experience with women at sea, it seems abundantly clear that this policy is a failure. Their presence is costly; they are not needed and an unnecessary distraction is added to an already complex environment.

Cost has always been a big factor in the building and manning of ships. Great effort has been put into reducing manning through labor saving devices. Yet, in the push to prove equality, by sending women to sea, cost has been seemingly ignored. It is expensive to modify our warships to include female quarters and sanitary facilities. When one thinks of cost, a corollary word seems to emerge, i.e. PRICE. I fear that we may be paying a price in the defection of very capable young men who are disgusted with the political correctness that surrounds this issue.

We must all be very proud of the wonderful contribution that women have made to our armed services. It was great to see that a proper recognition of women who have served with great courage and dedication has finally been recognized in the new memorial at the Arlington National Cemetery. Their legacy enhances present and future female service personnel. Many went in harms way but their role was not in combat arms.

Through the centuries, women have been placed in harms way just as their warrior fathers, sons, and husbands have been. I recall visiting a place in the mountains of Switzerland that had been successfully defended several centuries ago by women when their men were away doing battle with invaders. So it certainly is not news that women have a capacity to fight when called upon to do so.

There have been many women in aviation. I visited Beechcraft Aviation in Kansas many years ago and was truly impressed with pictures on the wall of their auditorium. The room was filled with pictures of women aviators. Further, there is a great tribute to Anne Bumgartner Carl in the Smithsonian Air and Space Museum in Washington, D.C. She was a test pilot and flew the YP-59A (OUR FIRST JET) in 1942! Further, she flew all the various types of aircraft in the inventory at that time. After WWII, she had a family and then went back into the flying world. Jackie Cochran, Amelia Erhardt and many others fill historical records.

I point all this out to emphasize the fact that there should be no contest between men and women about skills. It is clear that there is no equality among men; so how can there ever be an argument centered on the notion of some sort of superiority/inferiority between men and women? Women have performed very well on the flight line in the Naval Air Training Command. The only problem in that situation was that they occupy billets that were formerly filled by sailors who were due for shore assignment.

Now having explored all that, let's address the issue of women in Naval Aviation and their deployment on our carriers. What I observe about carriers also carries over to surface and subsurface combatants. The issue is SEX! This wonderful issue is so completely defining that it cannot be brushed aside with the idea that PROFESSIONAL CONDUCT rules it out. Kings have been dethroned along with lesser beings in this life because mother nature overrode good judgement. Service on our ships at sea is very demanding. In wartime, the schedules are exhausting and there is only time for pure focus on the mission at hand. Given that SEX is a very strong tension reliever, what can one expect when very young, often lonely people are pressed together in the confines of a ship. They are far away from home in a highly charged, demanding and tiring atmosphere. The many pregnancies that have occurred is ample evidence that what I imply is true. I recently met a very dedicated young female LTJG in the Coast Guard. She was in the Human Resources section at Coast Guard Headquarters in Washington, D.C. This previously Enlisted woman clearly knew the ropes. She told me that many young women in the Coast Guard used pregnancy to force transfers when they did not like their shipboard assignment. Just think about what that absence does to a small ship's readiness? And, what about the young male sailor whose workload is doubled?

When I reflect on life at sea and the problems one deals with, it is clear that introducing this new unneeded variable is complete nonsense. In the late '50's, I served as the Legal Officer on the old

Continued on page 7

AVIATION MIDSHIPMEN PROGRAM "SOME WAYS WE DID IT"

Glenn Allen (1446)

For several years, we have gathered names, file numbers, pre-flight class numbers and other statistics for all of the Navy's Holloway Program Aviation Midshipmen. The program started in the Fall of 1946. The last students were brought in to Pre-flight Class 1949 in late 1949; they finished flight training in the Spring of 1951. I believe the total number that ever served as Aviation Midshipman, USN was about 3000, we currently have data for 2,960.

The track through Navy Flight Training varied considerably according to when each of us entered THE PROGRAM. I will describe here the track of an Apprentice Seaman, AS, V-5, USNR, advancing to Aviation Cadet, USNR; then on December 16, 1946, at Pre-flight, Ottumwa, Iowa, being discharged and sworn in the same day as a Midshipman, USN—to serve two years before starting to get credit for government service as ENSIGN, USN.

Looking back on late 1944 and early 1945, there seemed to be significant reductions in the ranks of Naval pilot trainees. Then, starting with the May/June 1945 high school graduation classes, there was a big recruiting drive for Naval Aviation Cadets. Probably the specter of invading the Japanese Islands, lack of knowledge about the A-bomb and unsettled conditions with the Soviet Union influenced things the most. (If anyone has more definitive facts, please let me know.)

