



The Aviation Midshipmen

Winter 2009

LOG

Newsletter of the Flying Midshipmen

WELCOME BACK TO PENSACOLA*



Reminisce about the good old days



Watch the Blue Angels Practice



Visit the Naval Aviation Museum



Tour NAS Pensacola

*** (See the four page insert in this LOG for the list of activities, accommodations and special events)**



A NEW FEATURE IN THIS EDITION OF THE LOG IS "How it all Came About", (or how I found myself in "The Program.") Also, with this issue we begin the personal stories of life in the V-5 PROGRAM as experienced at the University of Southern California.

In future LOGs we plan to build on this informal history of how we began the journey that culminated with receiving our "Wings of Gold." If you have not already done so, this is an opportunity for your V-5, or other group, to record some of your stories of those early days.

If you would like your stories in the next LOG, please submit information and photos of your initial encounter with "The Program" by 10 June 2009

The Aviation Midshipmen LOG

Publisher

Aviation Midshipmen Foundation

Editor

Bill Busse (2-47)

Photo Contributors

Roy Mantz (7-48)

Earl Rogers (6-47)

Historian & Research

Glenn Allen (14-46)

Poet Laureate

Bob Brennan (15-48)

AMF Address

P.O. Box 246

Compton, MD 20627

Phone: 301.475.7890

Website: www.flyingmidshipmen.org

e-mail: phengel@earthlink.net

The *Aviation Midshipmen LOG* is published biannually by the Aviation Midshipmen Foundation, a non-profit, tax exempt, educational foundation as defined in Section 501(c)(3) of the U.S. Internal Revenue Code. The AMF LOG 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, internet connection and an "800" telephone number to provide service for our members.

Articles and photos for publication in the LOG are encouraged; submit them to the LOG Editor at 555 Byron St. #308 Palo Alto CA 94301.

The PURPOSE of the Association and Foundation is to preserve and strengthen a spirit of comradeship among members of the Armed Forces of the United States who served in the U.S. Navy as Aviation Midshipmen; to record and preserve for historical purposes a memory of the era of Aviation Midshipmen in the United States Navy during war and peace; to foster and perpetuate the role of aviation in the United States Navy; to give appropriate recognition to the memory of those who pioneered and contributed to its development; to help preserve for history for the benefit of future generations, appropriate representative naval aircraft and related equipment; and to promote naval aviation and the United States Navy. Additionally, the AMF educates America's teenagers in Aviation to encourage them to choose careers in Aviation.



PRESIDENT LOU'S MESSAGE

I am pleased to report that the contract between the FMA, the USS Midway Museum, and the San Diego Foundation has been completed and the Flying Midshipmen Endowment Fund established.

A total of \$35,000 from the Aviation Midshipmen Foundation, combined with an equal amount contributed by the USS Midway Museum provides \$70,000 as the initial corpus to the Flying Midshipmen Endowment Fund

On Page 20 of the LOG you will find information on how to contribute to the Flying Midshipmen legacy. A total of about \$360,000 is needed as the base sum sufficient to produce income necessary to support the Flying Midshipmen Youth Aviation Training Program in perpetuity on Midway. I am confident that our membership will be generous in support of the program. For example, if each of us contributed \$500, we could achieve the goal practically overnight.

Of significance is the fact that the USS Midway Museum has signed on as a Founder, which means that Midway will continue to support the program through its fund raising efforts well into the future.

Read in this issue, Roy Mantz' summary of the very impressive Flying Midshipmen aviation training program accomplishments made this year.

Think reunion! I urge as many of you as can to attend the annual FMA reunion in Pensacola from May 4-8, 2009. Gene Martin and his volunteers have put together a stimulating array of activities. Take a look at the details in this LOG. There's no question that it's getting tougher for all of us to travel and maintain a rigorous schedule. But what the heck, give it one more try. Take advantage of this particularly grand reunion, a homecoming for the Navy's gallant and unique Flying Midshipmen community.

2009 REUNION IN PENSACOLA!

THE 2009 FMA Pensacola Reunion will be held on May 4th thru 8th, 2009. We have rooms at the Ashton Inn & Suites on Pensacola Boulevard. The Ashton Inn is close to Corry Field, and has both indoor and outdoor pools, and a workout room.

You might ask why the change in our "normal reunion" week-days. The main reason is that we will have an opportunity to see a Blue Angel Practice Show on the Tuesday morning of our Reunion Week.



Also, We have planned very interesting tours for you folks to enjoy during your visit.

Your Registration Form is included as an insert in this issue of the FMA LOG. We look forward to seeing each and every one of you. It won't be too long before you will receive your SIGNAL "CHARLIE" and be able to begin your approach to the FMA Ready Room. **See You There!**

Reunion Chairmen...Gene Martin 3-48 & Ben Paschal 19-48

FMA OFFICERS

PRESIDENTS EMERITI
 CAPT Lawrence C. Day
 CAPT Glenn L. Allen, Jr.
 ADM G. E. R. Kinnear, II
 RADM William A. Gureck
 RADM Paul H. Engel
 RADM James B. Morin
 RADM William G. Sizemore

PRESIDENT
 CAPT. Louis Kriser

SENIOR VICE PRESIDENT
 Joseph A. Reyes

EXECUTIVE DIRECTOR
 CDR Herbert A. Sargent

SECRETARY
 CAPT Roy T. Mantz

TREASURER
 CDR James J. Sullivan

HISTORIAN
 CAPT Glenn L. Allen, Jr.

VP-EASTERN AFFAIRS
 CDR Herbert A. Sargent

VP-WESTERN AFFAIRS
 CDR Elmer M. Tollgaard

VP-MEMBERSHIP/RECORDS
 CAPT Roy T. Mantz

VP-CORPORATE AFFAIRS
 CAPT Gerald R. Bell

VP-PUBLIC AFFAIRS
 CAPT Walter "R" Thomas

VP-AVIATION TECHNOLOGY
 CAPT David B. Seeman

VP-LEGISLATIVE AFFAIRS
 CAPT Louis Kriser

VP-EDUCATION
 Hon. Robert T. S. Colby

VP-WIDOW AFFAIRS
 Catherine Caldwell

DIRECTORS
 Glenn L. Allen, Jr.
 Gerald R. Bell
 D. E. "Del" Brandenburg
 Catherine Caldwell
 Paul H. Engel
 Robert D. Kaiser
 G. E. R. Kinnear, II
 Louis Kriser
 Roy T. Mantz
 James B. Morin
 Joseph A. Reyes
 Herbert A. Sargent
 David B. Seeman
 William G. Sizemore
 Norman E. St. Louis
 Walter "R" Thomas
 Elmer M. Tollgaard

AMF OFFICERS

PRESIDENT
 RADM Paul H. Engel

SECRETARY/TREASURER
 CAPT Walter "R" Thomas

DIRECTORS
 Paul H. Engel
 Louis Kriser
 Joseph A. Reyes
 William G. Sizemore
 Walter "R" Thomas

ON GOLDEN WINGS

as of 10 January 2009

Aviation Midshipmen



Coe M. Anderson
 Henry G. Bailey, Jr.
 Ralph F. Bennie, Sr.
 Gordon E. Clark
 Donald R. Contant, Sr.
 Richard G. Forward
 Joseph A. Gawryś
 Norman R. Gearhart
 James A. Helle
 Carl B. Hillesland
 Donald J. Keefe
 Karl B. Kohlsaft
 William V. Lassen

Frank R. "Mac" Mackinnis
 Dwight A. Mahaffy
 Carl H. Molling
 Alan R. Nye
 Charles C. O'Reilly
 Philip F. Palmatier
 Lewis H. Petersen
 Richard L. Sears
 Raymond J. Svigel
 John F. Vitcenda
 L. O. "Buz" Warfield
 Thomas E. Woolcock

Wives/Widows

Shirley Ackley
 Kathryn Clark
 Jacquie Davis
 Rosamond Farrar
 Beverly Miller
 Mary Mills
 Barbara Parrish
 Norma Shrewsbury
 Marilyn Sinkez
 Jenney Speer
 Winifred McNally

Wife of Alfred R. "Russ" Ackley (1-48)
 Wife of Gordon E. Clark (1-47)
 Wife of Frederick P. Davis (9-48)
 Wife of Guthrie Earl Farrar (10-48)
 Wife of Donald A. Miller (9-49)
 Wife of Joseph E. Mills (13-48)
 Wife of William I. Parrish (2-48)
 Wife of Richard Shrewsbury (4-47)
 Wife of George Sinkez (21-47)
 Wife of Paul H. Speer (12-48)
 Widow of Allen E. McNally

PENSACOLA...A BIT OF HISTORY

NAS Pensacola, the "Cradle of Naval Aviation", occupies 5,804 acres and has a significant historical background. The site has a history dating back to the early 16th century, when a slave trader discovered Pensacola Bay in 1516. Twelve years later, in 1528, Don Tristan de Luna entered the harbor with 2,000 others and established the first white settlement in North America on Santa Rosa Island. The site now occupied by Naval Air Station Pensacola started as a Spanish fort built in 1797. Since then, the flags of Spain, France, Great Britain, the Confederacy, and the United States have flown over the strategic port of Pensacola.

