

PROP TALK

Dec. 2008 - Mar. 2009

Volume 19, Issue 1



July 08 Speaker:
Page 16
August Speaker:
Page 23

Upcoming Guest Speakers:
Pages 34 & 35

2009 Membership Dues are due - see page 5



In my first Wing Leader report for 2009, I have some major developments to tell you about.

As you know, our Wing has three aircraft assigned to us by CAF HQ: the SNJ, the T-33 and the MiG-17. Our SNJ was donated to the CAF and assigned directly to our Wing years ago by one of our long time and dedicated members, Jim Williams. Jim passed away several years back, but he left the SNJ in our good hands. In the late 90's, we solicited the assignment of another classic aircraft, a Lockheed T-33. Finally, a MiG-17 that was based at Castle AFB was donated to us, with the prevision that the previous owner and flying sponsors would cover the financing and maintenance costs of the MiG (much of this didn't happen and later caused problems).

The 1990's were a special time for the Golden Gate Wing, which was then bustling with members, activities, and pilots. However, during the past eight years or so, membership, and

interest in both airplanes and events waned. Our primary focus continues to be our Dinner Meetings with our Historical Guest speakers. This is a good thing. We all get a chance to get together, meet new people, have some good times and learn in the process. And, if there's one thing our Wing does well, it's Dinner Meetings!

Unfortunately, Dinner Meetings do not include the three aircraft we accepted from Headquarters with the assumed responsibility to fly, maintain and show them to the public at local events. And after all, our primary mission as CAF Colonels is to do just that. But I understand that people get busy, interests change and time marches on. However, so too do expenses associated with safely storing aircraft, especially when they're located in the San Francisco Bay Area.

I covered our budget at our last Dinner Meeting, and I won't dig too deep into it, but here are some highlights. An airworthy T-33 costs the Wing \$8,000 annually, (not including operating or hangar expenses which are paid for by the flying sponsors); the SNJ costs us around \$11,000

(Continued on page 3)

TABLE OF CONTENTS

Wing Calendar	2	Airsho Midland 2009	8	Wing BBQ Photos	12
GGW Dues Notice	5	Napa Valley Air Museum Status	9	Rio Vista Fly-in	15
Aces Symposium	7	Christmas Party Photos	10	Member Birthdays	31

PROP TALK
THE OFFICIAL NEWSLETTER
OF THE
GOLDEN GATE WING
COMMEMORATIVE AIR FORCE

**GOLDEN GATE WING
STAFF**

Wing Leader	Steve Kauzalrich
Executive Officer	Open
Finance Officer	Open
Adjutant Officer	Joe Allen
Maintenance Officer	Bob Burnett
Flight Operations Officer	Ross Bausone
Marketing Officer	Kjell Karlsson
Media Officer	Tom Carter
Museum Project Officer	Gil Ferrey

NEWSLETTER STAFF

Circulation Officer	Dave Nolthenius
Editor	Tom Carter
Editorial Staff	John Crump
Photographers	Tim Roberts Paul FitzGerald Tom Carter Steve Kauzalrich
Videographer	Steve Kauzalrich

PROP TALK is published bi-monthly by the
Golden Gate Wing, CAF, PO Box 6056,
Oakland, CA 94603

Web page:
www.goldengatewing.org

Editor email:
proptalk@goldengatewing.org

New Members!

NEW MEMBERS 2008

Rokki McGarrett
Joseph Allen
Ivy Allen
Bill Lippincott
Darren Pleasance
Ryan Imlay

Thank you and welcome!

GGW CALENDAR 2009

February

26 Dinner Meeting

March

13 Staff Meeting

26 Dinner Meeting

April

10 Staff Meeting

23 Dinner Meeting

May

8 Staff Meeting

28 Dinner Meeting

TBA Wing BBQ is being planned. Date will be announced in the next issue and on our web site.

Wing Leader Report

(Continued from page 1)

annually to hangar in Livermore (in a non-flying classification); and the Mig-17 costs us \$630 per year in hull insurance just parked on the tarmac at Castle Airport (fortunately, so far we haven't been charged tie-down fees). Therefore, with some simple math, 100 members at \$50 per year in membership dues, plus donations and the PX sales, fails to cover these costs.

During October 2008, the Staff made the decision to return the T-33 and Mig-17 to HQ in Midland. As far as the SNJ goes, we tabled any decision until we could gather as much information as possible, and had a chance to solicit as many member opinions that we could.

On November 24, 2008, the T-33, with flying sponsor John Fulton at the controls and mechanic Andy Macfie in the back seat, took off from Santa Rosa and headed for Midland. The flight was "uneventful", or better put, perfect! John and Andy flew back from Midland to Oakland via Southwest Airlines. The Wing's total cost was \$7,400 for fuel, accommodations and return airfare.

I want to thank John for arranging the flight, and both men for taking the two long days off work necessary to make the flight. Adam Grosser, who became a flying sponsor on the T-33 in 2008, deserves very special thanks indeed! Adam financed the repairs necessary to get our shiny bird airworthy again after it sat idle for three years in Doug Cayne's hangar out at Castle (thanks also goes to Doug as well!). Adam had hoped to fly the T-Bird and take it to local air shows and events to represent our Wing. However, Adam is a very busy guy, and due to his changing circumstances, and after sinking a small fortune into the vintage jet, he had to focus his attention elsewhere. I'll have a complete story about the T-33 in a later issue of PT.

During the November and December staff meetings, the main topic of discussion was "what do we do with the SNJ"? We were faced with a

lack of active pilots to fly it, high annual costs, and a largely indifferent membership. I gave a couple of reports at our monthly dinner meetings about the situation and asked the group for feedback. I also sent an email to all of our current membership, and posed the question:

"Should we keep the SNJ, have it assigned to another local unit, or send it back to Midland?" Coincidentally, another Squadron was in the process of forming in the Marysville area, and they planned to specialize in T-6/SNJ aircraft. So, another local unit was certainly an option.

I received only moderate responses to the inquiries. At our January 9th Staff meeting, after much thought for several months, and after reviewing all responses and feedback received, the staff voted 6-to-1 to return the SNJ to Midland for reassignment. As part of our decision we aimed to keep the bird in California by recommending to HQ that it be assigned to the new Marysville unit.

Former GGW Leader Dick Perkins met with the Marysville Squadron's Founder and Leader, Roger Edwards, and I was in contact with Roger as well. Then on January 27th, Bob Stenevik from Midland met in Marysville with members of the new unit, and Dick Perkins, George and Jennifer Craig from the GGW. The meeting was successful and it looks like our SNJ will likely be assigned to Marysville. I think this is a great fit as Roger is ex-Air Force, a mechanic, has a hangar and is an aircraft restorer specializing in Texan, to boot! Several pilots have already committed to the Marysville squadron, if in fact the SNJ is assigned there. Your Staff believes this is the best overall solution for us financially and also keeps the bird in Northern California (Jim Williams probably would have liked that!).

Part of the deal assigns the Marysville Squadron responsibility to disassemble and truck the Mig 17 from Castle to Midland. It has been determined that after sitting for so many years, there is less expense in trucking the plane there than preparing it for a ferry flight. Rodge has lots of experience

(Continued on page 4)

Wing Leader Report

(Continued from page 3)

with crating and moving airplanes, including a Mig-15. Some of our staff has already offered assistance, and by all means, you can help, too!

So where does that leave a "Wingless" Wing? Well, we're still financially solvent and have a good membership base.

But let's face it, we need to do something we haven't done on a large scale before - let the public know that we exist! We have history at every Dinner Meeting in the form of our members and our guest speakers. I'm sure more people would be interested in what we have to offer - if they only knew about us! And letting them know about us and recruiting them is each and every "Colonel's" duty! We can't just leave it for "someone else" to do.

We need to have more "fun" events such as our past Barbeques and Flydays! And we NEED more of your ACTIVE support to help plan and execute these events. Laureen Bausone is organizing an "AirSho Tour" this year, but she NEEDS committed people to step forward with deposits. Midland's "AirSho" is lots of fun, builds comradery and you'll always remember it! (Please find details on page 8.)

So with the current state of the economy (times being tough and all), we need to stick together more than ever and look to the future. Your active, self-motivated participation in the Golden Gate Wing is crucial to the continuation of our Wing!

Steve Kauzalrich



Proptalk News

by Tom Carter

BRAVO

The Commemorative Air Force announced "Code Name Bravo". If a Colonel member recruits 5 new members, they get a free national dues renewal!

PROPTALK ADS

We are offering advertisements in Proptalk for businesses and personal ads for our membership to help offset some costs.

If you have a business that you would like to advertise to the 200+ circulation of this newsletter, we will provide space in the back of Proptalk for the following donation per issue (remember, each issue is for two months):

Business card sized ad:	\$10 donation
1/4 page ad:	\$25 donation
1/2 page ad:	\$50 donation
Full page ad:	\$100 donation

This both helps your business and helps the Golden Gate Wing offset it's existing negative cash flow. Also, if you have a personal ad (something you might otherwise sell on Craigs List or the newspaper), garage sale, car for sale, etc. we would be happy to accept those ads as well, for the same price.