Most of us who graduated high school in the spring of 1945 enlisted as Apprentice Seamen (AS), V-5, USNR. We reported for active duty about 2 July, 1945 to one of the many U.S. colleges/universities sponsoring V-12 and V-5 programs. And we were then "In the Navy", issued uniforms, bedding, towels, books and the like with income of \$50.00 a month. The winter dress blues issued to us that July, 1945 had that single 1/8" white stripe on the jumper cuffs - remember? Whites would be issued later. We then commenced our first of four college semesters required prior to entering flight training.

At Doane College in Crete, Nebraska, for example, our V-5 contingent had 120 souls with names of: Ken Burrows, Leo Eugene Franz, Bud Hower, Don Luallin, Charles "Skip" Porter, Gene Tait, Bob Tombrink, Neal Garland and Glenn Allen and more that, with my apologies, I can not recall.

The completion date of our fourth semester in the summer of 1946, unbeknownst to many

of us, held the key to our future progress for the rest of the flight training program. Early completion of that fourth semester meant early assignment to the SELECTIVE, our first Navy flying, with completion by some in as few as 4 weeks. Those completing in late August or early September, 1946, however, got the first real taste of "pools" upon reporting to SELECTIVE.

At Selective, we were promoted to Aviation Cadet (AVCAD, USNR); received a pay increase to \$75.00 a month; polished Twin Beeches; received 10 hours of flight instruction in N2S Stearmans; did our first Navy SOLO and polished Twin Beeches! LT Daniel Breen was my instructor and I recall yet the look on his face as he departed the front cockpit; smacked my back and said: "She's yours, but please bring her back to me!"

Following SELECTIVE, those "selected" reported to the one remaining Navy pre-flight school at NAS Ottumwa, Iowa, as AvCads, USNR. In the October/November, 1946, time frame, two events occurred and I am not sure which came first.



Cabaniss Field, Texas, "B" Stage, Spring, 1947

It was announced that Pre-flight would be doubled in length from 16 to 32 weeks. In frustration and disappointment, student moaning and groaning was extant! To our great relief, the extension to 32 weeks never materialized.

AND, a great NEW DEAL was offered to the Naval officer trainees. As CAPT T.P. Jeeter, C.O. of Ottumwa, phrased things, acceptance of this NEW DEAL, the Holloway Midshipmen Program was not exactly mandatory...BUT, you had better think long and hard before rejecting it!

Four Cadets with lawyer fathers, as I recall, rejected the Navy's offer. One was Bill Kidd, another was B. J. Cartwright. I believe all four AvCads completed flight training by the end of

1947, and upon designation as a Naval Aviator, were immediately commissioned Ensign, USNR. Their commissions were obtained one full year before any of the two year variety of Aviation Midshipmen were commissioned ENSIGN. And I also believe that upon their applications, they were all augmented into Regular Navy status with their commissioning dates of rank in tact!

AVCADs at NAS Ottumwa who accepted the Holloway Midshipman Program on 16 December, 1946, and all subsequent Naval aviator trainees who entered the Holloway Plan, agreed to accept a \$3.00 monthly pay increase to \$78.00; agreed to accept 50% hazardous duty pay while on flight orders, HOWEVER, we would enjoy greatly enhanced possibilities for selection to REGULAR NAVY! We were discharged as AVCAD, USNR, then sworn in as Midshipman, USN. All these benefits just for serving two years as a Midshipman from the date we signed the acceptance papers.

[Ed note: AVMIDN pay (base pay plus 50% flight pay) = \$117/mo. AVCAD pay (base pay plus \$50 flight pay) = \$125/mo. Clearly another Midshipman benefit!]

Prior to the existence of the Holloway Plan, the rank of Midshipman applied to officer trainees at the Naval Academy in Annapolis, Maryland, a single site. They had no need for travel expense reimbursement and were given none. Therefore, following designation, and still Midshipmen, travel to our duty stations EXPENSES WERE ON US! Since our unique situation had not been recognized during the formative stages of the Holloway Midshipmen Program, no accommodations were made to reimburse Midshipmen official travel. Thus disbursing officers, following the book, informed the newly designated Aviation Midshipmen traveling to duty stations that the only travel pay authorized for Midshipmen was from their home to Annapolis, Maryland or vice versa.

Also, at our new duty stations, we were obliged to join the Officers' Closed Mess paying the same fees as all other members. These expenses plus uniform acquisition and maintenance, really stretched the heck out of the \$117 we were paid each month.

But, BEST of all, we found out later, that since we were Midshipmen, i.e., officer trainees, our time spent in that status DID NOT count towards longevity nor qualification for retirement. Holloway Program Aviation Midshipmen time, in fact, was not even considered GOVERNMENT SERVICE!