The original aviation unit which set up shop at Pensacola consisted of nine officers, less than two dozen enlisted men, and seven ungainly flying boats and hydroaeroplanes commanded by Lieutenant Commander Henry C. Mustin. That was the start of the Navy's first air station and flying school. The station logbook was begun February 10, 1914, which has been considered the date the station was officially commissioned. The picture soon changed with the entry of the United States into World War I. Within 2 years, Pensacola had trained over 1,000 aviators. During World War II, the number of pilots trained at NAS Pensacola reached its peak. In 1944, over 12,000 men completed the extensive training and flew a combined total of almost 2 million hours.

THE FORKS IN THE ROAD or WHAT IF?

As I slump into Golden Age/Old Age/ Senility, I find my- mind wandering and fantasizing about 'What Ifs' – like... What If I had been born rich instead of handsome?

Or, as Brando said in On the Waterfront. *"I cudda been a contender"*! Could I?

A wit said, "If you see a fork in the road...pick it up !"

There were two Momentous Forks that I picked up in my Navy Career...and I always wonder...What If

FORK # 1

At the end of my senior year in high school, I enlisted in the Navy.

Everything was "GO" but for one final interview at the Third Naval District, 90 Church Street, NY, NY.

Fortunately, my interviewer, a Navy JayGee. knew of and explained the Holloway Planand as the saying goes, *"The rest is history"*!

And yet, I wonder...*What If I had been an Enlisted? What If ???*

FORK # 2

August 14, 1950 - CarQuals on the USS Cabot in F4U- 5

BAD DAY!.1 cut, 2 wave-offs...sent home in shame... need more FCLP

August 16, 1950 – Scheduled for special FCLP (only me) on the way, message,

"Cabot is underway. If you can reach her pronto, you can try landings."

I find her...5 passes, 5 cuts...I qualify in the F4U-5 !!!

August 19, 1950 – Qualified in Fives, I am now assigned to an operational squadron ...VF-33 at Norfolk flying Fours !!!!

September 1, 1950 – I am aboard the USS Leyte with VF-33 – heading for Korea !

And so, I wonder - What If I had 'missed the boat'? What If ???

Bob Brennan 15-48



"I could have been in France"

"404 your starboard gear is trailing!" The Coral Sea asked how much fuel I had and I replied 150 gallons. With my Hoo-sier accent they thought I said 50 gallons. *"We'll take you aboard."* As the first pass was made, a wave-off ensued. LSO called saying, *"a good pass"*, but the ship needed more speed. Next time around I received a cut. **BOOM!**, 404 and the deck met as you can see in the photo.

The moral of the story...always speak distinctly when asked a question. Many a time I have wondered about the wild time I may have had in France had the ship known I had 150 gallons!

John Macy 19-48



FMA QUIZ...Submit YOUR questions for the next LOG

Who is your favorite FMA Liberal ?

- Do we have any ?
- Bob
- What's a Liberal ?

Who is your favorite FMA poet ?

- Do we have any ?
- Bob
- What's a poet ?

What is the most important thing to do in a cat shot ?

- Aim at the cat's head
- Full power
- Pray

What is a DZUS key ?

- The last note on a piano
- Some kind of a Greek God
- A gizmo to check the SNJ's gas

What makes a successful 'bail-out' ?

- Friends in congress
- A parachute
- Be too big to fail

What is a "UBAG" ?

- A pick-up when you're dead drunk
- A kind note from your instructor
- An African Ubangi

Some Stats that need answers. (If you think you have the answers, please submit them to the LOG editor)

Who is the oldest FMA Middie ? 83 ? 84 ? 85 ? 99???

Who is the youngest FMA Middie ? 40 ? 78 ? 79 ?

Who has the most kids ?

Who has the most grandkids ?

Who has the most great grandkids ?

Who has 'secret' offspring that they not telling ?

Bob Brennan 15-48

HOW IT ALL CAME ABOUT!

Ed: One of the interesting aspects of our Navy careers is just how we came to be in the “Program” in the first place. Feel free to contribute your “story” for inclusion in a future LOG.

I passed the Navy V-5 test in 1943. World War II was in full bloom. All able-bodied men could volunteer for service or be subject to the draft. In my neck of the woods, Erasmus Hall High School, Brooklyn, NY [the home of the Brooklyn Dodgers] the guys were eager to join up. It was a point of pride to be able to say *“I’m going to the Army this...or the Marine Corps that,”* and therein lies the story.

I was too young to be called. I looked older, a receding forehead and pompadour, a handsome fellow. If the girls ever found out that I was younger than they, my social life would be ruined. Peer pressure was enormous. *“Where are you headed Lou?”* The excuse that I hadn’t heard yet was getting shopworn. I had to do something. So the scheme to create a forged birth certificate developed.

My Mom was suspicious when I asked her the whereabouts of the certificate, but she acquiesced. When the lights were low, I snatched it. NY State’s certificate is a beautiful piece of parchment, greenish with decorative design. Mom had folded it so that the “7” was on the crease. Changing the number to “6” was a daunting task but I was up to it. With green eyeshade, I gently rubbed at the “7” with an art-gum eraser. It became evident that the parchment would be smudged. So I turned to my trusted Underwood, and zeroed in on the exact spot for the number to appear when I struck the key. The Underwood was aggressive. Pressing the “6” resulted in a steel arm attacking the paper with vengeance. When I finally had the certificate lined up the right way, the whack to the paper put a hole in it. But, huzzah, the “7” looked deceptively like a “6” Armed with that vehicle, I went to 90 Church Street, NYC, to take the V-5 examination.

I was one of three that passed the test that day. The Lieutenant in charge called us to his office. He asked if there was anything he should know before he swore us in. **SWEAR ME IN? I wasn’t expecting that.**

Sweat started to pour from below my pompadour. Mom would kill me with a wooden spoon (being a traditional Austrian-American mama). I told the officer I had to speak with him. When he found out I was only 16 years old, he began to froth at the mouth, and let me know in no uncertain terms that a forger was unfit to become an aviation cadet in the United States Navy. The tears welled in my eyes before he calmed down, put his hand on my shoulder, and asked where I was headed after graduation in January 1944. I told him Cornell University. He said consider yourself having passed the V-5 test, and that I would be receiving orders to report for duty in May, 1944.

I was really “flying”! Now I could tell my classmates that I was going to be a Naval Aviator. Talk about prestige and PRIDE! The gals never let go!

Lou Kriser #15 Midn



The “Toilet Paper Caper” or How I Became a Naval Aviator

Our principal at South Pasadena-San Marino High School knew that I had been flying from El Monte Airport for a couple years and had my private license. He had called me to his office for a reprimand one day after I buzzed a football game and “happened” to drop a few rolls of toilet paper over the field. It was

then that he recommended I look into what he called a “great program,” the Holloway Plan, to become a Naval Aviator. I was accepted by USC where I attended September 1946 to March 1948...We had no uniform or Naval classes and little supervision during this time at USC. **Only the Frat house!**



Jim McClure 7-48

HOW IT ALL CAME ABOUT! Pg. 2

The Army's Loss...

I was motivated at an early age to become an aviator. As recorded in my father's Pilot's Log Book, I had my first ride in an airplane at the tender age of two, riding on my mother's lap in an open cockpit of a biplane piloted by my father.

Aviation, both general and military, ran in the family. Both my father and stepfather were aviators. Short of my eighteenth birthday, I was at home on Christmas furlough from high school at the New Mexico Military Institute with a Selective Service Pre-Induction Physical Examination order

in hand. The chance of a flying career appeared quite dim and I felt **I was doomed to be an Army draftee**. My stepfather just happened to be listening to the radio while shaving and learned of the Navy's call for enlistees in the Naval Aviation Preparatory Program (V-5). We rushed down to the office of the Director of Naval Officer Procurement in Los Angeles whereupon I learned of the program, took a battery of tests and a physical examination. Soon thereafter, with my parents' consent, I was sworn in as an Apprentice Seaman, USNR. ***The Army's loss was the Navy's gain!***



Roy Mantz 7-48

Naval Aviators Are the Finest

During my senior year at North Hollywood High School I was planning to attend Cal Tech and pursue my goal of becoming an Aeronautical Engineer. In fact I had been admitted, having passed four difficult three hour entrance exams.