All ads subject to the scrutiny of the Staff. We will not print ads that may be considered inappropriate. Thank you!

WEB SITE MEMBER LOGIN

The Golden Gate Wing web site now allows any member to log into our membership only area. This allows you to view or print all past issues of Proptalk (back to 2002), membership contact info/ roster or other GGW documents such as our join forms, color brochure, etc. You can also look up member birthdays or even edit your own contact info.

To log in, go to:

www.goldengatewing.com

- 1 - Select the "OPS" link on the left nav bar.
- 2 - User Name = your CAF Colonel number
- 3 - Password = your last name.

Golden Gate Wing of the Commemorative Air Force

"Great Sacrifices shall not be forgotten"

2009 Dues Notice

For the Golden Gate Wing (local only)

It's that time of year again and your Golden Gate Wing's membership is due. Although we do offer a membership for "Friends" (member of the GGW only), this program was started so as to not exclude low income people folks who could not afford to officially join the Commemorative Air Force.

We strongly encourage you to keep your "Full Colonel" membership current with Midland however. We understand that this is costly, but without organizations like the CAF, we'd have very few active Warbirds left flying in America!

As far as our Wing's dues, we haven't raised them in at least 10 years so we could keep your membership affordable. But we do appreciate additional donations if your budget allows!

2009 Golden Gate Wing Dues:

Colonel (must be current with Midland*): \$50
Friend (GGW only): \$75

Donation Level:

Ensign \$1 - \$49
 Lieutenant JG \$50 - \$99
 Lieutenant \$100 - \$199
 Lieutenant Commander \$200 - \$299
 Commander \$300 +

Apply my Donation to:

- GGW General Fund
- Special Events fund
- Charlie Palin Guest Speakers Fund
- O'Club Facilities & Storage
- Unit Annual fee to HQ (Anuac)

Dues paid \$

Donation (Thanks!) \$

Total amount paid: \$

Make your check out to "Golden Gate Wing" and mail a copy of this page with your check directly to:

Colonel Bruce Willock
43 St. Stephens Drive
Orinda CA 94563

* If you are unsure of your status in Midland, contact Col. Joseph Allen, at OSTALLEN@AOL.COM or call him at (408) 453-5880

Please fill out this section:

Name: _____

Colonel number: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____

Cell Phone: _____

E-mail: _____

(Please print very clearly!)

Level of interest:

- Leadership** (initiate projects/events)
- Active** (take ownership of projects/events)
- Volunteer (please assign me a job)
- Dinner meetings only
- Just send me PropTalk

P-38 Lightning Aces

Presented by

The Northern California Friends of the American Fighter Aces Association

February 15, 2009

Aerospace Museum of CA

Located at Sacramento's former McClellan Air Force Base, California.
3200 Freedom Park Dr, McClellan, CA 95652 -- Phone: 916.643.3192

Join us as we present our First Symposium of 2009 and meet these Fighter Pilots who accounted for over 21 destroyed enemy aircraft while flying the P-38 during World War II in the CBI, ETO & MTO.

P-38 ACES THAT WILL BE ON THE PANEL:

Capt Bill Behrns – 4+ Victory pilot with the 459th FS, CBI

Col Joe Griffin – 7 victory Ace with the 367th FG, ETO

LtCol Jack Lenox – 5 victory Ace with the 14th FG, MTO

Lt Bob Milliken – 5 victory Ace with the 474th FG, ETO

In addition to the Aces on the panel, we also expect a number of other Aces to attend and participate in the days activity.

P-38 LIGHTNING ACES SYMPOSIUM

Join us and meet these Fighter Aces as they share their experiences flying and fighting during WWII. The event includes the opportunity to personally meet and chat with the Aces during the mixer, hear their stories during the moderated panel discussion and get their autographs.

The Northern California Friends is associated with the American Fighter Aces Association and is a not-for-profit, all-volunteer organization. Our mission is to present the history of the American Fighter Pilot and Fighter Ace.

Northern California Friends

Post Office Box 5943

Concord, CA 94524

(408) 725-8095 or (925) 609-9222

NCF@Hot-Shot.com

FINA-CAF AIRSHO

2009



October 9-11

The FINA-CAF AIRSHO, scheduled for October 9-11, 2009, at Commemorative Air Force International Headquarters in Midland, Texas.

Please join the Golden Gate Wing chalet at airshow center which is catered throughout the event. Contact Lauren Bausone at (510) 538-8760.



Depart for Airsho on Thursday October 8th and return on Monday October 12th.

Thursday evening Social hour/dinner, Friday "Save the Girls" luncheon, Friday evening Black Tie AACOF induction dinner, Airsho Chalet Saturday and Sunday complete with beverage service, Lunch and afternoon snack, Saturday



Evening BBQ and Sunday Evening Survivor's BBQ all included with payment to Golden Gate Wing (assuming all these events are still scheduled). Shared Rental Car details to be worked out based on attendees. Costs bourn by riders.



Minimum deposit to reserve space is \$100 per person. As details become available from Midland regarding costs, more information will be provided.

Everyone makes their own airline reservations and pays that on their own. Hotel rooms to be reserved as a block, but payment is on your own. The total trip usually runs around \$1000.00 to \$1100.00 per person depending on how much an individual spends on air faire.

For more info on the show, go to: www.airsho.org

(photos are from previous GGW Midland trips)

Napa Valley Air Museum Progress



Members of the Board of Directors of the Museum:
Charlie Forrester,
Todd Walker,
Gil Ferrey,
Koerner Rombauer,
Larry Nelson,
Steve Fournier (son of Al Fournier)
and
Steve Kaulzarich.

On December 16th 2008 the Board of Supervisors of Napa County in a 5-0 for voted to approve the conceptual plans for the museum to be built at Napa County Airport. This preliminary approval allows the Board and its consultants to work with the County's Planning Staff and Counsel to negotiate and to work out the many details which currently make up a long list of questions. The approval, however, is a milestone in our efforts to accomplish a dream where the GGW, four tenants and the public can utilize the facility for the ultimate benefit of the regional community.

Steve Kaulzarich, John Futini, Martin Pehl, Airport Manager, Larry Nelson, and a former teacher, Marine and current resident at Yountville spoke on behalf of our efforts.

Gil Ferrey
Museum Project Officer
GGW

From left to right:
Col. Dick Hum,
Fred Johnson,
George Sheppard,
Joyce Donigan,
Lew Collier,
Lois Printz (Sec. of Allied Council),
Dondi Leedom,
Jane Booth,
Waldo Malina,
Rita Umphries,
and
John Paul McCann.



Christmas Party



John Kelly, George and Jennifer Craig, Bob B. and Polly Engberg



Larry Pireck



Ross, George, Jennifer and Dave Swoboda



Paul FitzGerald, Musem president Marilyn Swisher



Elizabeth, Liam, and John Kelly



Gil, Hubert VonMarshall, Jack Hildebrandt, Fitz

Christmas Party



Larry Pireck and the re-enactors



Lee and Polly Engberg



Shirley and Phil Schasker



Charlotte Ferrey, Helene Karlsson,
Barbara Dolbec



Ross, Laureen, Helene, Kjell



Steve K., Nancy McCoy.

Wing BBQ



Golden Gate Wing BBQ at Duncan Miller's Hangars, Solano County Airport, October 18, 2008



Mick Hanou, Marilyn Eberhardt, Gil Ferrey, Stu Eberhardt and Iris Taggart



Judy & Tim Roberts, and Elizabeth Kelly



The cooking begins!



Veteran friends from Yountville: Paul McCann, George Dornier Mak, Stanley Winchester & Paul's gal, Marilyn Schroeder from the Bay Area

Wing BBQ



Friends pose with Andy and Rachael Cresci



Gary Adams and Barb Harper



George Craig, Doc Ross, Mike Morgan and Mick Hanou in Duncan's truck on their way to see an FM2 Wildcat.



Ken & Carol Evans, Al Manucci, Barb Harper and Gary Adams



Duncan prepares for his "3 degrees of Sun", Sunset flight!



George Dorner and Bill Behrns

Wing BBQ



Gil Ferrey presents our host Duncan Miller with a gift of our appreciation!



Another Photo Op!

Fly-in at Rio Vista October 5th, 2008

The first annual fly-in at Rio Vista took place on Sunday October 5th and Golden Gate Wing was there to show its support. Kjell and Helene Karlsson rolled up with truck and PX-trailer and set up camp for the day. They were able to get a great spot away from the delta winds. Thank you, Gerry Nolan! An added bonus was that they had a great view of the orange Citabria, owned by Golden Gate Wing members, right in-front of their booth (see photo). They got a lot of visitors to the booth since Golden Gate Wing were the only ones at the



fly-in that sold toys. With winter approaching Kjell and Helene had parents purchasing bomber jackets for their kids – they must have sold 10-12 of them! The Karlsson's came there without expectations since this was the first fly-in at Rio Vista; and they were gladly surprised that, at the end of the day when they counted the money, they were able to sell toys, shirts, jackets and pins for a little over \$800. Kjell and Helene were also able to clean up the PX-trailer and do inventory at the end of the great day. Visitors to the Rio Vista

fly-in got to enjoy airplanes, car displays, live music and even a horse drawn carriage. Rio Vista had a very nice atmosphere and wonderful people. Next year Golden Gate Wing look forward to the second annual fly-in at Rio Vista (at the same spot).