[Ed note: One very early Holloway Plan Midshipman reported aboard the Cruiser he was ordered to as a VO/VS pilot. Shortly thereafter on checking in with the Commanding Officer, was told: "MIDSHIPMAN, GET THE HELL OFF

Aviation Midshipmen LOG

PUBLISHER

Aviation Midshipmen Foundation

EDITOR

Ort Rudd (1-47)

ART DIRECTOR & LAYOUT

Dan Trimble (13-48)

HISTORIAN & RESEARCH

Glenn Allen (14-46)

TREASURER

Bob Kaiser (14-48)

POET LAUREATE

Bob Brennan (15-48)

PHOTO CONTRIBUTORS

Glenn Allen (14-46), Ed Gillespie (17-48),
Herb Sargent (9-47)

ADDRESS

P.O.Box 2284
Arlington, VA 22202-0284
(703) 521-4859
(800) 964-5955
(800) 964-5956 FAX

The *Aviation Midshipmen LOG* is published biannually by the Aviation Midshipmen Foundation, a charitable, educational foundation established Article 501(c)(3) of the Internal Revenue Code, and is the newsletter of the "Flying Midshipmen". Operations are on an all-volunteer basis; there are no paid employees and no rented office space except for a post office box and an "800" telephone number to provide service for our members.

Articles and photos for publication in the LOG are solicited and should be submitted to the editor at the above address.

Ship's Store

FLYING MIDSHIPMEN aviator style, Navy blue, short-sleeve shirts. Sizes: med., large, x-large, 2x-large = \$25.
FMA Golf Caps (white poplin w/leather strap) = \$10
FMA lapel wings = \$5
FMA decals bumper & window (specify) = \$1
(Mailing and handling included.)
Check to: FMA

BE A GOOD GUY FOREVER!

Join the growing list of DONORS to the AVIATION MIDSHIPMEN FOUNDATION to help teenagers pay for part of their Aviation Summer Camp which we sponsor and provide volunteer instructors. All expenses which would normally be incurred in participating in such a program by the Foundation are paid for out of the FMA Treasury. ONE HUNDRED PERCENT of your donations go to the kids.

PLUS

Your gift to the Foundation is tax deductible.

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Ship's Company : Continued from page 1

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(Since Summer '97 LOG)

ARTHUR W. GOUDEY (97)
P.O. BOX 21
WESTFORD, NY 13488
JANET
16-48 23-Mar-50
(607) 638-5496

JAMES R. HANSON (97)
6202 ONEIDA
WICHITA, KS 67208
MARY
14-49
(316) 683-3883
(316) 264-8614 FAX
(e) boyer@FEIST.com

NORM INTO (97)
2356 FIFTH AVE
YOUNGSTOWN, OH 44504
FRAN
14-47 2-Jun-49
(330)747-2180
(e) 71020.711@compuserve.com

J. E. "BUD" SHIPMAN (LM)
2534 JENWOOD ST.
MEMPHIS, TN 38134-5350
(901) 372-1329
(e) jshipman@BELLSOUTH.NET

THOMAS W. WILBOR (97)
470 OLD BARN RD.
BARRINGTON, IL 60010
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TO BE A VOLUNTEER INSTRUCTOR AT THE NATIONAL AVIATION EDUCATION AND TRAINING CENTER AT NAF ANDREWS FIELD, MARYLAND, FOR TWO WEEKS DURING THE SUMMER OF 1998.

SPONSORED BY:

THE NAVAL SEA CADET CORPS AND THE FLYING MIDSHIPMEN ASSOCIATION. THE PROGRAM IS DESIGNED TO PROVIDE AVIATION GROUND SCHOOL AND FLIGHT TRAINING FOR CADETS, TEACHERS AND ASPIRING AVIATORS.

BE AN INSTRUCTOR

INFORMATION MAY BE OBTAINED FROM:

BOB COLBY (703) 549-7722
P. O. BOX 19705
ALEXANDRIA, VA 22320

1998 FMA REUNION REGISTRATION

APRIL 29 - MAY 3, 1998

Date _____

Name _____ Spouse/Friend _____

Name(s) on Name _____

Tag(s) _____

Telephone (_____) _____ Pre-Flight Class _____

Address _____

-
- | | |
|--|----------|
| 1. Hospitality Room (\$13.00 per person) | \$ _____ |
| 2. Aircraft Carrier Tour and Luncheon * (\$20.00 per person) | \$ _____ |
| 3. NAS Oceana Dinner Dance (\$20.00 per person) | \$ _____ |
| Will need transportation from hotel to NAS Oceana: ___ Yes ___ No | |
| Can provide transportation for: _____ people to NAS Oceana: ___ Yes ___ No | |
| 4. Williamsburg Tour * (\$42.00 per person) | \$ _____ |
| 5. Dam Neck Luncheon (\$12.00 per person) | \$ _____ |
| Will need transportation from hotel to Dam Neck: ___ Yes ___ No | |
| Can provide transportation for _____ people to Dam Neck: ___ Yes ___ No | |
| 6. Sunday Breakfast Holiday Inn (\$10.00 per person) | \$ _____ |
| TOTAL \$ _____ | |

*Carrier Tour and Williamsburg Tour buses will leave from and return to hotel.