However, as the year 1945 commenced many of my high school friends were joining the military. Seven of us went to the Director of Naval Officer Procurement in Los Angeles and joined the V-5 program. I was influenced to join the Navy by my father, who had been an aviation mechanic and was then a Bendix Technical Representative. He worked with the military during the war and told me ***that Naval Aviators were the finest.***



Gene Tissot 9-46

Here is My Story:

I was interested in flying as a boy because my dad flew with the RFC/RAF in the Great War. I published his letters in 1995 in a book titled A Yankee Ace in the RAF, University Press of Kansas <http://www.kansaspress.ku.edu/moryan.html>. I did the usual stuff growing up, built and flew model airplanes, read aviation adventure stories, and thought it would be cool to be a rear seat gunner in an SBD.

I was a senior at Beverly Hills High in the spring of 1945. All high school seniors were expecting to be drafted after graduation if they didn't volunteer for one of the services. At that time the Army Air Corp was closed down for pilot training with a huge backlog. Navy pilot training was only a dream for us teenagers who wanted to fly. Naval Aviation had been closed for pilot recruitment for months or maybe years. Shortly after VE day in May the word came out (as I recall the Navy contacted all the high schools in the LA area) that applications were being accepted for the Navy V5 program. I wasn't scheduled to graduate until winter of 1946, and was still 17 years old, so I had to get my parents permission to enlist and take extra classes to have enough credits

to graduate in the summer of 1945. I rode the streetcar to the recruitment office in downtown LA with one of my HS buddies.

We took all the tests, and went home to sweat it out. A letter finally arrived from the Navy Department stating that I was qualified for "**duty involving flying**" (what a thrill that was) and that I would report to the Navy V12 unit at Occidental College on July 1, 1945. The Atom Bomb and VJ day all happened in August, and with the war over, the Navy closed down Oxy and sent us over to the V12 unit at Cal Tech. I couldn't wait to fly, so while attending Cal Tech I went to a local airport (Cable-Clairmont Field) on weekends and paid for flying lessons until I soloed in a Porterfield 65. Did it all over again in Stearmans at Los Alamitos. When the V12 unit closed down at Cal Tech we were transferred to USC for two more semesters to give us the equivalent of two years of college. But the USC V12 unit closed, and we spent the summer of 1946 living at home and attending USC in civvies. In the fall we reported to Selective Flight Training at Los Alamitos as NavCads.

Earl Rogers 6-47

HOW IT ALL CAME ABOUT! Pg. 3

If We Said, "Yes!"

In 1945 while in aviation aircrew radio school after boots at Memphis, Tennessee, we were called into a room (about 75 aircrew radio trainees) and informed that some of us were eligible for Naval Aviation training. The Lieutenant speaking (I assumed he was a Lieutenant because he had a bunch of gold on his epaulets) told us that he would announce each of us by name and then he would say either "yes" or "no". If he said "no", we were not to respond and he would move to the next name. If he said "yes" we were each told to respond "yes" or "no". If we said "no" we would stay in radio school. **If we said "yes" we would be entered into the Naval Aviation Training program.**

Since my name starts with "S", and everything in the training phases of the service is governed "alphabetically", I had perhaps ten minutes before my name would be called

to consider in which direction to point my eighteen year old body. I was a seaman second class (not an apprentice, mind you) and although I liked radio school, I could, by uttering one word, become a Naval Aviation Cadet.

I had many times as a kid growing up in Seattle seen Naval Aviators in their greens walking down a street in town and fantasized becoming one of those guys. I was sure if that happened it would shorten the war considerably. Being just out of High School and without any knowledge of how to get into Naval Aviation, I volunteered for Aircrew as the closest I could get to my fantasy.

When the Lieutenant called my name I replied "yes", almost involuntarily. I had been a lucky guy all of my life, but this was beyond good luck!

Hank Stanley 1-47

"You are too tall!"

In 1945 during my senior year in high school all my friends were enlisting in the various services. I was getting lonely so I decided to sign up for the Navy Air Crewmen Program. As I got off the elevator in the recruiting office an old grizzled chief took one look at me and said "**You are too tall!**"

A week later I tried to enlist as an a/s and flunked the physical. I was as low as they came. I had polyps and Flat feet. I had an operation for the polyps. The Navy V-5 program then opened and I rushed to the recruiting office with a hole in my mouth (from the operation) and flat feet. I passed the physical and tests with flying colors. **Being too tall was my passage to glory!**

Stan Pederson 26-47

LIFE DOESN'T GET MUCH BETTER!

In mid-June 1945 I was working for my dad as an apprentice carpenter having flunked the Navy physical in Phoenix and having no thoughts of ever attending college. Then high school buddy, Jim Hendrix, changed my life. "**Hey, Bill. I have an extra application for what's called the Navy V-5 Program. How about the two of us hitch-hiking to LA.**" Well, I decided I could visit my Aunt and Uncle while Jim joined up...free room and board on the Navy...why not. At the Procurement Office Jim and I were greeted rather warmly, being the only non-Californians to apply at that time.



I went through the physical waiting to be advised that I didn't qualify, but to my utter surprise it didn't happen! And then to our amazement we found we were two of the five who made it...out of about 50 applicants. Wow! Back home in Prescott, proudly sporting our V-5 pins, we were flying high. I can still feel the elation of it all. Off to college at Flagstaff and home for the weekends to share our war stories with the girls left behind. Life for a country boy just doesn't get much better!

Bill Busse 2-47



THE WEST COAST REUNION ...SEPTEMBER 2008

The **Thirty Sixth Annual West Coast Reunion**, a three day event held in Monterey during the second week of September, was enjoyed by sixty-five FMA members, wives, daughters, friends, and widows. A hospitality room courtesy of the Monterey Bay Lodge was a gathering place for old pre-flight class mates and squadron mates to exchange stories. It seems that elder Naval Aviators are not the drinking bunch they used to be. A case of beer and some big bottles of wine were left unopened. Maybe that's a good sign.

A Tuesday night dinner at the Monterey Elks Club featured a western barbecue buffet. The dress code was cowboy hats boots, jeans, and string ties. A few women showed up in very classy cowgirl outfits. On Wednesday night the FMA hosted a banquet at the Rancho Canada Country Club in Carmel Valley. Forties and fifties music played during dinner and afterwards for dancing.

During dinner Ed Phillips gave us a rundown on the Midshipmen in Combat project and **Roy Mantz** provided the latest information on the FMA/USS Midway partnership that offers a two week training class on the Midway Museum in San Diego for Sea Cadets preparing to take the Private Pilot written exam.

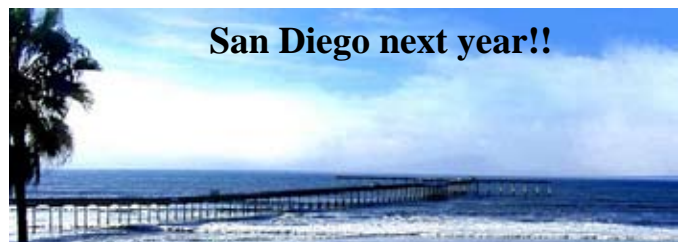
Lou Kriser, President of FMA, in a nice gesture recognized six members for various contributions to the organization and presented each with a handsome plaque. They were **Bill Busse; Editor of the LOG, Dave Hardin; Webmaster, Roy Mantz; liaison to the Midway, Earl Rogers; reunion host, Herb Sargent; Executive Director, and Smokey Tollgaard; West Coast Vice President**, and last year's reunion host. Whether these awards have set a precedent remains to be seen. Hosts (or ghosts) of reunions past might wish for their fifteen minutes of fame.