Kjell and Helene Karlsson



Sergeant Major Mike "Iron Mike" Mervosh USMC (Ret)

Combat Marine

Golden Gate Wing Speaker, July 24, 2008

Written by Col John Crump

Born in 1923 in Pittsburgh PA, Mike Mervosh graduated from South High School in 1942. His graduation from Mira Costa College in Oceanside came in 1985, after he retired from the USMC. In combat, he served at every enlisted rank with infantry units – Private to Sergeant Major.

Mervosh began his career with the Marines after enlisting in the Corps in 1942. He says when it came to choosing among the services, the Marine Corps impressed him most, starting with its recruiting message:

“I liked the Marine posters. I liked that, ‘The First to Fight. Kill or be killed.’ Like, I went to the Navy and they said, ‘Join the Navy and see the world.’ ‘Go to the Army and learn a trade.’

“Go to the Marine Corps and it was ‘We offer you a rifle, pack and a hard time. If you like to kill, join my outfit.’ “

Taking basic training at Paris Island, Mervosh was one of the first Marines to then help form the Fourth Marine Division at Camp Pendleton, California. The Fourth was the only division to leave the States and go directly into combat in WWII, and the first to land on the Japanese-mandated islands. Mervosh took part in the battles of Roi Namur, the Marshall Islands, Saipan, Tinian and Iwo Jima.

Mike was a boxer, and between his service on those islands and afloat, he won the 4th Infantry Division middleweight boxing championship. He was only forced to retire due to wounds received on Saipan and Iwo. His record was 32 wins, 18 KOs and only four losses (only to Marines), and never to Army, Navy or Coast Guard boxers.

On Iwo Jima, Mervosh was promoted to Company commander after all the officers and



noncoms above him were killed. A Lieutenant was sent to replace Mervosh, yet within two days, he too was killed and Mervosh returned to commanding the company.

The two Purple Hearts, were both awarded Mervosh on Iwo Jima for wounds to his legs and stomach:

“The first time I was wounded there, a corpsman put a tag on me and marked a big old ‘M’ on my forehead. At that time I was

leading the company... and the M was for a morphine shot, they’re going to evacuate you. I wiped that M off my forehead and ripped that tag off, and I’ll tell you that morphine gave me a lot of adrenaline... I wasn’t scared of anybody. I just wanted to kill more goddamned Japs.

“But when that wore off and I started thinking back about what I did... I didn’t want another morphine shot. I was hurting all over. I can see why some guys want another shot of it because it’s ‘no pain, no strain.’ Thank goodness I didn’t get that second shot or... I don’t think they would have given it to me anyway.”

Mervosh recalled the enemy shellings, in particular one heavy concentration of artillery and mortar fire that forced him and six of his Marines into the nearest shell hole.

“I remember a guy named Cusimano who said he was getting out of that hole because there was too much stuff flying around. I told him, ‘Where the hell are you going to go? You’re going to get out and get killed! You dumb fool, they’ve got the area saturated!’

“As soon as I said that, Boom!! A mortar shell hit, right on top of the parapet. I don’t know how long I was out, minutes, hours, or what. I heard

(Continued on page 17)

Mike Mervosh

(Continued from page 16)

angels singing. I thought I was dead. I opened my eyes and the first thing I saw was blood all over me and I thought I was hit, but it was the other Marines' blood on me.

Instinctively, Mervosh worked to staunch the flow of blood from the back of the head of another Marine. It took a few minutes, though, before he realized all five of the other Marines were casualties, and the explosion's only real physical impact on Mervosh, once he regained consciousness, was a two-week loss of hearing.

"Iron Mike's" other close call came when a sniper's bullet hit the side of his cartridge belt, recalling that he was exhilarated that the "SOB missed him."

Mervosh says he never took a prisoner on Iwo Jima. Japanese atrocities against civilians in China and Marines on Guadalcanal hardened him against sparing any of the enemy soldiers he faced.

On Iwo Jima, the Marines faced Japanese soldiers given special instructions to kill any of invaders wearing red crosses on their helmets or carrying medical bags—the corpsmen, whose reputation of saving soldiers' lives preceded them into battle.

"We had 12 corpsmen in the company, and two of them walked off. That wasn't too bad, because some units didn't have any. A lot of time we didn't want to burden the corpsmen with a lot of these wounds. He was too busy amputating legs and arms and what have you. He couldn't be bothered with someone getting a bullet in their arm or leg, that's elementary crap to him. He had to get with the serious cases."

Mervosh says in his C Company, 1st Battalion, 24th Marine Regiment, 240 Marines landed on the island and only 31 soldiers walked off. For the regiment, the numbers were 652 killed and 1053 wounded.

When Marines were sent to fight in the Korean War, Mervosh served with G Company, 3rd battalion, 5th Marine Regiment. He lost his brother in action in that war.

Mike Mervosh answered the call of duty again in Vietnam, in two tours with the 1st Marine Division. Between those two wars he served in

five different Marine divisions, making countless operations and deployments around the world, in addition to attending infantry weapons school, drill instructors' school, and duty as a recruiter.

At July's Golden Gate Wing meeting, "Iron Mike" Mervosh delivered a rousing speech of what he has gleaned from his experiences, including the commitments and

tradition of the United States Marine Corps:

"Of the 232 years of our existence of our Marine Corps, I've only served 35 years. During that time, embarking aboard ship many times, making those many amphibious landings, crossing those lines of departure, lines of deployment and participating in many D-Days. As I crossed that last line of departure and joined the retirement ranks, I can't help but feel the slogan, 'Once a Marine, always a marine,' is very much a reality. "Retirement is inevitable though for a Marine. It has placed me in a unique position where I can sit back and enjoy the many successes of the Corps and at the same time, be disappointed at any of its failures. And believe me it's those disappointments that cause me to have a reoccurrence of heartburn. However, I do enjoy the many success and past accomplishments of our Corps, and furthermore I would like to commend all of our troops for a professional performance and a 'well done' for the combat effectiveness during the surge for Operation Iraqi

(Continued on page 18)



Marines storming ashore

Mike Mervosh

(Continued from page 17)

Freedom and also Operation Enduring Freedom.

“You veterans have created the legacy, throughout the years, that our honor, valor, fidelity, devotion to duty, dedication and reputation have remained unchallenged, is highly respected and has the highest order of being known throughout the world. And it's the duty of all of our troops today to be committed and continue and maintain that legacy.

“Previously, I made a comment about being a career Marine, but I'd much rather be referred to as a combat Marine and a professional. Because as a combat Marine and a professional, we did not join to be compensated with a fat paycheck, nor to seek a second paycheck in some other type of employment that would deviate us from being a full time Marine and at the same time enhance our monetary well-being, nor to seek any personal gain at the expense of the Marine Corps, nor to look out for those perks and so-called ‘goodings’. Nor to pass wars, we became instant and true patriots.

“We answered our nation's call. We joined because we wanted to serve our country and fight its battles. We're patriotic, loyal and dedicated. There's no money in this world that can buy patriotism, loyalty and dedication. And loyalty has to be a two-way street — it's something must travel down as well as up the chain of command. And each link in that chain must be tempered with strength within its passing, all the way from that commanding general down to that platoon-to-company runner.

“You veterans have also created a legacy of having our elite fighting force, the nation's force in readiness, the true rapid deployment force, the first to fight, the first to kill or be killed, and win those battles that seemingly cannot be won against insurmountable odds.

“We prided ourselves in the lack of the gear that

was always most needed. Which puts me to mind that our former Secretary of Defense Donald Rumsfeld came under heavy fire by the media when he said, ‘We go to war with what we've got.’ Well that was very common in our days because we went to all of those battles with what we had. That's why we had the reputation that we could do so very much with so very little.

“Now this may be due to one of the principles of our ‘Band of Brothers’ concept’, which tells us that nothing worthwhile comes easy and if it were easy, then anyone could do it and you veterans would not be needed. But it does come with those values that our troops are familiar with and all our commanders emphasize, of honor, courage and commitment. But I would like to add a few of my own core values that applied to us during my time in the Corps, that could very well apply to our troops today.

“Now these are not just mere words, but actions that are really required. In the likes of mental and physical toughness, self-discipline, devotion to duty, command presence, military bearing,

enduring hardships, making personal sacrifices, total commitment to duty, dedication and determination, a heck of a lot of force, endurance, leadership by example, good old basics in regimentation and plain old soldiering, hard work and team effort. And the list goes on. But these are just a few additional Corps values and those necessary ingredients in becoming a fulltime warrior, the 24/7 type, a leader and a professional.