PLEASE INDICATE IF INTERESTED IN OTHER ACTIVITIES:

1. Please indicate the days and number of people you want scheduled:

Golf. Thursday _____ Friday _____ Handicap _____

Tennis: Thursday _____ Friday _____

2. ANA Banquet: Number of persons .. (Make reservations directly with ANA. 757-491-1528)

Will need transportation from hotel to ANA Banquet: ___ Yes ___ No

Can provide transportation for _____ people to ANA Banquet: ___ Yes ___ No

(Please indicate on your ANA Banquet Registration if you want seating with "FMA")

Registration deadline for the FMA Reunion is April 15. Make checks payable to "FMA Hampton Roads" and

Mail to:

FMA Hampton Roads
P.O. Box 4186
Virginia Beach, VA 23454

"Reunions, Inc." has been engaged to make a reunion book for us. They will be taking pictures of individuals and couples on Thursday, April 30, 6:00-8:00 p.m. at the Officer's Club. NAS Oceana. Purchase of the book is optional. The cost will be \$12.00 plus \$3.00 shipping. For you camera buffs, if you send us candid photos that are taken at the reunion, we will review and include some of them in the reunion book.

If you have any questions concerning the reunion, call Herb Sargent at (757) 481-6264, Tom Smith at (757) 481-4719, or John Brozena at (757) 481-3214

1998 FMA Reunion Hotel Reservation Information

Holiday Inn Sunspree Resort on the Ocean
39th Street and Atlantic Avenue
Virginia Beach, VA 23451
Voice: 800-942-3224 or 757-428-1711
FAX: 757-425-5742

To ensure reservations, please call or write before April 1, 1998. Requests received after that date will be based on availability.

ROOM RATES: 2 Double Beds or King Bed - \$82.00 Plus Tax
Efficiency Apartment — \$97.00 Plus Tax

Rates are good for three (3) days prior to and three (3) days following the Reunion dates. When making reservations, identify yourself as a "Flying Midshipman" to receive the Reunion rates. Hotel check in time is 1600. The Hospitality Room will be open at 1400 for early arrivals.

1998 FMA Reunion Schedule

Wednesday April 29

1400-2000 Registration
1400-2400 Hospitality Room Open
1700-1800 Wine and Cheese Reception, Hospitality Room

Thursday, April 30

0730-1700 Hospitality Room Open
0900-1700 Registration
0930-1400 Carrier Tour and Luncheon (USS Washington)
1800-2000 Reunion Photos. NAS Oceana "O" Club
1800-2000 Social Hour, NAS Oceana "O" Club
2000-2400 Banquet and Dance, NAS Oceana "O" Club

Friday, May 1

0730-2400 Hospitality Room Open
0830-1600 Williamsburg Tour
2000 ANA Banquet, Marriott Hotel, Norfolk

Saturday, May 2

0730-1130 Hospitality Room Open
1200-1600 Luncheon, Dam Neck
1630-2400 Hospitality Room Open

Sunday, May 3

0730-1100 Hospitality Room Open
0930-1030 Breakfast, Skytop Room, Holiday Inn

President: Continued from page 2

FDR (CVA-42). How that happened to a line Naval Aviator is too long to explain, but there I was. Believe me it took a lot of my time AND our ship had about 1,000 less sailors than today's Nimitz Class. We were fortunate in those days while on Med deployment. Our money was valuable and in some places not even needed. A sailor could get almost anything he wanted with cigarettes or silk stockings. We spent a lot of time in port because operating funds were in short supply. Our mission was showing the flag and we were quickly moved from port to port when elections were about to happen. Keeping good discipline with a bunch of red blooded, hard charging, young blue jackets on an idle ship was a challenging task. Now look at today's world; a similar scenario exists, except the ports are not nearly so nice as were Cannes or Nice then. We go to third world ports where liberty is less than one would desire and we add female blue jackets.

Everybody knows the old saw about idleness. It seems to me that our society is violating a long said prayer ["lead us not into temptation"] when we place our young women on WARSHIPS. We are underwriting recreational procreation and the resulting single parent home. Doesn't anyone have concern for the little children that are born into this situation when many single parent family studies have shown that the lack of two parents is detrimental to child development? How far we have come from not discussing women, religion and politics in the wardrobe!!!!? Now women are politically there, and on the mess decks!! Will we have to change the title COMMANDING OFFICER to MAYOR??