FMA widows are most welcome at reunions. Three of them attended this year. **Bobbie Foucht** and **Joyce Rochester** came to all the events while **Arlene Lopez**, widow of Vic who hosted the 1997 Monterey reunion and who passed away earlier this year, attended the Wednesday night banquet with their daughter, **Tracy**. **Earl Rogers 6-47 Reunion Chairman**

THOSE ATTENDING

Name	Wife/Friend	Preflight Class
Bob Aumack	Elizabeth	18-48
Robert Bell		15-47
Robert H. Belter		15-48
Robert Bennett	Jan	15-47
Bill Busse	Barbara	2-47
Rick Cotton	Betty	6-47
Dale Davis	Joan	1-47
Roald Eide		8-48
Bobbie Foucht		
Don Goodrum	Georgia	2-47
David L. Hardin	Marty	13-48
Sport Horton	Judy	2-47
Louis Kriser		#15 Midn.
James D. Long	Isabelle	17-48
Arlene Lopez	Tracy	
Donald Luallin	Ione	9-46
John Macy	Margot	19-48
Roy Mantz	Kathleen	7-48
Jim McClure	Carol	7-48
Dewey McCrary	Altha	1-48
Stan Pederson	Audrey	6-47
Edward Peterman	Nita	7-48
Edward Phillips	Doris	#83 Midn.
Marvin Quaid		14-48
Bill Rankin	Gail	1-47
Joyce Rochester		
Earl Rogers	Dixie	6-47
Guests	Marcy, Mallory	
Fritz Rubins	Suzy Finnigan	17-48
Herb Sargent		9-47
Bernie Shank		2-48
Snuffy Smith	Sheryl	8-48
Robert Smyth		9-46
Hank Stanley	Evie	1-47
Bob Stephan		14-49
Charles Swanson	Nell	20-47
Gene Tissot	Norma	9-46
Smokey Tollgaard	Shirley	2-48

San Diego next year!!



IT WAS A GREAT REUNION!!!



Bob and Jan Bennett



Roy and Kathleen Mantz



Sport and Judy Horton



Cal and Nell Swanson



Ed and Nita Peterman



Bernie Shank



Betty and Rick Cotton



Fritz Rubins and Suzy Finnigan



Shirley and Smokey Tollgaard



These are CHARTER MEMBERS of the West Coast Reunion along with their wives. Amazingly enough they are all "first spouses." Left to right: Bill & Barbara Busse...Bill & Gail Rankin...Hank & Evie Stanley...Dixie & Earl Rogers...Audrey & Stan Pederson



Georgia and Don Goodrum



James and Isabelle Long



Barbara and Bill Busse



Sheryl and Snuffy Smith



Dewey and Altha McCrary



Doris and Ed Phillips



Stan and Audrey Pederson

IT WAS A GREAT REUNION!!!



Carol and Jim McClure



Bob Smyth



Bill and Gail Rankin



Dave and Marty Hardin



Gene Tissot and Norma Bruhn



Marv Quaid



Arlene Lopez



Hank and Fran Wylie



Jack and Margot Macy



Bob Bell



Dixie and Earl Rogers



Lou Kriser



Bobbie Foucht and Joyce Rochester



Ione and Don Luallin



Bob Aumack with friend,
Elizabeth



Dale and Joan Davis



Hank & Evie Stanley



Herb Sargent





FMA 2009 REUNION PENSACOLA FLORIDA



MAKING YOUR RESERVATIONS

The Ashton Inn & Suites (on Navy Boulevard) will be our FMA Headquarters

ADDRESS: ASHTON INN & SUITES, 910 N. Navy Boulevard, Pensacola, FL 32507

Reservation Phone # (850) 455-4561

State you are with the Flying Midshipmen Association (in order to receive the discount rate) and would like to make reservations.

All Rooms include Queen-Size beds, Kitchenette & Internet- Capable
Single Bed(1 Queen) Room - Rate \$65.00 plus Tax
Double Bed (2 Queens) Room - Rate \$75.00 plus Tax



Free Continental Breakfast in Ashton Inn Lobby each day.

Please make reservations to be received by the Ashton Inn & Suites by 30 March. (Late reservations will be handled on a space available basis.)

AIRLINE RESERVATIONS:

Continental (AZP9XJ), American Airlines (A4859AP) service Pensacola, Florida. If you mention the Flying Midshipmen Association, and include the code, as shown, you may receive a discounted fare.

AIRPORT SHUTTLE

Airport Shuttle is available to and from the Ashton Inn & Suites on Navy Boulevard. Beach Bum Trolley will provide this service. They must know your arrival and departure time at the airport. Please, indicate your arrival and departure time in the appropriate space: "Travel Information" on the accompanying Registration Form

We suggest that you make a copy of your completed Registration Form for future reference.

Airport pickups are \$40 for up to 6 passengers. Additional \$5 per person for passengers #6 through #10. Their van carries 10 passengers with luggage.

HINT: If you are coming from an area served by Southwest Airlines, the closest they come to Pensacola, is New Orleans. There you can rent a car and drive to Pensacola. You may be able to save some money.

TRANSPORTATION

Since transportation is provided to all major events, you may not deem it necessary to rent a vehicle while in Pensacola. There are many stores and restaurants close to the Ashton Inn.

CHARTER FISHING

Contact Capt. Sorenson of the "Chulumar" Phone # (850) 934-8037.
Individuals provide own reservations and transportation.

Reunion Chairmen are Gene Martin & Ben Paschal





REUNION SCHEDULE OF EVENTS

May 4 & 5



MONDAY...5/04/09

Ready Room Hours 1200-2300. FMA Reunion Registration 1200-1700. Fee \$27 per person. Check-in to the Ashton Inn: 1500 or later. Early check-in is based on availability of rooms. NOTE: All local Bus Trip fares are \$10 Round Trip, except where noted. A minimum of 30 persons is required for most restaurant bus trips.

1730: Board Bus For McGuire's Irish Pub. 1800: Arrive At Pub.

1800-1900: Open Bar...1900-2100: Buffet consisting of Honey-Glazed Baby Back Ribs, Boneless BBQ Chicken Breast, BBQ Pork Chops, Baked Beans, Irish Potato Salad, Relish Tray, Cole Slaw, Bread Pudding With Whiskey Sauce. Coffee, Tea or Soft Drink. Price: \$20 (Tax and Gratuity Included).

2130: Board Bus For Ashton Inn.

TUESDAY...5/05/09

Ready Room Hours 0900-2300. FMA Reunion Registration 1000-1700:

0730: Board buses for NAS Pensacola to attend Blue Angels Flight, Tours and Lunch.

Taxes & Gratuities - \$33.50 per person. Minimum Attendance - 30. .

0915: Board buses for Museum. 0930: Group Pictures in Museum Atrium.

1000: VADM G. L. Hoewing USN (Ret), to address Flying Midshipmen in the Atrium, followed by RADM "Mac" McLaughlin USN (Ret), President and CEO, USS Midway Museum

1015: Guided Tour of the Aviation Museum

1100: Luncheon at Cubi Point Bar in the Museum. Order from Beach Bum Trolley Menu.

1245: IMAX Theater Presentation: Movie - "Grand Canyon".

1400: Flight Line Tour & Open Time to Shop at Museum Gift Shop

1615: Board Buses for Driving Tour of NAS, arrive Ashton Inn approximately 1630.

1730: Board Buses for Pensacola Beach Boardwalk and Hemingway's Grill.

1800-1900: Tour Boardwalk and Cash Bar at Hemingway's. 1900-2030: Buffet. Prime Rib, Grouper, Chicken Breasts, Mashed Potatoes, Salad and Key Lime Pie. Coffee, Tea or Soft Drink. Price: \$20 (Tax and Gratuity Included)

2030: Board Bus for Ashton Inn.



CONTINUED



REUNION SCHEDULE OF EVENTS

Continued...May 6, 7 and 8



WEDNESDAY...5/06/09

Ready Room Hours 0900-2300.

0800: Board Bus for Beau Rivage Casino at Biloxi. Minimum - 35 passengers.

1000-1500: Gambling and Lunch (on your own - Lunch Compliments of Beau Rivage).

1500: Board Bus (Bus Fare Round Trip - \$20). 1700: Arrive Ashton Inn.

ALTERNATE PROGRAM (If not going on Casino Trip) - 1000-1200: Bridge and/or Pinochle Tournament. 12:00-1330: Lunch on your own.

1400: Board Buses for 2-Hour Historical Tour of Pensacola, including Veterans' Memorial and other points of interest. (\$15 per person, minimum of 30 persons)

1900: Board Bus for Mesquite Charlie's Restaurant. Cash Bar until 2000.

2000-2130: Sit-Down Dinner - Choice of: Entrees: 8-oz Angus Rib Eye, 8-oz Grilled Grouper or BBQ Bacon Cheddar Chicken Breast. Side Items: Western Style Pinto Beans, Choice of Baked Potato or Seasoned Fries, Honey Wheat Bread, Apple Cobbler, Coffee, Tea or Soft Drink. Price includes Tax and Gratuity.
Rib Eye-\$19.00; Grouper-\$18.00; Chicken-\$16.00.