“Hard work is something that comes naturally to us during a firefight. But it has to be practiced in that tough, good old Marine Corps training during the day and especially at night, under all climatic and adverse conditions, and applied when contact is imminent. And we prided ourselves in training in misery, so we can do the rigors and hardships

(Continued on page 19)



5th Div Marines man a machine gun, 2-22-45

Mike Mervosh

(Continued from page 18)

and miseries of battle, which means there's got to be training—more intense, realistic and repetitive training, to build up that needed confidence for the purpose of survival, having success on the battlefield by winning those important battles. Even though we pray for peace, we must always prepare for war.

“And I'm sure you old timers will agree with me that we've never seen or heard of a soldier or Marine that has drowned in his own sweat. I'm sure you've heard the old adage that ‘the more we sweat in peace, the less we bleed in war.’

“Team effort was very essential towards our many victories in those bloody campaigns in the Pacific during World War Two and in the European Theater.

“I would like to quote a courageous combat Marine, a giant of the Corps, an inspiring leader, a Marine who's never been politically correct but always militarily correct, a true professional, a patriot and a Marine's Marine during my time and a legend of all time.

“Chesty Puller said this individuality stuff is a bunch of garbage. Of course, that was just pleasant terms. You should have heard the really good part of it. Yes, our soldiers and Marines have their so-called ‘individual rights’. And that is, to a certain extent, while they're on leave or liberty. But once they're committed to duty status, and out-in-the field training, and especially on the battlefield, then those individual rights are superceded by team rights. Therefore as those leaders, warriors and professionals, we cannot afford to be individualists or give a thought to individualism, as it will only tear down the fibers of our fighting spirit, our unity, cohesiveness and teamwork and destroy the meaning of our esprit

d'corps. As far as I'm concerned the only ‘isms’ that need the most emphasis in our military language are Americanism, patriotism and professionalism. And those beautiful words that you veterans have lived by: patriotism, duty, honor and country.

“I am overwhelmed by the resurgence we had of our patriotism for a short while. But at the same time I was disappointed that it took a wake-up call to 9-1-1 to bring it about, where it's something that should have been done right along. So we can

all be very proud and take the lead by being flag-waving patriots, and wearing that uniform that you once proudly wore and earned the right to wear was a symbol of patriotism.

“Yes patriotism. At times it's an abstract thing, at times it's something that cannot be seen. But I'm sure it's felt by everyone in this room tonight who has sworn to defend the Constitution against all enemies, foreign and

domestic. And as far as we're concerned, anyone who desecrates our American flag is a potential enemy. However there may be one exception we can condone, and that's provided the person who's in the process of burning that flag has the flag completely wrapped around him or her while it's in the full process of burning. And one word that always remains in the pledge of allegiance to our flag is the ‘almighty’. One nation, under God, no exception.

“Professionalism? Not because our troops have a certain job to do and our respected MOS's that they must perform at all times in a professional manner. But I prefer calling those duties that they must also perform at all times in a professional manner. Because being a Marine is not a job—it's a way of life.

(Continued on page 20)



Marines clear out cave w-BAR & grenades, Iwo Jima, Feb-Mar '45

Mike Mervosh

(Continued from page 19)

And if they still prefer to call it a job, then my type of Marine or soldier is the type that will run through a wall to get the job done. Professionalism must be at the heart and soul of all our troops, especially our officers, our staff NCOs and our NCOs. They must be decisive, bold and prudent, and be capable of dealing with and leading our Marines and soldiers, especially in battle. And never will it be said that that Marine or soldier has become a battle casualty through any lack of discipline, leadership or training that was due to him.

“All of our Marines are referred to as riflemen, first and foremost. But to earn that prestigious tile as a rifleman, he must always concentrate on one shot, one-kill and no exceptions, and avoid being trigger happy—in other words spray and pray, with 100 shots and no kills, the probability of one and a waste of a lot of damned ammo.

“Now to become that full-time Marine, the warrior, the leader, the professional. They must always strive for perfection and always persist in high standards by demanding more. I love a Marine or soldier who demands more. But in order to demand more he sure in hell better do more, by making that extra effort in performance of his duties to his own example and by making personal sacrifices. So it's the duty of all Marines and all soldiers—become that full time warrior, the leader, and the professional, by being strong,

tough and decisive in maintaining, participating, strengthening and preserving our traditional values and the legacy we left behind.



Two Marines & temporary grave of a fellow Marine 2-45

“As you in this audience are pretty well aware of, our great generation of World War Two veteran ranks are thinning out and fading away at a rapid rate. Of all the battles that have been fought and won during World War Two, and adding those illustrious chapters to our history and the heritage of our country, I would like to take one example of many, as never before or never after has there equaled the fighting on Iwo Jima, recorded as the most

demanding, toughest, fiercest and bloodiest battle in the history of the Marine Corps. What is least known by many, because you'll never read it in history books or view it on film clips—is that it was also a perfect battle on a perfect battlefield—a

defender's dream. A battlefield that resembled the moon, with its bombed-out craters, its earthquake appearance on the northern part of the island, with its washboard terrain. Now what I meant by it being a perfect battle on a perfect battlefield was that there was no collateral damage assessed on civilian areas. There weren't any. Not one single structure above ground, or any semblance of any civilian, a harmless

child or woman. It was strictly fighting man against fighting man, kill or be killed. It's the only one of its kind in the history of the Marine Corps, our country and possibly in the history of the



Mt Suribachi

(Continued on page 21)

Mike Mervosh

(Continued from page 20)

world.

“There were so many unselfish, unrelenting acts of bravery, courage and heroism that occurred routinely as a cool and keen sense of duty, that it was taken for granted, was unrecognized and most of it unaccounted for. Yet it brought forward the inspiring message by Admiral Nimitz that will live on forever: ‘Among those that fought on Iwo Jima, uncommon valor was a common virtue.’

“Now Admiral Nimitz could have meant that message towards the enemy, as they performed in a brave and courageous manner. However us Marines have experienced many times their fanatical and suicidal ways, as every one of the enemy on that island was ordered by his commander that he would kill ten Marines before he made his defensive position his gravesite.

“While this battle of all battles was raging on — and incidentally, it had to be the toughest and most demanding assignment of my lifetime — I’m one of the very few infantrymen who didn’t miss a day of that battle, even though a good many of us were the walking wounded and continued on with the fighting. On V-Plus 4, our Marines, with fierce hand-to-hand fighting, finally seized and secured our primary objective, Mount Suribachi.

“Now the flag-raising on Mount Suribachi was not the culmination of the battle. It was just getting started, with many more deadly objectives

to follow, where most of the fiercest fighting and casualties occurred on both sides for an additional 32 days. Those came at the likes of Hill 382, Hill 362, The Amphitheater, Turkey Knob, The Meat-Grinder, The Quarry, Boat Basin, Cushman’s Pocket, Katana Point, Charlie Garden Ridge, Airfields One and Two, just to name a few.

“There was no place to hide and take cover, no place to run, except for the enemy, as they had been preparing for the

longest time in those well-entrenched, concealed underground fortifications which monitored 800 pill boxes, blockhouses and gun emplacements, interlocked with miles of tunnels and caves several tiers below the surface of the island. The enemy did not fight on Iwo Jima. They fought within it.

“Every square yard of that island was covered with intense interlocking fire, supplemented with land mines with heavy concentration and well-coordinated enemy murderous artillery, mortar and rocket fire. And even anti-tank and anti-aircraft fire that was solely used on us ground Marines. Of course, at that particular time there was no availability of any high-tech weaponry

or probably we would have secured the island in four or five days as predicted. Guided missiles, unmanned flying drones like the Predator and the

(Continued on page 22)



Two Marines attack w-flamethrowers on Iwo Jima, Feb 1945



So many Marines killed in action

Mike Mervosh

(Continued from page 21)

Reaper, robots that search out the enemy and explosives, night vision goggles not even the availability of a flak jacket. Because all we had was that green utility jacket, while being armed with that deadly rifle and bayonet, hand grenades, demolition charges, flamethrowers, and with sheer determination and guts.

“And run? Hell yes we did run, as well as possible in that ankle-deep volcanic ash, but we did it the good old Marine way, by being ever aggressive and forging ahead to attack and assault, time and time again until ultimate victory. Which brought forth another inspiring message, by then Secretary of the Navy James Forrestal, that the ferocious fighting Marines and the flag-raising on Iwo Jima, ‘guarantees the Marine Corps for the next 500 years.’ I’m sure that at one time or another you have heard about the first and second flag raising, where the smaller flag

was replaced by the larger flag. And Joe Rosenthal the photographer, who took that classic and emotional photo with split second timing said, ‘Anyone could have taken the picture. I took it but the Marines took the island. And the last living survivor of both flag-raising details, Corporal Charles Lindberg, who participated in the first one, modestly said, ‘First flag-raising, second, it doesn’t make any damned difference, because every Marine who fought on that island, raised that flag.’

Now get back to those 500 years. Thank God our Marine Corps and our country survived 63 of those years. No pun intended, but we have 437

years to go. Therefore we cannot afford to be complacent, and rest and live on past sentiments, glories, laurels and past accomplishments. What our Marine Corps must do, and I am more than certain they are more than capable of doing, is face that challenge and strive to be a heck of a lot different and heck of a lot better than any military organization in the world. And to be committed to continue and maintain our legacy as the finest and the proudest Marine Corps it can be and has been for the past 232 years of our Corps’ existence.