Many years ago, I heard a briefing in which it was hypothesized that we would have manning problems in the future because of a forecast shortage of young men. This notion created the idea that more females would be needed to support military operations. In addition, the feminist movement was pressing to give women an opportunity to serve. Now that more women have entered the service, we hear the argument that they must be in the combat arms in order to achieve senior rank. This whole train of logic is faulty. First, with the winning of the cold war and the addition of sophisticated force multiplier weapons, we do not need to be concerned about having enough men to meet our needs. Many have been discharged. Second, this is not a glass ceiling situation as is often cited in the corporate world. It is not the mission of the armed forces to build a human resource system designed to provide upward mobility for anyone. It is the mission of the armed forces to FIGHT.

Another very important part of this equation is the role of the dedicated Navy Wife. It seems to me that her service to the Navy (acknowledged on paper at retirement) is impacted

by the presence of women at sea. Our society has, over the past years, denigrated the institution of marriage and the team work that is needed for success in work and family. Women at sea can be detrimental just like poor tax codes.

This is not to say that there isn't a place for women in the service. We have a long legacy of female service members that, as stated above, we have finally recognized. WE JUST DON'T NEED TO DEPLOY THEM ON OUR WARSHIPS. Their presence is a not needed variable in an already complicated environment. The system was not broken, WHY DID IT NEED FIXING?

These remarks relate to experience in the U.S. Navy. Recent events seem to indicate that similar arguments might be made on behalf of the other services in the arena of combat arms.

GOD BLESS AMERICA! WE MUST KEEP OUR WARFIGHTING STRENGTH!

I hope you all had a very merry Christmas!

HAPPY NEW YEAR!

Paul Engel

RADM, USN(Ret)

Program: Continued from page 3

MY SHIP AND GET BACK TO ANNAPOLIS WHERE YOU BELONG....AND WHAT THE HELL ARE YOU DOING WEARING NAVY WINGS ON YOUR CHEST??]

It took the Marines, impinging on LCOL W.N. "Pete" Sharpe, USMC, with their non-knowledge of Aviation Midshipmen payroll details, to cause the Program inequities to surface. The Marines slipped up on Pete Sharpe's pay records from the time he had started as a 2nd Lt. until he was a LCOL. The personal results were horrendous!

This triggered an uprising amongst a group of former AVMIDN stationed in Washington, D.C. that gave birth in late 1969 to the Flying Midshipmen Association.

(To be Continued)

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14625 S. MOUNTAIN PKWY,31069
PHOENIX, AZ 85044-7147
(602) 706-9509

LESLIE P. BURGOFF, JR. (LM)
333 HOLLY CREEK CT, APT 608
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8516 W. LAKE MEAD BLVD, #217
LAS VEGAS, NV 89128

OWEN W. DYKEMA (LM)
131 NE CARMEN CT
ROSEBURG, OR 97470
(541) 957-0259
(e) odykema@mcsi.net

JAMES R. EDIXON (LM)
913 SONORA CT
VIRGINIA BEACH, VA 23456-6429

ROY W. EWERTZ, JR. (LM)
3645 BARAAVE, #17C
TITUSVILLE, FL 32780-5371

WILLIAM G. FORSTER (LM)
94 RUN HILL RD
BREWSTER, MA 02631
(508) 896-1983

E. A. GILLESPIE (LM)
(614) 471-4554 (H)
(614) 239-0305 (O)

JAMES C. GLOVER (LM)
(e) iglover@JUNO.COM

NILES R. GOODING (LM)
369 WAUGH'S FERRY RD
AMHERST, VA 24521-3251

ERNEST E. GRANT, JR. (LM)
1208 SW SAND OAK DR
PALM CITY, FL 34990
(561) 781-4341

WILLIAM J. KERTH (LM)
1606 N REDINGTON ST
HANFORD, CA 93230-2924

JOSEPH E. KLAUSE (LM)
(650) 326-2274/9892

WILLIAM I. PARRISH (LM)
400 PICKENS AVE #161
PENSACOLA, FL 32503-6459

RUDOLPH E. PETERSON (LM)
685 LOST RIVER RD, B8-L41
MAZAMA, WA 98833-9709

RICHARD H. PLAGER (97)
4100 NW 28 LANE #4
GAINSVILLE, FL 32606

WILLIAM F. QUARG (96)
5985 DANDRIDGE LN, #89
SAN DIEGO, CA 92115-6572
(619) 582-8910

"ONCE A JOCK....."