2130: Board Bus for Ashton Inn.

THURSDAY...5/07/09

Ready Room Hours 0800-1700

0900-1000: Board of Directors Meeting in Ready Room

1015: Golfers & Tennis Contestants Depart for NAS Pensacola. (Transportation on your own. If 10 or more register for the events, transportation available @ \$12 per person.

1030-1530: Ladies Board Bus for Cordova Mall Shopping Tour (Bus Fare \$10 per Person: 25 minimum))

1300-1600: Bridge, Pinochle, Dominoes and Cribbage Tournaments.

1730, 1800 & 1830: Shuttle Buses Depart for New World Landing Banquet.

Please note: Coat & Tie and Cocktail Attire are recommended for the Banquet.

1800-1900: Cash Bar at New World Landing.

1900-2100: Banquet: Dinner Menu Entrees; Prime Rib, Baked Grouper and Chicken Cordon Bleu. Escalloped Potatoes, Vegetable Medley, Italian Green Salad, Carrot Cake, Coffee, Tea or Soft Drink. Carafe of Wine on each table. Price - \$30 per person, includes Tax and Gratuity.

1900-2200: Joe Occhipinti's Orchestra Plays Music of the '40's, '50's and '60's for your dancing pleasure.

2100...2130...2200: Shuttle Buses Leave for Ashton Inn.

FRIDAY...5/08/09...HAIL & FAREWELL

Ready Room Hours 0800-1300. Continental Breakfast in Ready Room

1300-1400: FMA Staff Clear Ready Room.



Hail



and Farewell!



REUNION REGISTRATION FORM

FMA Reunion 2009 Pensacola



NAME _____ CLASS _____ E-MAIL _____

ADDRESS _____

NAME TAG NAME: _____ SPOUSE and/or FRIEND(S) _____

CELL PH: (_____) _____ LODGING: ASHTON INN () OTHER ()
 For emergency only Info Only

MONDAY...5/04/09.....

REGISTRATION @ Ashton Inn) () @ \$27 \$ _____
 McGUIRE'S (Buffet) () @ \$20 \$ _____
 BUS (Min 30 people) () @ \$10 \$ _____

TUESDAY...5/05/09.....

NAS TOUR/BUS (Min 30 people) () @ \$33.50 \$ _____
 BLUES/IMAX/BUFFETLUNCH
 HEMINGWAY'S @ PNS BEACH () @ \$20.00 \$ _____
 BUS (Min 30 people) () @ \$10.00 \$ _____

WEDNESDAY...5/06/09.....

BEAU RIAGE/BUS () @ \$20.00 \$ _____
 CASINO/LUNCH
 (Min 35 persons over 21)
 HISTORICAL TOUR/BUS () @ \$15.00 \$ _____
 (Min 30 people)
 MESQUIRE CHARLIE'S
 Rib Eye () @ \$19.00 \$ _____
 Grouper () @ \$18.00 \$ _____
 Chicken () @ \$16.00 \$ _____
 BUS (Min 30 people) () @ \$10.00 \$ _____

THURSDAY...5/07/09.....

LADIES SHOPPING () @ \$10.00 \$ _____
 (Min 25 people)
 *BANQUET at New World Landing () @ \$30.00 \$ _____
 BUS (Min 100 people) () @ \$10.00 \$ _____

PAYMENT TOTAL \$ _____

*For BANQUET Servers' info: Add Name Tag-First Name Only
 Prime Rib _____
 Grouper _____
 Chicken _____

TRAVEL INFORMATION:

AIRLINE ARRIVAL PNS
 AIRLINE _____
 FLT. NO. _____ ETA _____
 Require Shuttle YES () NO ()
 AIRLINE DEPARTURE PNS
 AIRLINE _____
 FLT. NO. _____ ETD _____
 Require Shuttle YES () NO ()

For further shuttle information contact:

Beach Bum Trolley (toll free) at:
 1.888.462.1026

NOTES:

Buses are to and from the Ashton.
 Special event buses are round trip.
 All costs are per person.
 Registration Form Due March 30.
 Last day for Refunds is April 9.
 Errors will be fixed at registration.

MAIL THIS FORM & CHECK TO:

FMA 2009 REUNION
 2172 W. NINE MILE RD. #197
 PENSACOLA FL 32534

Checks payable to FMA 2009 Reunion

OTHER EVENTS

Golf () Tennis () Pinochle ()
 Bridge () Dominoes () Cribbage ()

FUBIR...AN ODE TO A WEAKEND WORRIER

There's part of the US Navy
That proudly wears the star.
Don't hear much about them –
The good old U-S-N-R.

We are the guys far removed
From the Regular 'Glory-ers'
And sometimes known as
The Weekend Warriors.

We've had our share of call-ups –
Korea, Nam and Iraq
Then we fly on week-ends
And try to stay on track.

We're proud of our great country –
Are ready to fight and serve.
We feel it's quite an honor
To be a Naval Reserve.

So we'll yell it loud and strong
With gusto and with verve
For all the world to hear -
F-U-Buster, I'm Reserve.

Bob Brennan 15-48

Note to the Editor:

*I'd be appreciative if you would refer to me
as:*

*A WEEKend WARrior, rather than
A WEAKend WORrier, OK ?.*

*Reminds me of the Editor who wrote about
A Battle Scarred Veteran – due to a typo,
it came out*

*A BOTTLE Scarred Veteran – in haste to
correct, it came out*

*A Battle SCARED Veteran.
So, shape up !!!*

BOOK & AUTHOR INFORMATION



The Brown Shoes

by Patricia Francis and Lou Ives

*Many of you have contributed articles to this book and/or have a copy nearby.
As you will note below, the related website has additional information. Check it out.*

The Brown Shoes Personal Histories of Flying Midshipmen and Other Naval Aviators of the Korean War Era



"These Magnificent Men and Their Flying Machines"

Pat Francis resigned the project several years ago because of her advancing MS. Some of the work (34 tales) she compiled is in the Turner Publishing coffee-table book. The balance of her effort is now on The Brown Shoes website. I'm adding more stories, photos, and background material as it can be generated. Check the website <http://thebrownshoes.org>.

FYI: I graduated from Alhambra High in Southern California in January 1945 and matriculated at Southern Cal in March. Took the oath for V-5 at the Federal Building in LA on the 7th of June and then the choo choo to Colorado College in time to enroll for the summer semester. Three semesters later I was sent to Livermore, CA. for Selective Training and then to Ottumwa...Class 9-46 where I met all you great guys.

Burdett L. "Lou" Ives 9-46

Editor's Note: The somewhat diminutive pilot standing in front of the oversized Corsair is none other than the illustrious "Sport" Horton, who still sports lead in his back from an ill fated F4U flight over North Korea

BRENNAN'S SALUTE TO THE V-5 PROGRAM



Memory Lane

*In each future LOG, we'll have Middie stories
FMA history – the sorrows, the glories.*

*So fasten your seat belt on this fantasy plane
As we launch a flyby down memory lane.*

*Let's start with the old salts – who joined the V-5
They must be exceptional – since they're still alive !*

*Bill, Roy, Sport, Earl, Gene and Stan P
Marched off to war – 'gasp' – at the U of S-C.*

*They joined the Navy to fly over vast seas,
Soar free as a bird – and zoom as they please*

*Then where did they go ? To Ottumwa, "Eye A".
"But sir, the oceans are far far away !"*

*They started flying in a biplane machine
Rubber band powered, not gasoline !*

*Stearman - Yellow Peril - ye old en-too-ess
Two hundred horses they put to the test.*

*Now here are their stories – the stalwart V-5's
The truth, the whole truth – or maybe white lies??*

Bob Brennan 15-48

THE V-5 UNIT AT THE UNIVERSITY OF SOUTHERN CALIFORNIA

"...the sorrows...the glories...and maybe a few white lies!"

INCLUDED HEREIN are a few hazy memories from the following FMA members whose V-5 college days were spent, in part, at USC: Gene Tissot 9-46...Bill Busse 2-47...Sport Horton 2-47...Roy Mantz 7-48...Stan Pederson 26-47...and Earl Rogers 6-47.