“Lastly, let us pay tribute and honor and give a thought and a prayer to our silent and unseen comrades as they have given up all their tomorrows for our todays. As they all wanted to live to fight the enemy but were not afraid to die. They asked so very little but they gave so very much, in preserving, protecting and defending our precious freedoms we all cherish, and making this evening possible for us.

In addition, I charge all our Marines across this great land of ours with this mission – ensure our motto, ‘Semper Fidelis,’ continues to mean ‘always faithful’: to our God, our country and to our Corps.

“God Bless you and Semper Fidelis!



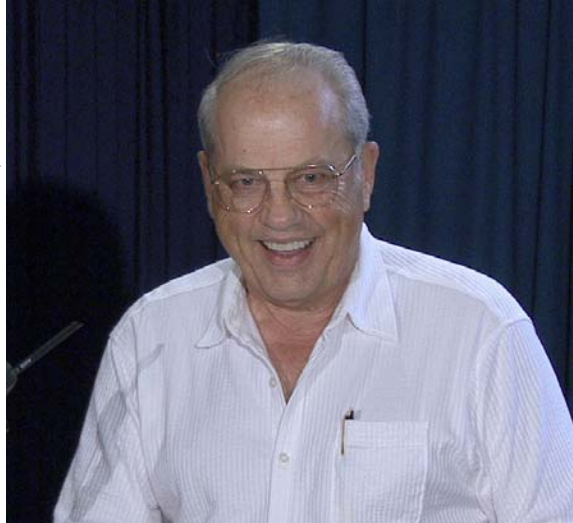
Charles Lindberg one of the 1st team who raised a U.S. flag on Iwo Jima

□

LT CMDR Terry Howell USN (Ret)
Naval Aviator, 21 Years Active Duty, ~6,000 Flight Hours
Golden Gate Wing Speaker, August 28, 2008

Written by Col John Crump

Serving your country as a Naval Aviator, whether before, during or after World War II, can offer a pilot a broad, colorful portfolio of experiences. In August, Terry Howell at least got started telling the Golden Gate Wing stories of his days piloting flying boats for the U.S. Navy.



Terry Howell was born in Prairie City, Oregon in April of 1936. Terry graduated from high school and worked in a sawmill before entering Oregon State University. He graduated with a B.S. in Food Science & Technology, minor in Business Administration before he married college sweetheart, Barbara Sokolik, in June 1959.

Then Howell became a Navy Aviation Officer candidate and headed off to pre flight training at Pensacola, Florida.

Howell told of his solo flight in the T-34B which was the primary trainer.

“We had all these ‘Yellow Perils’, we used to call them, going around and around Saufley Field. They had a dual landing pattern there. You came in at 1200 feet and you could drop down to the next pattern, and that’s how they worked this mass of airplanes.

“There’s always safety pilots up there—some Lieutenant or some Lt. Junior Grade who’s an instructor. And, they’re always watching. You could hear that dreaded sound, ‘Two-Sierra so-and-so, report to Safety when you get down on the deck...’

“You didn’t want to hear your number called.”

Howell says towards the end of his primary training he had a super instructor named Ken Ahlgren, who had been a Navy F-8U Crusader pilot.

“You could not shake this man up. That suited

me fine because I didn’t like screamers, or guys who, when I set the trim and had everything set right, when I turned around to look out the window to clear things, they’d be turning all the knobs and screwing you up. That was a typical VP-pilot type instructor.

“Ken was a fighter pilot. He taught me well and then told me I was ready to solo. I got my solo check ride with Lt. Agnew. This man had great

faith in me, more so than I think I had faith in myself.

Howell remembers the Pensacola area having a great number of airfields built among swamps and mangroves. Down towards Bruton, Alabama there were two little hexagonal fields, one of which was the destination for Howell’s solo flight in a T-34B.

“I’d been sitting in the ready room all morning long, drinking coffee and sweating program stuff. Then the schedule officer would come up and say, ‘You’re up, Howell. Number umpty-squat.’ So you’d grab your tag and away you’d go.

“I run out there, hop in my bird, take-off and so now I’m searching this jungle looking for this field. I see there’s one over here and one over there... eeny-meeny-miney-mo. Which one do you want to screw-up on, Howell?

“Finally, I see this dual go in there and land in a T-34B. The other field was being used by jets, so I figure this has got to be the one. I go in there and I’m doing my landing and I think, ‘This is great!’

“So then they had what they call a ‘double recall’. When they have a double recall, that meant that whatever you were doing, stop what you were doing and come back home, quick!”

Howell says the reason for the double recall was

(Continued on page 24)

Terry Howell

(Continued from page 23)

a large storm coming in. He joined a melee of airplanes trying to get into the landing pattern without hitting each other.

“Meanwhile, old Howell’s bladder, due to the excitement and about a gallon-and a-half of bad coffee is trying to get the (relief) tube. He needs the tube real bad. We’re going around this circle in the landing pattern and I am performing maneuvers... The flight suit zips both ways for such emergencies. I up-zip and try to clasp this ‘gosport’ (relief tube), which takes care of your fluids in flight.

“So what happens to me, but this dual slides in and this guy starts flying formation on me. So now I’m really hosed, man. I’m going around, gritting my back teeth, around and around, and finally get down where I land, taxi in, and shut down. And I can hardly get out of this airplane. It was probably very comical to watch. But I was going to die before I wet my pants on my first solo flight.

“I don’t know how long it took me to get from that airplane to the head in the hangar, but I made it!”

Painful Lessons Becoming Aviators

“One of my roommates was a guy by the name of Steve Willard. Steve was an ordained minister, who wanted to be a chaplain in the Navy. But the Navy said, ‘We don’t want any more chaplains.’

“So he joined the Aviation Officers Candidate program. And he figured if he could get in the door, then he could get around and teach them some good things.

“Steve was older than the rest of us and became our mentor, a father figure of sorts. At Saufley field. we’d all had our solos and gotten our ties clipped. That was the tradition, along with giving

a fifth of whiskey to your instructor. They must have lived pretty well, those guys.

“It was time for everybody to get their ‘B-18 check’—some guy comes out and beats you up in the airplane, tries to trick you and you do all these things and if you pass, you’re off on your way.

“Steve is handing out these graduation pictures to us all, and says, ‘Here Terry, I might not see you again. I’m going on my B-18 check.’

“I said, ‘Yeah, yeah, Steve, see you later. I’ve got mine coming up, too.’

“In fact, he and this Marine 1st Lieutenant who was giving him the check ride, were at an outlying field. They had an engine failure, hit a stump, tore the airplane apart, killing Steve and making a vegetable out of the instructor... you think about the good dying young...

Howell says that wasn’t good preparation for his own B-18 check. He recalls having an instructor who

challenged him in doing Immelmans.

“Of course, the T-34B doesn’t have a whole lot of poop, but if you keep it right on the numbers, you can do a nice job. So, we’re up there going head-to-head, first him then me, doing Immelmans. And I swear to God, my whole B-18 check ride was seeing who could do the best Immelman.”

Howell progressed to transition, precision, aerobatics, formation, gunnery and carrier qualifications at Whiting Field, Milton, Florida, and was flying the higher-performance T-28 (1450 horsepower, with a supercharger). He carrier qualified on the USS Antietam CVS-36 September 20,1960. This was the end of basic flight school and each of the pilots got to meet the Admiral and go through the process of selecting where they would like to go and the type of aircraft they wanted to fly. Howell got orders to

(Continued on page 25)



Lockheed P-2V Neptune

Terry Howell

(Continued from page 24)

Corpus Christi where he thought he would be assigned to fly jets. But the Navy had lots of pilots in the pipeline, the carrier Constellation caught fire in the shipyard limiting the need for fighter pilots, so Howell was assigned to fly S2F's for multi engine training.

Designated a Naval Aviator on April 10, 1961 at NAS-Corpus Christi, Howell was first sent to NAS-North Island on a "luck of the draw", and assigned to P5M "Marlin" flying boats.

Introduced to a P5M sitting on its beaching gear on the seaplane ramp, Howell thought it "unreal, because nothing this big and ugly can fly."

"They're not all that slick on the beach. They're not amphibians, they're strictly seaplanes, and quite good, at that. You go up a ladder to get in the airplane. You're in the hull and you go up another ladder to get to the flight deck. Then you go up a ladder to get into the cockpit.

Howell says that for a young hot-blooded aviator, the P5M wasn't a lot of fun because of the minimal number of liberty ports: NAS Whidbey Island, NAS Alameda, NAS San Diego, NAS Jacksonville, NAS Norfolk, Elizabeth City in North Carolina. In other words, you couldn't just land anywhere, hop out and go do things. Also, the rules of the sea apply, meaning that sailboats have right of way in harbors.

"I learned to fly the seaplane at North Island. Those of you who have been in San Diego know they have lots of sailboats running up and down between North Island and Pt. Loma. And guess where our sea lanes were.