From Rick Cotton (6-47): A few of us USN and Fleet 'Middie' rejects were accidentally given the keys to the "Navy Aviation Toy Store" in late 1949 by being assigned to "Ferry Squadrons" VR-31 (Norfolk) or VR-32 (San Diego). (The current 'pc' title would be "Acceptance, Test and Delivery".) Whatever. Many of us soon had over 20 aircraft on our Qualification cards and toughed it out for 30 months or more. What a life! Less than 100 hours and fewer than four 'coast to coast' trips per month and you were a wimp!

Since I couldn't drive any one aircraft very well, they let me fly them all. I occasionally joined up with those Legendary Liberty Lovers: Russ Baum and Leo Regan on these heroic and hazardous missions. On one such junket, we checked out three tired F8F's bound from JAX to SDV. Following a "Stars and Bars" at the JAX O'club, we managed to smash bugs all the way to New Orleans (and t'was "Mardi-Gras"). After a couple of record setting days/nights in the French Quarter, we filed for NAS Dallas which was at extreme Bearcat/Hangover range. Somewhere south of Shreveport, Leo croaked several times before we understood that he wanted to divert to Barksdale AFB for a drink of water. Sounded like 'right thinking' to us, so we eased into the pattern to find a 40 knot, 90 degree crosswind over those two old, massive parallel runways. Being that it was Sunday-with nobody to impress-we were not up to the challenge; so with an indifferent (we thought) tower, we broke into sloppy 360 overheads and landed across those huge 500' wide runways with a properly aligned taxi-way right up to Base Ops. We were confronted by a stunned, sputtering, purple-faced Duty Officer. While he was chewing out Russ and me, Leo slipped in for that big drink then relieved us while we did the same. By this time, the Air Police was arriving with GUNS - we quickly thanked all hands; popped back into our hot, ticking, dripping, dirty, almost unpainted "Cats" and blasted off for Dallas.

Total ground time for the most refreshing drink of our lives was about eight minutes - the Barksdale weenies muttered and grumbled for months.

From Pat Tims (21-47) [via Bob Ramsay (16-46)]: After a heart attack in the late '70s, I tried something novel to relieve the nearly terminal boredom - BREADMAKING! Here are some things I learned: *Baking bread is a piece of cake! Even bad fresh-baked bread is darn good! People who use bread machines are missing the best part! And, the most important thing is that you could be a key ingredient in the bread yourself! When you turn the sloppy miss of flour, water, yeast and other ingredients out on the counter to kneed, it's exactly that...a sloppy*

mess. Yet, as you kneed it, the separate ingredients come together into a living organism...you are the instrument by which it happens. Discover a new side to yourself. (Pat's booklet "Easy Machineless Bread-making System" is available; contact him at: HCO4, Box 282-55; Marble Falls, TX 78654. Tele: 830/693-5738.)

From "Doc" Townsend (4-47): Since I've gotten too old to be terrorized by night CAT shots in Phantoms, I've found a new reasonable substitute-ELECTED OFFICE. Try seeking election to the City Council in your home town. Each election is just as thrilling as a night CAT shot, because you work as hard as possible to be prepared, but the actual event is beyond your control. The good part when you win is you get a new title - "Honorable"! I've been "Honorable" [Ed note, ???] since 1993 and having just completed my second CAT shot, I'll be "Honorable" until 2001...for me that may be long enough to be an "Honorable".

From Herb Sargent (9-47): **THANKSGIVING '97** We had all six of our children and 10 grandkids here (Virginia Beach) for a most grand holiday celebration. Mary and I moved out to our Winnebago (parked in the driveway) for a week. I have it rigged up for full hook-up-water, electricity, telephone and cable TV-most comfortable (and quiet!). On Friday (after the big turkey feast on Thursday), the kids insisted on going out for dinner instead of having leftovers. Turned out to be a 140th BIRTHDAY PARTY-Mary and I both turned 70 in 1997, so they thought this was appropriate; over 40 people-relatives and close friends. We thought they were out shopping on Friday morning-they were decorating the hall and preparing the food! IT WAS A COMPLETE SURPRISE!