Bugs Bunny and the Portuguese Navy

Sometimes it pays not to be too clever. We took Naval History from a Prof we all called "Bugs Bunny." It wasn't because he was funny and entertaining...he just looked like Bugs Bunny. Early in the semester he gave us a particularly difficult test. Questions like "The Portuguese had bases on blank, blank, blank and blank" and the Portuguese admirals were blank, blank and blank." No one had a clue! But two of our more astute classmates hazarded guesses that "The Portuguese had bases on first, second, third and home" and the Portuguese admirals were "Manny, Moe and Jack." WRONG! The next day Bugs had them report to the C.O., Capt. Cutler, and they were summarily dismissed from the program! BUMMER!



Bill Busse 2-47

Two Nickels, a Bookie Joint and a "G"

"Where else could you get paid to study at a university with such a high pedigree rating...and a very expensive one at that! I certainly couldn't afford such an education, especially when I didn't have two nickels to rub together at that time in my life."

We ran a "Bookie Joint" in my dormitory room where Captain Godell, the Marine in charge of our V-5 Unit, once placed a bet on a horse."

WHAT'S A "G"?

While studying at USC I volunteered to be a subject on their newly installed centrifuge. I wanted to find what kind of a "G" talent I possessed because I intended to be a fighter pilot when I completed flight training. The results were inconclusive!"

Sport Horton 2-47

The Great George Tire Biter!

"George Tire Biter", our famous Airedale mascot, had free entry to all university classes and USC football games. "George" took great delight in chasing moving automobiles up and down University Avenue snapping at their tires while we cheered him on!...In 1950 George's career ended when he was run over by the object of his affection...a tire attached to an automobile. He was so admired by the SC students that many years later a statue was erected in his honor! The statue is located near where George did some of his best biting!

Sport Horton 2-47 and Gene Tissot 9-46



THE V-5 UNIT AT THE UNIVERSITY OF SOUTHERN CALIFORNIA Continued

“...the sorrows...the glories...and maybe a few white lies!”



On to the Land of Troy!

A great moment in the lives of the members of the V-5 Unit at Arizona State College in Flagstaff occurred in September 1945. First a bit of background. Members of the V-12 Unit that preceded us at Flagstaff treated us as third class citizens and there was no love lost in return.

We knew something was up when the Skipper called us all to the lounge. *“The Navy is decommissioning Flagstaff and you are all being re-assigned. The V-12s are going to the University of New Mexico...dead silence...and the V-5s to USC!”* Bedlam!! Revenge was ours! (You don’t know how such decisions are made and by whom, but going to USC instead of UNM changed all of our lives dramatically. Thank you, whoever you were!)

Bill Busse 2-47

The Sport Uncovered!

I’m not sure why I addressed all of my shipmates with the question, *“Wasa da the matter for you, sport?”* But I became known thereafter as “SPORT” HORTON. The name has been so well worn that most of my Navy friends don’t know that my given name is BOB!

“Sport” alias “Bob”



Bring ‘em on!

We were assigned to Newkirk Hall at USC. The Marine in charge, Lt. Godell, was determined to shape up these ragtag V-5 newcomers. The place to start was “close order drill.” What he didn’t know was that while at Flagstaff we had become superbly adept marchers capable of a myriad of intricate maneuvers. It was showtime and we loved it! Sorry to ruin your day, Lieutenant!

Bill Busse 2-47



What? No Time for Fun & Games?

When orders to active duty came, I was directed to report to the Commanding Officer, Navy V-12 Unit, University of Southern California, Los Angeles, on 1 March 1946. Thus began, in uniform, my first semester of college. Other FMAers that I remember reporting at the time included **Al Barr, Chuck O’Reilly, Bob Johnson, Bill Daniel, Bruce Campbell, Kent Hugus, and Bob Ward, among others.** Our schooling consisted basically of undergraduate math and engineering courses with one Naval Science course. Sadly, there was no time off for much in the way of “extracurricular” activities.

Roy Mantz 7-48



V-5 Unit USC (Spring 1946): Roy Mantz, Gene Tissot, Bill Busse, Earl Rogers, and Sport Horton

Gilda & the Coliseum

At USC I lived in Newkirk Hall and enjoyed the college life. I was able to go home on most weekends. I sometimes hitchhiked home, but was always driven back by my parents so I would not be late.

My memories of USC consist of trying to avoid prototype Marine Captain Godell, with his crop and German shepherd at his side. Avoiding going by the office of the Professor of Naval Science, Captain Shirley Cutler, who had run his squadron of destroyers aground at Point Conception in 1923 (before the time of radar). Getting a good tan on the roof of Newkirk Hall. Going to the movies and seeing Rita Hayworth in “Gilda.” And taking my PE class on the Coliseum Field, where the Olympics had been held just 14 years prior.

Gene Tissot

Flying Midshipmen Youth Aviation Training Program...2008



This past summer marked the successful completion of the third, and best to date, Flying Midshipmen Association/USS Midway Museum partnership sponsored youth aviation training session. Midway University was the site of the training of the first officially designated class, Class 01, comprised solely of Sea Cadet students. And, indeed, highly successful it was!

The U. S. Naval Sea Cadet Corps was sufficiently impressed with the training heretofore conducted that they came aboard this year with their complete support. They assured all concerned that they would fill the classroom with carefully screened, disciplined, and highly motivated aviation enthusiast students. And that they did.

On Sunday, July 20th, twenty-four Sea Cadets reported for orientation and the beginning of a crammed, two-week exposure to the complex training required in preparation for taking the FAA Private Pilot's knowledge test. Two students were dropped early, one for chronic illness and the second for unforeseen circumstances. The remaining twenty-two all went on to complete the intensive training, passed their final examination, and were certified to take the FAA test.

On Friday, August 1st, all twenty-two were afforded the opportunity to take the optional test at a local facility. One student elected to take the test on his own and a second was just a few days shy of his 15th birthday, too young to qualify. Of the remaining twenty, eighteen passed on the first try. We have learned since that one other has successfully passed the test. All-in-all, an amazing accomplishment and success rate.

The Sea Cadet Corp's cooperation and participation extended to their providing a commissioned Sea Cadet officer as Officer-in-Charge of the contingent of two female and twenty-two male students. In addition, they provided three other Sea Cadet officers, one male and two female, to escort and accompany them through every activity, including sitting in on all classes, helping with studies, and living aboard with them throughout their stay. One NSCC officer was most profuse in his written "thank you" to all involved *"for an awesome training experience. . .that not any of us will soon forget!"*

An interesting aside...another of the Sea Cadet officers, LTJG Gayle Glover, was the mother of student, CPO Andrew Glover, who earned the highest marks throughout the course. She, along with her son, took the FAA knowledge test and both passed with flying colors!

There was some "fun and games" injected into the intense training. The local chapter of the EAA's Young Eagles at Brown Field provided 20 - 30 minute airplane rides for the students over San Diego and the USS Midway on their off weekend. They also provided a sumptuous barbeque for the kids afterwards. The students also were afforded a little down time to do laundry, enjoy a local seafood restaurant, and some time in the Midway's flight simulators.

Enough can't be said for Midway's participation in the training. Under the superb leadership of docents Jim Nash and Mark Pugh, an outstanding cadre of instructors conducted hours of classroom instruction with the very latest in "state-of-the-art" audio and visual training aids. The feedback from Midway, the Naval Sea Cadet Corps, and the students themselves has been nothing but positive, including high praise by the students for Midway's "tasty and ample" meals!

What a marvelous program now in place to perpetuate the name, Flying Midshipmen! As explained in Lou Kriser's President's Message in this edition of the LOG, the Flying Midshipmen Endowment Fund is now established to help ensure the continuance of the program. One can think of no better place to invest in the betterment of young aviation enthusiasts than in the training program while at the same time preserving the Flying Midshipmen legacy in perpetuity.

Roy Mantz (7-48)



RADM "Mac" McLaughlin, President & CEO USS Midway Museum, speaking at class orientation



Lead Instructor Mark Pugh conducting class





Once a jock...



“... always a JOCK!!!”

THE AJ REVISITED

John "Clancy" Jenista 4-48

I was reading an older copy of the Log, and was prompted to provide my input to the "Savage Sea Stories" collection that was in there. I was never in an AJ squadron, but brother Jim was, and did let me fly his airplane on a number of occasions.

My logbook shows about thirty hours of Pilot in Command time. Brother Jim was pretty brave to let me at the controls. Some of you may not remember that there were no flight controls on the right side of the cockpit, so the coaching or help that he gave me had to be strictly oral when I was in the left seat.