"Sometimes you're playing 'dodge-'em', or you're hoisting this thing off the water or someone's mizzen is going by. And the same is true when you come back to land. So, as each one

of these phases you go through, there all kinds of skull work you have to do. For the amount of flying you do, you do ten times the amount of work.

"When you get ready to go to the fleet, you have the pressurization chamber, the ejection seats,

nuclear delivery pilot training, survival school, all the ASW (anti submarine warfare) training... the list goes on and on and on. Contrast that with guys flying the A-1s at Corpus, who were half-day students. If they got their flight in, it was off to drinking beer and having a good time, working out, or what have you.

"When we got done you were off doing your bookwork for classes, because it was constant."



Martin P5M Marlin

Flying Boats in the Great Northwest

Howell was next sent to Whidbey Island, where he met navigator Dick van Gimert. In those days, Howell remembers that non pilot navigators were rare birds in what was known as the V-P Navy (patrol, anti-submarine warfare).

"Each patrol plane had four aviators, and it was kind of starting out like a poop-cleaner before working up to the head hen house. I checked in and was handed a nav bag, with a big grin from Dick, who said, 'I'm really glad to see you.'

"In those days you carried around so much stuff—so many charts and all the sight tables so you could do celestial work. We even had drift meters, and we used them, believe it or not. Because, flying out of Whidbey you're in crappy weather and could fly all day long and not see the sun.

"You'd stick this thing through the side of the airplane; it's got a grid and you learn to line that thing up on the waves and you could actually read

(Continued on page 26)

Terry Howell

(Continued from page 25)

the waves. I got pretty darn good at flying out over the water and I could tell the wind direction and speed just by looking at it. And which way the swells are running.

“Those are all things you’ve got to know if you’re flying boats because if you go down there and hit that stuff, you’ve gotta’ hit it right, because that water’s really hard.

Howell vividly remembers the challenges all crews had flying off the water, challenges which ultimately led to the end of seaplane operations in Alameda and the San Francisco Bay.

“You don’t have lighted runways and stuff, you’ve got water. You’ve got dark places and sometimes those dark places have big saw logs and stuff. You never know what you’re looking at. You can imagine when you get up to about 100 miles an hour what a stick or log can do to those boats. It can be unpleasant.”

One stormy night, the aircraft commander of Howell’s flying boat, bound and determined to take off, was fighting wind and rugged surf. He finally overcame the elements by fire-walling the engines to get the flying boat up on the step and then firing all four JATO bottles to get airborne. The flash and racket brought calls from coastal residents of Whidbey Island who thought they’d witnessed an airplane crash.

Howell says that once the flying boat got as far west as Port Angeles, the frigid, wet weather created icing conditions. The engines began bogging down, requiring carb heat. The pilots went full hot on the carb heat and added power, and the airspeed began dropping. Suddenly, the ice departed and one of the engines began overspeeding and they were having trouble with the propeller governor.

Back in the fuselage tube with the rest of the

crew, Howell heard the plane commander voice a warning to standby to bail out, and naming Howell as the jumpmaster.

“I go aft, snap on my harness, open the hatch and I’m looking out at this black hole. I can see the snow and ice going by and I say, ‘I really don’t want to go out there.’ Because jumping, we would have landed in the water in the (Puget) Sound

there, and it’s very cold. Then I hear this rrrrowwwrrrr and I say, ‘Well it might be better than that. I think I’m going to die either way!’ “

Fortunately, the pilots of the P5M did manage to control the runaway engine and piloted the flying

boat to its destination and a safe landing.

Howell also told of another crew with a runaway engine during a submarine exercise. Ditching in heavy seas broke the flying boat’s back, but the crew was able to step off into a life raft before the plane went down. The submarine they were going to conduct exercises with just happened to have his periscope up looking around and saw the aircraft crash. They immediately surfaced and rescued the crew.

Howell’s crew had just returned to Whidbey from flying the same exercise and immediately prepared to launch on a rescue which would have been a really long day when word came from the submarine that all hands had been picked up. Howell says they all knew that someone would not last long in the cold water.

Howell says the Martin flying boat was roomy, much more comfortable and flew more smoothly than the P2V Neptune, which was also a major platform for ASW operations.

“But the nice thing about the P2V was it had these two jets out on the wingtips. We used to call them J-52D ‘defuelers’, because those things would gobble up a lot of gas but could get you out

(Continued on page 27)



VP-47 PBM

Terry Howell

(Continued from page 26)

of trouble.

Howell continued to learn more about one Navy aircraft after another, and one crew position after another.

“I went through all the stages of the squadron: I became a qualified navigator, a TACCO on an Alpha crew (the highest level of USN aviator proficiency), a co-pilot and a plane commander. And I hated every minute of it, but it was training that made me a well-qualified aircraft commander and kept us out of trouble more than once.”

One of Howell’s best friends in college, Mike Bouchard, was now flying A-3 Skywarriors. Howell says the two got together at Ault Field and would fly advanced trainer versions of the F9F Panther and “terrorize the countryside.”

“You’ve got to understand that in those days, it wasn’t like it is now. If you had a checklist in your pocket and you were halfway checked out and there was no such thing as a ‘hard flight plan,’ you were on the flight schedule. Your flying area was how far your gas tank would take you and get you back. Or if you were cleared and had the right DD fuel chit you could pop into any military base and take on a load of gas.

That provided quite a play space for pilots like Howell and Bouchard...

“I have been on bombing runs of every bridge in Puget Sound. I have flown by Hurricane Ridge, right down by the Strait of San Juan DeFuca. There also happens to be a nice lodge up there where people go up to relax and eat. So we’d make sure we’d go by there at about the speed of heat, stand it on a wingtip and look in at the funny people sitting there eating and stabbing themselves with their forks.

“We’d done such a good job there we’d bend her back the other way and head to the beach. There’s gotta’ be some clamdiggers down there on the

beach. We’d be right down there on the deck and going as fast as this thing will go. Well, you can’t hear ‘em when you’re going that fast. There’s these guys down there, digging clams and stuff like that, and whooom! We go over and turn around and they’re all over the place!”

Howell says the day did come when he and Bouchard expected comeuppance for this kind of ‘public relations’ work. It came when the two of them were flying about 40,000 feet near Mt. Rainier.

“We looked around and said, ‘Oh man, fresh meat! There’s an A-3, headed back to Whidbey! We can bounce him in good shape!’

The Panthers closed quickly with the Skywarrior, and Howell says the plans involved keying the microphone and saying ‘bang-bang’, then making a hard break to bump the carrier-based twin-engine bomber with some turbulent air.

“There’s only one A-3 at Whidbey Island that had portholes down the fuselage. That belonged to that big J.G. ... the Admiral.

“So, this was another time the pole came back between the legs at full force, and the G-load was

dragging the mast down. We pulled off and we stayed out until the red lights came on, which means you’re down to bingo fuel. We landed and strolled in saying, ‘This is going to be a sad ending to a happy story of two J.G.s who got suck in the eye as their wings were ripped from their chests.’

“But, guess what. The place was deader than a doornail. There’s nobody there. We didn’t get caught.”

Braving Alaska

During the early 1960s, while the Cuban Missile Crisis flared and President Kennedy was assassinated, Alaska rode out a large, devastating

(Continued on page 28)



P3C of VP-47

Terry Howell

(Continued from page 27)

earthquake. Through it all, Howell served two Navy cruises in that arctic state.

“Trust me, you really don’t want to fly a big old seaplane in Alaska. They’re conducive to attracting ice and they’re not conducive to getting rid of that ice. It was one of the prettiest places I flew out of and one of the most treacherous.

“The runway at Kodiak, on the land, runs right into Old Woman Mountain, and Old Woman Mountain is your overrun. When you’re flying an airplane with wheels in there, you best make sure you have it made by the time you’re at Puffin Island, or wave it off.

“I lost some friends there in a P2V. I don’t know what they were thinking. They got in there and tried to wave it off and just broke the airplane over the mountain, scattering guys all over the place.”

Howell says Cold Bay, Alaska provided him a fair share of excitement, after landing a seaplane there.

“When you anchor them out you always have one qualified pilot and two crewmen out there, so if something happens and you have to get underway, you can do it. It just so happened I drew the straw to sit the buoy when we first landed in Cold Bay. While we were sitting there this 50-mile-an-hour storm comes in. We’re sitting on that buoy, and we’re sitting on that buoy, and we sat on that buoy for over 24 hours. “They service the plane, both fuel and food, from boats on the tender. And, it’s not bad service, when you can get it. We sat out there a long time, without the auxiliary power units, because they were having trouble keeping the things up on the airplanes.

“We had on long-johns, flight suits, ‘poopy-suit’ covers and sleeping bags. You can’t believe how

cold it is there. It’s that damp cold. The fog will come down and sit that far off the ground, and the wind will be blowing 25-50 miles an hour.

“One of the boats broke loose and managed to make it all the way through the anchorage without hitting any of the airplanes. I could take the gust-locks off the airplane and fly it up on what we made the buoy line with, called a lizard line, a cable on the front of the airplane. You could take the gust-lock off and pull back on the yoke and actually raise the airplane off the water.

“That ceased to be amusing after a little while. We were tired of eating crackers. We wanted some food and wanted to be warm. A cup of hot coffee would be nice.