From Tex Atkinson (20-47): (Stolen..with permission..from "NAVY PILOT STORIES") In the early fall of 1950 the Korean War was underway and waiting for reinforcements. VA 195, a Navy Attack Squadron stationed in Alameda, Calif., was busy screening and training new pilots so that the squadron could be brought to combat readiness as quickly as possible and head overseas. Dave Davidson, our exec, was one of "screeners". Dave, myself and Jake Jacobson had flown together in Dave's "Tiger" division on a lengthy Pacific cruise which had ended just before the conflict stated. The 4th member of our division had been transferred and Dave was checking the new pilots to find a replacement to fill our vacant slot. One of the new ensigns was scheduled with us for a routine night training flight. Dave assigned the new guy to fly his wing (my old spot); Jake flew section; I flew Jake's wing, number four spot. Dave led our flight out of Alameda and over San Fran bay so that we would have a good horizon and enough lighting for practice rendezvous. Dave was not one to take a new ensign out over dark water, with no horizon, to practice what could be a very dangerous maneuver. We made a normal break and tail chase; then

Dave began a wide shallow turn so that we could turn inside and join back into formation. As the new guy got close to Dave, Jake and I could see from his wing lights that he had thrown up a wing. By doing so, he totally blocked his view of Dave's plane. However, Dave, the experienced old sage, was on guard and moved his AD in time so that the rookie went screaming right by; left wing straight down, right wing straight up. No way could he have any idea where Dave's aircraft was. Not a good start!

Dave called on the radio and said in a calm voice, "OK, let's try it again. Number TWO do not throw your wing up; if you have to, just slide on past, but do not block me out." We tried another rendezvous; this time it was even worse. Number TWO came barreling in at high speed, stood the AD on its wing, totally losing sight of Dave's plane. Dave made a fast climb, just in time, and TWO went skidding on past-Jake and I thought the new guy had caught Dave with his wing. Dave kept his patience and then let the new ensign make a V-E-R-Y S-L-O-W join up. Then Dave called, "OK, Tiger flight, let's close it up and head for the barn." We landed, secured the aircraft and headed for the Ready Room. Number TWO was the last to enter. Dave took a hard look at the newcomer, studying him carefully, then asked to see the goggles strapped to his cloth helmet (before hard hats-remember?). Number TWO's goggles had lens that were so dark they looked black. When asked, "Why would you do such a stupid thing?" He replied, "Well, you see sir, by wearing the dark lens while night flying, I have no trouble with night landings. When I am ready to land, I simply lift my goggles and everything is just like daylight."

The next morning the new ensign was no longer assigned to our squadron.

NOTE: To submit items for "ONCE A JOCK..." send to FMA, attn. LOG, P.O.Box 2284, Arlington, VA 22202-0284 or FAX 800/964-5956.

HOWGOZIT

Membership

w/addresses-884	Missing-22
Deceased-346	Total FMA-1252
Life Members-511 (28 LMs Deceased)	

FMA Treasury

Investment fund	\$28,244
NFCU (savings)	\$ 1,109
NFCU (checking)	\$ 3,146
Total- \$32,499	

AMF Treasury

Investment fund	\$23,395
NFCU (savings)	\$ 5,849
NFCU (checking)	\$ 261
Total- \$ 29,505	

The US NAVY 'Haul-a-way' Plan

Bob Brennan

I hit the recruiting station, when I was seven-teen.

I felt like a Big Time Operator - but I was mighty green. OH YEAH!-

Said the friendly recruiting sergeant, a giant of a man:

"Today's your lucky day, Boy, you can join the Haul-a-way Plan." HO HO!

"Just raise your right hand up, and sign on the dotted line.

You'll be flyin' in no time, and I'm sure you'll do just fine." SURE!

He didn't know that I get airsick, just sitting in a car

It's worse when I've had a drink or smoke a big cigar. WHOOPS!

So, I arrived at Pensacola ... in the middle of July.

To a place they called OC-TU. Hell, I just wanna fly. SOME DAY!

We marched straight to the barber, he touched my lovely hair.

I looked into the mirror ... *my locks no longer there!* GONE!

Then we went to pre-flight, and I felt this would be cool

but t'was not really flying; it seemed a lot like school. GOTCHA!

Astronomy, aerology ... Navy Regs and navigation

Marching, drilling, swimming: lots of aggravation. BORING!

Whiting Field at last - my instructor's name was Duke.

He wasn't very happy as I leaned o'er the side to puke. WATCH OUT!

He would have been OK - but of course there was a catch,

On torrid Florida summer days, he flew with an open hatch. SORRY!

On the second flight together, he handed me a sack.

I promptly filled it to the top, and tossed the damn thing back. AGAIN!

He must have seen it coming: I heard a fearsome scream:

"Missed me!" - but he forgot about the slipstream. POW!

Last time I saw Duke was in training for formation

He was flying on my wing, so he had no trepidation. JUST WAIT!

I started into a left turn, and Duke slid right under.

You know what happened (and so does Duke): one gigantic blunder. BAD MOVE!

Well my stomach settled down, and things began to click.

I became a "red hot pilot" - not bad for a country hick. YUK YUK!

Today with gold wings gleaming, I really am a man.

"Look, Ma, I'm flying - thanks to the Haul-a-way Plan". AMEN!