The propulsion system for the Pratt & Whitney R-2800's was fairly complicated. Bob Belter used to tell me that, at altitude, the Manifold Pressure regulator, the Prop Governor, and the Fuel Control of the AJ would get in a continuous three-way battle for jurisdiction. RPM, Manifold Pressure and Fuel Flow would all vary up and down as the battle went on.

Jim helped me with power settings, and all I remember is that the plane was amazingly fast at altitude. On one flight, we had been over China Lake at 30,000 feet. On the way back to North Island, I did not start to let down until we were almost to Oceanside. Lowering the nose to lose altitude gave us a bunch of airspeed, and we were over North Island before we were halfway down. We had to make a couple of circles West of Point Loma to get down to pattern altitude.

The big surprise in flying qualities of the AJ though, came to me on my first landing. I had the airplane lined up, on airspeed and glide slope, and thought that I had things pretty well in hand. As I neared the end of the runway, I eased the power off to land. That was when the surprise took place. Those big-gear props on the R-2800's cover a

very large portion of the wingspan of the AJ. With the power cut, the slipstream over that "Large portion of the wingspan" was cut as well, and we fell out of the sky like a ton of bricks.

We were only thirty feet up at the time, so the landing was not too awful; but if there had been an LSO there, he would have written "Taxied into the one wire" in his log.



The sea story about the AJ that I wanted to tell, however, was not while I was flying it. I had a Ship's Company tour in the Yorktown, back when it was a CVA. I was the Assistant Air Operations Officer, manning Air Plot whenever we were at flight quarters.

One night, during our 1956 deployment, we were engaged in a big Fleet Exercise. It was near midnight, and the ship was in Flight Quarters. We had no planes in the air at the time, but the ready CAP was on the catapults and most posts were manned. With no one airborne, I had little to do at the time, and was listening to some radio conversation in CIC - which is immediately adjacent to Air Plot. They were talking to an AJ which had come up on the guard channel with a Mayday call. The pilot stated that there was something wrong with his airplane, but that he was not able to determine what the problem was. He sounded really rattled on the radio. His voice was quavering with excitement, and he was asking for a steer to the nearest airport. He re-

ported his position as some number of miles Northwest of an Island. (I have forgotten which Island that was.) This position put him almost two hundred miles from us, and I was amazed that we could talk to him at that distance.

The CIC Watch Officer gave him a steer. I happened to look at the big plotting board in CIC and noticed that other people in CIC were plotting a bogey right over us that was making the same turns that the Watch Officer was asking for. I called this to the attention of the Watch Officer, so he gave the AJ another turn to verify that he was really over our ship. When this proved to be the case, the AJ pilot stated that he wanted to land aboard our ship, since he was not sure that his airplane would hold together on a flight to some other place.

This request spawned a great flurry of action on our ship. Yorktown had two AJ's aboard, and there was just not enough room for another one! The Air Boss sent messengers down to our AJ Pilot's staterooms with message. "Get up, get into your flight gear and fly one of your AJ's off this ship ASAP. We don't care where you go but you have to go NOW". The stricken AJ was at high altitude, so it was a while before he could get down. In the meantime, the on-board AJ detachment got one of their planes fired up and off the ship. The stricken AJ made an uneventful landing.

Inspection revealed that one of the blades of the four-bladed Prop on one engine had stripped the gears in its hub and flipped into reverse pitch!! The severe vibration and loss of performance was the problem, and also the cause of the quavering voice of the poor pilot. The end result was that the airplane with the problem was saved, the other AJ crew got some free liberty, and I got a letter of commendation in my jacket. This outcome was satisfactory to everyone involved.

FMA BULLETIN BOARD

Note: See below for Executive Director Herb Sargent's phone numbers and e-mail address.

Also, The Flying Midshipmen Association official web site, under the direction of **Dave Hardin (13-48)** is the place to go for all manner of FMA information. Dave's goal is to keep members informed and to provide an avenue for contacting FMA with changes to the Directory, bios, etc. The website address is www.flyingmidshipmen.org.

VERIFY YOUR PERSONAL DATA

All FMA active members and widows are encouraged to view their personal information as included in the online FMA Member and Widow Directory for correctness and to report corrections/changes using the included link. The Directory can be accessed through the Flying Midshipmen web site, www.flyingmidshipmen.org. If you have misplaced or forgotten the User Name or Password, call or write Herb Sargent, Executive Director, at (800) 964-5955, flyingmidshipmen@aol.com or Roy Mantz, VP Records, at (619) 435-1628, rmantz@san.rr.com

WEB SITES...E-MAIL...MAIL & PHONE

FLYING MIDSHIPMEN WEB SITE:

www.flyingmidshipmen.org

E-MAIL ADDRESSES:

FMA Headquarters – Herb Sargent

flyingmidshipmen@aol.com

Webmaster – Dave Hardin:

flyingmidn@flyingmidshipmen.com

LOG Editor – Bill Busse:

bbusse1@mac.com

MAIL ADDRESSES:

FMA Headquarters:

2513 Inlynnveiw Rd, Virginia Beach, VA
23454-1846

Tel: 800-964-5955 Local: 757-481-6264

LOG Editor: Bill Busse, 555 Byron St. #308

Palo Alto, CA 94301 Tel: 650-321-6228



CONTRIBUTE TO THE FLYING MIDSHIPMEN ENDOWMENT FUND

To do so make your check payable to:
THE SAN DIEGO FOUNDATION

And on the "For" memo line write:
FLYING MIDSHIPMEN ENDOWMENT FUND

Send the contribution to:
THE USS MIDWAY MUSEUM
VICE PRESIDENT OF DEVELOPMENT
910 N. HARBOR DRIVE
SAN DIEGO, CA 92101

*Midway will place your name on a DONOR BOARD
and forward the check to the San Diego Foundation*

HOWGOZIT

Membership (as of 10 January 2009)

Active members	678
Deceased	594
Widows	177

AMF Treasury (as of 1 January 2009)

Investment Fund	\$3,382.00
NFCU (checking)	<u>4,486.00</u>
Total	\$ 7,868.00

FMA Treasury (as of 5 January 2009)

Investment fund	\$ 7,199.30
NFCU MMSA	8,225.17
NFCU Savings	52.14
NFCU Checking	<u>1,202.48</u>
Total	\$ 16,679.09



DIRECTORY ERRATA SHEET

Reflects only changes made since Summer 2008 edition of the LOG

As of 10 January 2009

NEW MEMBERS

John A.	Christianson	1004 Colonial Avenue	Green Bay, WI	54304	(920) 499-7089
Gordon D.	Briscoe	P. O. Box 396	San Marcos, CA	92079	(760) 751-0856
Harold L. "Hal" Terry`		15 Fourth Street NW	Rudyard, MT	59540	(406) 355-4533

MEMBERS

Alfred R. "Russ" Ackley		13775 SW Scholls Ferry Rd, #18 Beaverton, OR		97008	(503) 747-5077
John D.	Anthony	233 Barrataria Drive	St. Augustine, FL	32080	(904) 471-6136
Robert P.	Armstrong	2761 Torrey Pines	Beavercreek, OH	45431	(770) 826-0582
Tex	Atkinson	5 Breeze Street	Gulf Breeze, FL	32561	(407) 422-8254
Donald W.	Baker, DDS	701 Spanish Main Dr # 156	Cudjoe Key, FL	33042	(305) 745-7288
N. Lee	Bausch	3044 Fried Avenue	San Diego, CA	92122	(858) 453-2904
Edward N.	Bouffard	PSC 61 Box R-9008	APO AE	09642	
Stanley H.	Bueg	14065 Rt. 108	Highland, MD	20777	(301) 854-2979
William L.	Burgess, Jr.	13 Wessex Court	Crossville, TN	38558	(931) 456-0096
John B.	Byron	2932 San Juan Drive	Fullerton, CA	92835	(714) 879-4911
R. Bruce	Campbell	2350 Downview Drive	Langley, WA	98260	(360) 321-4865
Thomas P.	Conroy	105 Boone TrailNorth	Wilkesboro, NC	28659	(407) 773-6026
Richard M.	Cook	667 Pinnars Cove Road	Asheville, NC	28803	(828) 298-9310
Frederick P.	Davis	6050 Charae Street	San Diego, CA	92122	(858) 453-1310
Putnam Russell	Day	3 Heather Drive	Northport, NY	11768	(631) 757-7883
Jerome M.	Driscoll	7722 Quitasol Street	Carlsbad, CA	92009	(760) 942-3020
Owen W.	Dykema	3264 W. Normandy Avenue	Roseburg, OR	97471	(541) 957-0259
David J. "Joe"	Ellison	16850 Bernardo Oaks Drive	San Diego, CA	92128	(858) 487-4772
Kenneth E.	Ent	1481 Rockville Road	Fairfield, CA	94585	(702) 831-7754
Robert J.	Finley	171 Dick Kennedy Road	Picayune, MS	39466	(601) 789-5084
Gayle A.	Fry	P. O. Box 74	Marion, MS	39342	(601) 483-6677
Oel L.	Futrell	4515 Graham Road, Lot 138	Harlingen, TX	78552	(956) 357-0780
Bernard E.	Goehring	313 Saddleback Trail	Hardy, VA	24101	(540) 427-2547
Walter W.	Grant	30 Potter Place	Shelburne, VT	05482	(802) 985-2365
Jerome E.	Hamill	1906 Avowood Court	Fallbrook, CA	92028	(760) 728-1077
Dale B.	Harris	1050 Charleston Trace	Roswell, GA	30075	(770) 394-3100
John T.	Higgins	3619 Savannah Hills Drive	Matthews, NC	28105	(704) 849-8942
Jim	Huber	205 Saint Mark Way, Apt. 302	Westminster, MD	21158	(410) 751-5095
Kent	Hugus	1245 Morning View Dr. #160	Escondido, CA	92026	(760) 294-7771
Wayne R.	Irwin	1511 Christian Valley Road	Auburn, CA	95602	(209) 962-4253
John E.	Jenista	649 Aviator Drive	Fort Worth, TX	76179	(817) 236-1059