“The in the midst of this storm I hear this noise - - rrrrrrr. It’s Reeve Aleutian Airline. I don’t know how those guys flew in that weather. They must have had some kind of special radar in their brains, because they didn’t have any visibility and not much for

nav aids there. They came in pretty quick, and then they were gone again.

“I was sitting there in the freezing aircraft, in one of my thoughtful moods, and thought to myself, ‘You know, if some guy came along and offered me a job pumping gas at a Shell station, I’d go for it.’”

Duty in Alaska also meant opportunities to see many different types of animals, in the days before wildlife refuges, as well as historic and interesting sights. There were seals in the Pribilof Islands, glass fishing floats lying along the beaches on the Bering Sea, and rusting World War II materiel of the Japanese Navy at Dutch Harbor.

Howell recalls chasing Kodiak bears with the airplane and a movie camera.

“I had this Yashica movie camera with a pistol

(Continued on page 29)



VP-47 Logo

Terry Howell

(Continued from page 28)

grip that ran little rolls of film. We'd get down real low, because it was just tundra. So, I'm taking pictures of these bears. Those guys run very quickly, and we had this big Kodiak and he's running along. He got tired of running and he stops and stands up and (shakes his paw) at us, 'Just a little close, sucker and I'm going to have lunch!' "

Howell thought he'd captured the natural drama on film, but unfortunately while the camera was sitting on the aircraft's glare screen the plane's vibrations tripped the camera speed setting for the film and ruined all the film taken of the bear.

Howell's two tours with VP-47 became five years of keeping an eye on Russian and Japanese fishing fleets in addition to tracking Soviet submarines. Anti submarine operations in that region, frequently involved joint work with Canadian teams flying P2V Neptunes, as Howell discovered while making an intelligence-gathering run down the length of a Soviet ship.

"We'd try to do it fast and close. I'm coming down one side and look up and here comes this P2 the other way, with the Canadians saying, 'Tally-ho, Yank'."

A few years later when Howell was at fleet Airborne Electronics Training Unit Pacific, and running the tactics school, he told this story to a group of Australian ASW crews. One of them piped up, saying "I remember that. That was me." The Aussie had been on exchange duty with the Canadians.

In 1964, Howell deployed to WESTPAC for 7-1/2 months. When that tour was completed he returned in 1965, recalling the delight of picking up a brand new Lockheed P-3 Orion right off the assembly line in Burbank.

"Man that's really a pleasure. It's like buying a new car. Everything's shiny, it works, and smells good. It doesn't last long, but it was nice."

Vietnam and Beyond

Howell went to Vietnam to pilot flying boats in 1964, starting with one of the first squadrons to fly out of Danang. A seaplane tender's help with

logistics made a huge difference to operations, which also saw the Philippines as a base.

"Taking off out of Sangley Point, we usually carried a drop tank on one 'beaver tail' filled with fuel, and ordnance in the other one. You'd take off and be so heavy... Everybody had to develop their own system. Mine was to figure out the swells and get up to 65 knots on the upsweep hit the ADI for the engines and take them to over 60 inches manifold pressure, hold what you had and then fire all your JATO bottles. That would give you enough, after a few more bounces, you could stagger into the air."

With the heat and humidity at Sangley Point, Howell says the P5M was flying at a gross equivalent weight of 85,000 pounds, heavy for a boat. He says, over 70,000 pounds was marginal for a single engine.

Missions were typically 12 hours long. On one particular flight, a wind change challenged the fuel required to get home. Howell's relief aircraft blew an engine and he was requested to remain on station as long as possible. He figured it very close.

Howell says we could usually bounce radar off a shipwreck on a shoal near Subic Bay. It was a landmark he could use to know how far out we were from landfall in the Philippine Islands.

"We're looking at the gas gauges and doing figuring and more figuring. I'm right down on the deck with the flaps cracked just a little bit and the engines pulled all the way back to 1600 rpm—an old trick taught to me by World War II seaplane pilots. You could see the big blades go around 'whoppity-whop' out there.

"We made it in to Sangley Point and we had 500 gallons in each service tank. That's not a whole lot of gas to feed two 3350s."

Howell flew his first tour August 1964 to February 1965 in the Vietnam War in P5Ms of VP-47, on armed reconnaissance patrols, Market time patrols, and ASW patrols, and "other missions" On many flights the flying boat carried ordnance. Then followed two tours there in the P-

(Continued on page 30)

2008 Donations To The Wing - Thank You!

Ensign \$1-\$49

Arthur Craig Jennifer McCarthy
Steven Hansen

Lt. (J. G.) \$49-\$99

Lee Engberg

Lieutenant \$100-\$199

Bill Leahy Dewey Bell
Donald Sanders Doug Cayne
Gary Adams Ghilotti Bros Inc
Mel Lowney Dave Nolthenius

Lt. Commander \$200-\$299

George Hansen Mike McKinley
Ron Flashberger

Commander \$300-\$499

Steve Kauzlarich Kjell Karlsson

Captain \$500-\$999

The Leo/Bye Foundation (Tom Leo)

Commodore \$1,000-\$2,499

Chuck Kenney

Rear Admiral \$2500-\$4999

Vice Admiral \$5000-\$9999

Admiral \$10,000 or more

Gil Ferrey

You can also choose where you'd like your donation to be used:

Museum Fund - Directed towards expenses in developing our museum. Donations are also accepted in the form of memorabilia, war artifacts, photos, etc.

Charlie Palin Fund - The GGW offers great guest speakers at our monthly dinner meetings. To continue to do this, we sometimes need to help pay for travel and lodging costs for these guests.

GGW General Fund - Meeting room Rent, Insurance, etc.

Endowment - Consult with your estate planner for setting up an endowment toward the Golden Gate Wing.

Terry Howell

(Continued from page 29)

3 "Orion" (1966, 1973). In 1971, between those latter tours Howell did a combat cruise as CIC Air Warfare Officer on the carrier USS Midway.

On the P-3 alone, Howell totaled more than 3000 of his 6000-plus hours total flight time, many of them from Moffett Field NAS, but also including test flight time in every model of Lockheed's Orion.

After his Navy career, Howell earned his Airline Pilot Rating and served in executive and consulting positions for several corporations. He was also one of the early leaders of the Western Aerospace Museum (Oakland Air Museum).





HAPPY BIRTHDAY!!

To the following Colonels!

October 2008:

Gene Mendoza	1
Harry Hadley	3
Richard Gronet	5
Howard Boggs	6
Allen Cesafsky	6
Kjell Karlsson	12
Don E. Sanders	12
Peter Geiler	14
Allan DeMuth	16
Hubertus Von Marschall	17
John Crump	19
Hulet Hornbeck	19
Thomas Leo	19
James Hovatter	26
Ivy Allen	29
Elbert Busch	31
David Nolthenius	31

November 2008:

Paul FitzGerald	1
John Fulton II	1
Rene McCoy	3
Christina Felker	5
Steve Merlan	14
Dan Dybdahl	17
Frank Sherwin	18
Louis Gibbs	25
Richard Tews	28
Andrew Cresci	29

December 2008:

John Accinelli	4
Bill C. Bates	5
Dick Perkins	21

January 2009:

Mel Lowney	1
Scott Nolan	2
Max Cleveland	12
Dick Shaw	23

February 2009:

James Thomas	1
Duane Doyle	16
Jack Hildebrandt	18
Ross Bausone	19

March 2009:

Brian McGee	3
Philippe Auger	6
Douglas Cayne	8
Gary Adams	13
Ron Flashberger	27

Your GGW Staff



Wing Leader
Col. Steve Kauzalrich
510-912-9666
wingleader@goldengatewing.org



Flight Operations Officer
Col. Ross Bausone
510-538-8760
flightops@goldengatewing.org



Museum Project Officer
Col. Gil Ferrey
510-527-7360
museum@goldengatewing.org



Maintenance Officer
Col. Bob Burnett
510-483-4035



Finance Officer
Col. Steve Kauzalrich
510-912-9666
finance@goldengatewing.org



Safety/Ground Ops, PropTalk Editor and Webmaster
Col. Tom Carter
408-972-7970
groundops@goldengatewing.org
proptalk@goldengatewing.org
webmaster@goldengatewing.org



Marketing Officer
Col. Kjell Karlsson
marketing@goldengatewing.org

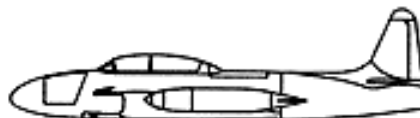


Adjutant Officer
Col. Joe Allen
adjutant@goldengatewing.org



Position Open

Executive Officer
xo@goldengatewing.org



GOLDEN GATE WING

AMERICAN AIRPOWER HERITAGE GROUP, CAF PRESENTS:

LT COL Martin A. Knutson, USAF, CIA and NASA PILOT- Combat, Recon, Test, Research

- * Born May 31, 1930 in St. Louis Park, MN; attended University of Minnesota, EE.
- * Joined Navy Reserve & trained as a ball-turret gunner in TBF "Avenger".
- * Qualified for Air Force Cadet Program; Pilot Wings, Class 51G @ Williams AFB.
- * KOREA: F-84s, F-86s; Selected by Curtis LeMay for SAC Fighter Group, F-86s.
- * VIETNAM & COLD WAR: One (1) of only six (6) pilots first selected for the CIA's Air Division to fly U-2s, often over the Soviet Union.
- * Retired from USAF in 1970 with over 6,500 hours of flight time.
- * Joined NASA - Ames Research Center in early 1971 as Manager of Airborne Instrumentation Research, then Chief of Airborne Missions & Applications; same job at NASA - Dryden; finally, Chief of Flight Operations at Ames 1990 to 1997.
- * Involved with numerous aircraft at NASA, from F-104, F-18, X-29, F-15, CV-990 Space Shuttle Landing Gear Test Vehicle and, finally, the legendary SR-71 "Blackbird", which he flew at Mach 3.275 when he was 67 years young!
- * Logged flight time of over 8,000 hours, almost all in high-performance aircraft.
- * Awards and decorations include: Distinguished Flying Cross (DFC), Meritorious Service Award, Intelligence Star (twice), NASA's Outstanding Leadership Award and the Presidential Rank of Meritorious Executive; Member of the Society of Experimental Test Pilots (Associate Fellow), Charter Member of the Senior Executive Service (Federal Government).