(subtitle: "PUKE ON DUKE")

The LOST FLIGHT

(The following members are 'lost', can you help us find them?)

Raymond H. Barker
James W. Basham
Richard F. Bradberry
Homer L. Burrell, Jr.
Jean S. Clauzel
William F. Conklin (LM)
Henry E. Covert
Robert M. Dagg
Charles E. Engel
David L. Hardin
Stanley M. Hayes
Floyd E. Hower, Jr.
Edward P. Kellogg, Jr.
Robert J. McCarty
Robert Allyn McGrath
Robert L. Schaub
George F. Smith
William D. Smith
H. Carlisle Stafford, Jr.
Thomas H. Thornburg
Carlton L. Wilgus
Grover Yowell

News Item:

Your editor, in his staunch and persistent search for fresh and exciting features for the *Aviation Midshipmen LOG*, has enticed a "Poet Laureate" on board to add culture and polish to our publication. Here is a sample...judge for yourself!

From Yer FMA 'Poet'

A feller axed me to be
Yer Po-Et-Lar-I-At.
I figger its quite a honor.
Still I do have cause to fret.

He even called me "Mister".
Shucks, I'm jes plain ol' Bob.
He did a lot of sweet talkin -
Guess what? I tuk the job.

My only claim to poetry
Wuz in school when the bully bellows,
"Youse must be quite a poet
Cuz yer feets-they's such Longfellows!"

And why I should be a 'lariat',
I aint got nary a clue.
The only rope trick I ever done
Wuz tying up my shoe.

Yet I did say, "Yep, OK",
So I plans to spend some time.
But words like 'poet' n 'lariat'
Is mighty hard to rhyme.

They's got to be jes somethin
What rhymes with that word 'poet'.
It's right on the tip of my tongue -
Dang word - it's there - I know it!

But nothin rhymes with 'lariat',
I've given up all hope.
It'd make rhymin life more easier
To be known as "Poet Rope".

Then after all that toil and fuss,
I lern't the pay aint much.
That feller took advantage
Of me - I'm such a 'easy touch'.

So here I sits a'wonderin
And chewin on my cud.
Schemin how to get even
With that feller - Orton Rudd.

Now if'n you get to see me -
Youse Middies all which fly,
Don't say nuttin 'bout poetry -
Smile....and jes say "Hi".

Bob Brennan (15-48)



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(619) 582-8910
WILLIAM F. RAU (LM)
46 COLUMBUS CT
PALM COAST, FL 32137-8332
(904) 446-8017

JAMES R. REDDEN (LM)
6529 COACHLIGHT WAY
WEST CHESTER, OH 45069-2050
(513) 755-7301

LAWRENCE A. SCHOELEN (LM)
3364 PUNTA ALTA, UNIT 3G
LAGUNA HILLS, CA 92653-2866

RICHARD M. SHREWSBURY (LM)
2341 FAIRWAY CT
OXNARD, CA 93030

MAX L. SLANKARD (96)
241 RAINIER WAY
FOX LAKE, IL 60020-2002

RALPH E. SLUIS (LM)
6805 SATINLEAF RD, S. #201
NAPLES, FL 34109

ROBERT P. SMITH (LM)
6272 S. GARFIELD DR
LITTLETON, CO 80121-3110

ROBERT K. SMYTH (LM)
5192 SE CLUB WAY, #112
STUART, FL 34997
(561) 220-4120
(e) intruder1@worldnet.att.net

GILBERT L. SUMMERS (LM)
6817 SPRINGHILL DR
LONGMONT, CO 80503-7240

DONALD A. SUMNER (LM)
1525 15TH AVE SE
SAINT CLOUD, MN 56304-3310

WALTER "R" THOMAS (LM)
6360 ENGLISH IVY WAY
SPRINGFIELD, VA 22152

JOHN A. THOMSON (95)
168 SWAN VIEW DR
KILL DEVIL HILLS, NC 27948-8048

E. "GENE" TISSOT (LM)
(916) 269-2337

(e) gnet@oro.net

CHARLES E. WELLING (LM)
2707 S. GROVE ST
ARLINGTON, VA 22202-2423
(703) 683-5354
(e) wellingco@earthlink.net

WIDOWS

ROSE MARIE ANDREWS
912 QUEEN ELIZIBETH DR
VIRGINIA BEACH, VA 23452-4539

JOYCE REGAN
10851 GULFSHORE DR, APT 403
NAPLES, FL 33963-3026

MARGIE ROSSI
1133 BLACKBURN LN
VIRGINIA BEACH, VA 23454-1941

MARY MILLER PIKUL
1511 TWISTING TREE LN
MC LEAN, VA 22101-4153