DIRECTORY ERRATA SHEET

MEMBERS Continued

Robert D.	Kaiser	1810 Holly Flower Lane	Fleming Island, FL	32003	(904) 278-8488
Albert G.	Kuehnappel	6300 West Lake Wilson Rd. #91	Davenport, FL	33891	(863) 420-0768
Samuel B.	Lancaster	7819 Homestead Circle	Pensacola, FL	32526	(850) 944-7678
William V.	Lassen	15540 Riverbend Trail	Lanexa, VA	23089	(804) 966-2126
Robert Richard	Leavitt	1821 East 750 South	Lafayette, IN	47909	(765) 538-2917
Paul W.	Leinbach	25741 Belle Helene	Leesburg, FL	34748	(352) 314-3281
R. W. "Wally"	Littell	668 Plantation Drive	Titusville, FL	32780	(321) 268-4636
Charles R.	Long	10100 Hillview Drive, Apt 110	Pensacola, FL	32514	(815) 477-0376
Joseph A.	McClain, III	10106 Hampton Place	Tampa, FL	33618	(813) 935-6777
John E.	McDonald	3140 Mallard Point Dr.	Owens Cross Roads, AL	35763	(256) 534-1317
Joseph E.	Mills	29610 Fairway Bluff Drive	Fair Oaks Ranch, TX	78015	(830) 981-4249
Joseph "Ben"	Paschal, Jr.	5356 Lakewood Drive	Milton, FL	32570	(850) 623-3042
E.G. "Bert"	Pezzei	P. O. Box 576	Haymarket, VA	20169	(703) 754-7024
Lee C.	Pulsipher	P. O. Box 998	Ventura, CA	95002	(805) 648-7200
Ralph E.	Risdal	100 Timber Ridge Way NW, #5109	Issaquah, WA	98027	(425) 868-3628
A. F. "Fred"	Schneider	P. O. Box 185	Baker, FL	32531	(850) 537-8801
Wayne E.	Severson	6318 Beverly Drive	Mission, KS	66202	(913) 432-0466
Richard M.	Shrewsbury	2341 Fairway Court	Oxnard, CA	93036	(805) 485-8483
Neale S.	Smith	14923 Vista Del Oceano	Del Mar, CA	92014	(858) 755-9593
Richard A.	Stack	1514 Sheridan Road, #4110	Atlanta, GA	30324	(706) 776-1716
Donald G.	Sutherland	3357 Black Willow Trail	Deland, FL	32724	(386) 738-9620
Cleo E.	Swartz	126 Cimarron Trail	Holly Lake Ranch, TX	75765	(903) 769-1177
Ronald G.	Tinlin	13315 Tree Top View Court	Saint Louis, MO	63141	(972) 234-5413
Ralph M.	Tvede, Jr.	401 Smith Street	Fort Collins, CO	80524	(970) 493 4767
James J.	Tyson, Jr.	P. O. Box 18807	Asheville, NC	28814	(828) 254-3454
Philip E.	Webb	9517 Robellini Court	Lakeland, FL	33810	(941) 853-1846
Victor H.	Wiegand	34505 Anne Choice Way, #505	Warminster, PA	18974	(215) 672-0990
William A.	Wilkinson	Box 1058	Northeast Harbor, ME	04662	(207) 276-4190
E.G. "Ed"	York	25900 Perdido Beach Blvd. Perdido Pl. 1201	Orange Beach, AL	36561	(251) 980-5426
Grover M.	Yowell	6660 Alcalá Knolls Drive	San Diego, CA	92111	(858) 384-2613

WIDOWS

Leigh	Gawrys	3412 Green Holly Crescent	Virginia Beach, VA	23452	(757) 486-6660
Rita	Helle	8438 N. Swallow Lane	Milwaukee, WI	53223	(414) 354-0184
Viola	Lassen	15440 River Bend Trail	Lanexa, VA	23089	(804) 966-2126
Jane	Mackinnis	21869 SW 83rd Loop	Dunnellon, FL	34431	(352) 489-2494
Joan	O'Reilly	395 Avocado Place	Camarillo, CA	93010	(805) 437-6190
Freda	Palmatier	475 Rt 49	Coudersport, PA	16915	(814) 274-9239
Marjorie	Sears	37716 Eatonville Cutoff Road	Eatonville, WA	98328	
Lois H.	Vitcenda	7296 So. Valentia Way	Centennial, CO	80112	(303) 770-3924
Dorothy	Warfield	934 Coachway	Annapolis, MD	21401	(410) 841-6328
Sue	Woolcock	3087 Sloat Road	Pebble Beach, CA	93953	(408) 649-3717

‘Hairy Tales’ or Anymouse Remembered

September 1955

Officially, the word, “Anymouse,” designates a form available to Navy and Marine Corps personnel for reporting, anonymously, near-accidents or incidents which might have led to aircraft accidents of a more serious nature. These hairy tales, submitted by nameless airmen, provided a means for pilots and crewmen to gain valuable knowledge from the experience of others.

Anymouse/Anonymous

"Any" can grin proudly over just a few statistics: As of September 1955 there had been over 400 of these candid confessions which usually begin with *"There I was ...,"* and which invariably close with a fervent "never again!" note of wisdom. Involved in the accounts have been some 36 different model aircraft; an impressive number of air stations and facilities, not to overlook a generous coverage of carriers. In particular aircraft, the F9F leads in the number of reports (59) with the F2H Banshee a close second with 40 reports.

In close order thereafter are represented the SNB and the AD.

Some of the reports gripe about inadequacies of certain components or procedures. Others blushing admit personal mistakes and analyze their actions in close situations. Many reported maintenance discrepancies, which caused hair-raising moments. All displayed individual initiative and professional consideration in taking time to submit an Anymouse Report. The value in lives saved and damage to property prevented can only be guessed from the occasional reports received of positive saves resulting from Anymouse information.

One pilot expressed it this way. *"This Anymouse business is all right as never before could a man admit he had a close one, yet not hurt his career and at the same time help to save lives and aircraft. Long live Anymouse!"*

From Flying to Computer Artist



Russ then...



Nothing is so ridiculous as two former midshipmen, both wearing hearing aids, carrying on a conversation amid the din of a "hospitality hour" during an FMA convention. Neither one has the slightest idea what the other is saying, both speak at the same time and thinks the other knows what is being said.

Putnam Russell "Russ" Day 7-48



...and Russ now

Russ Day...From Flying to Computer Artist

As a bit of background, I've always been interested in drawing and painting and almost got out of the Navy back in 1950 to pursue an art career. Then 6 years later when I had moved up in rank enough to be flying a desk rather than airplanes I succumbed to the lure of the airlines and went with TWA. I retired in 1988 (age 60 airline pilot rule) and really got into art in retirement.

Then when computers came along I got involved in a national organization called SeniorNet, Then in the last few years I discovered the "Paint Program" which comes in almost every PC. It has its limitations, but it is fun to play with and now I even teach a two lesson workshop in the Paint program at our local SeniorNet chapter on Long Island.