Marty Knutson flew 21 years for the USAF and CIA, plus another 21 years for NASA, a total of 42 years and over 8,000 hours of active, dangerous, high-performance flying--combat, reconnaissance, test, development and research--for our Nation!

DATE: Thursday January 22nd, 2009

TIME: 1730 doors open

PLACE: Former Naval Air Station (NAS) Alameda Terminal Building
2151 Ferry Point, B-77, Oakland

I-880 Northbound to Oakland:

Take the BROADWAY exit toward DOWNTOWN
Take the ramp toward JACK LONDON SQUARE
Turn LEFT onto BROADWAY

I-880 Southbound to Oakland:

Take the exit toward BROADWAY/ALAMEDA
Stay straight to go onto UNION ST.
Turn RIGHT onto 7TH ST.
Turn RIGHT onto BROADWAY

- Turn a sharp LEFT to take the ramp toward ALAMEDA
- Stay straight to go into the WEBSTER ST TUBE/CA-260 S.
- Exiting tube, continue south on Webster Street (keep right) for 0.6 mile.
- At first traffic signal (Atlantic Avenue), turn right and drive west 2.2 miles. En route, you will curve around the aircraft on the pedestal by following the broken white lane divider line.
- At stop sign (Ferry Point Street; T intersection), turn right and drive north 0.1 mile. Building 77 (also labeled "2151 Ferry Point") is on your left. Park on street side of Building 77. Front entrance is at "left" side of building (facing the ships). Handicapped ramp is at "right" side (back) of building. Stairs and elevator to second floor meeting room are in middle of building.

GOLDEN GATE WING

AMERICAN AIRPOWER HERITAGE GROUP, CAF PRESENTS:

First Lieutenant Stu Eberhardt

Part II: "Cold War", flying F-86s and F-100s in Europe with TAC Strategic targets behind the Iron Curtain.

* Stu was a guest speaker on October 23rd, 2008 with part 1.

* First Lieutenant Stu Eberhardt was on alert in Europe with the Air Defense Command from 1957 to 1961 flying F-86s. His first assignment was to shoot down Russian Bears, but only if they got out of line of course! Later, he was on alert as a Nuclear Bomb Commander with a very specific target behind the Iron Curtain. Stu had a Top Secret clearance and was trained and ready to strike on a moments notice.

* He will share with us many stories from this crucial time period when the Soviet Union and the United States were only minutes away from total destruction! Stu has some fascinating stories to share!

DATE: Thursday February 26th, 2009

TIME: 1730 doors open

**PLACE: Former Naval Air Station (NAS) Alameda Terminal Building
2151 Ferry Point, B-77, Oakland**

Donation: One \$10.00 bill and enough food to serve 3-4 persons (no food = no eat)

DIRECTIONS TO THE NAS ALAMEDA TERMINAL BUILDING:

I-880 Northbound to Oakland:

Take the BROADWAY exit toward DOWNTOWN
Take the ramp toward JACK LONDON SQUARE
Turn LEFT onto BROADWAY

I-880 Southbound to Oakland:

Take the exit toward BROADWAY/ALAMEDA
Stay straight to go onto UNION ST.
Turn RIGHT onto 7TH ST.
Turn RIGHT onto BROADWAY

-
- Turn a sharp LEFT to take the ramp toward ALAMEDA
 - Stay straight to go into the WEBSTER ST TUBE/CA-260 S.
 - Exiting tube, continue south on Webster Street (keep right) for 0.6 mile.
 - At first traffic signal (Atlantic Avenue), turn right and drive west 2.2 miles. En route, you will curve around the aircraft on the pedestal by following the broken white lane divider line.
 - At stop sign (Ferry Point Street; T intersection), turn right and drive north 0.1 mile. Building 77 (also labeled "2151 Ferry Point") is on your left. Park on street side of Building 77. Front entrance is at "left" side of building (facing the ships). Handicapped ramp is at "right" side (back) of building. Stairs and elevator to second floor meeting room are in middle of building.

GOLDEN GATE WING

AMERICAN AIRPOWER HERITAGE GROUP, CAF PRESENTS:

Col. Richard Hum, USAF (Ret.)

*Born Sept. 11, 1924, Butte, MT

*During AWC he obtained an MA degree in International affairs with George Washington University. He has MS and BA degrees in physiology from University of California, Berkeley, CA

*He had a couple of memorable experiences while at the AWC: (1) A private meeting with Richard Nixon, Hum had briefed Nixon for an hour on a one-on-one basis in Hong Kong (was asst. air attache in there prior to AWC) and they continued their discussion non China when Nixon found out Hum was a student at AWC. Nixon had a great depth of knowledge and interest in the PRC and later was the first president to visit China. (2) In a private session with the then director of CIA, Adm. Raborn, he was requested to write a classified version of his George Washington University master's thesis on Macau (dealt with the intelligence aspects of the cold war). Shortly after its completion his assignment was changed and he was reassigned to Hong Kong - this time as the principal air attache, where later he briefed Pres. Regan in Taiwan on a one-to-one basis.

*During Cuban Missile crisis in Oct 1962, he was executive asst. to the nation's spokesman, Asst. Secty. Sylvester and had 10-12 substantive conversations with President Kennedy on the "Red Phone" connected directly to the oval office.

*While commander of the 7602nd Air Intelligence Group he was appointed as the executive agent for DOD in the interrogation of the soviet defector Lt. Victor Belenko, and exploitation of his Mig aircraft.

*As a civilian he wrote the official application and established the foreign trade zone No. 56, Oakland, CA and operated the zone for three years as vice president. he was guest lecturer to four Bay area universities on the US Foreign Trade Zone System.

DATE: Thursday March 26th, 2009

TIME: 1730 doors open

**PLACE: Former Naval Air Station (NAS) Alameda Terminal Building
2151 Ferry Point, B-77, Oakland**

Donation: One \$10.00 bill and enough food to serve 3-4 persons (no food = no eat)

I-880 Northbound to Oakland:

Take the BROADWAY exit toward DOWNTOWN
Take the ramp toward JACK LONDON SQUARE
Turn LEFT onto BROADWAY

I-880 Southbound to Oakland:

Take the exit toward BROADWAY/ALAMEDA
Stay straight to go onto UNION ST.
Turn RIGHT onto 7TH ST.
Turn RIGHT onto BROADWAY

- Turn a sharp LEFT to take the ramp toward ALAMEDA
- Stay straight to go into the WEBSTER ST TUBE/CA-260 S.
- Exiting tube, continue south on Webster Street (keep right) for 0.6 mile.
- At first traffic signal (Atlantic Avenue), turn right and drive west 2.2 miles. En route, you will curve around the aircraft on the pedestal by following the broken white lane divider line.
- At stop sign (Ferry Point Street; T intersection), turn right and drive north 0.1 mile. Building 77 (also labeled "2151 Ferry Point") is on your left. Park on street side of Building 77. Front entrance is at "left" side of building (facing the ships). Handicapped ramp is at "right" side (back) of building. Stairs and elevator to second floor meeting room are in middle of building.

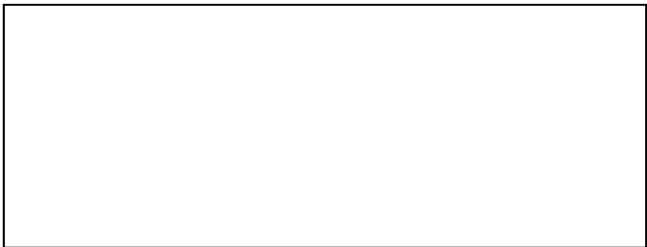
PROP TALK



**Golden Gate Wing
PO Box 6056
Oakland, CA 94603
www.goldengatewing.org**



To:



Non-Profit
U.S. Postage
PAID
Alameda, CA
Permit No. 19