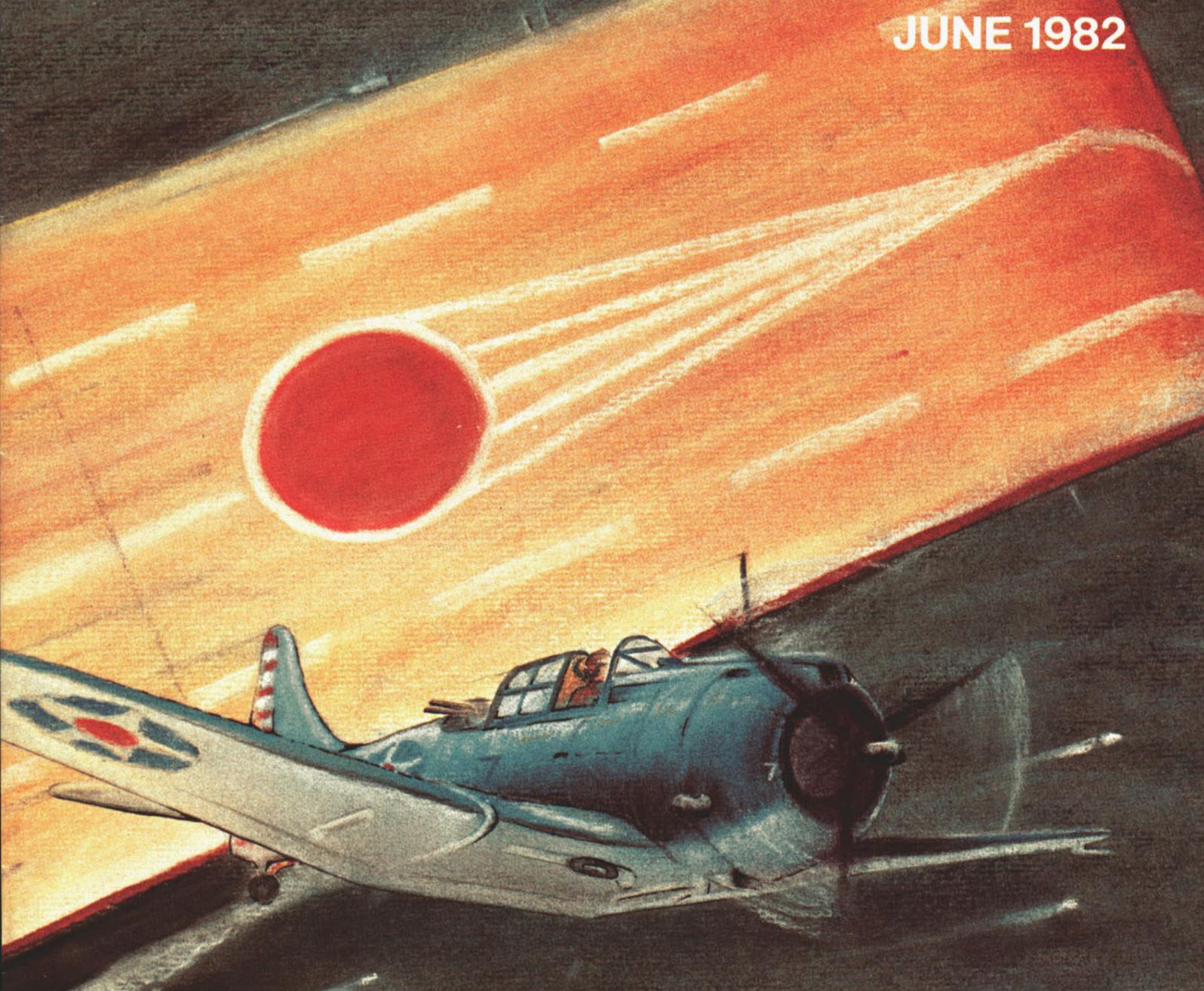


ALLHANDS

JUNE 1982



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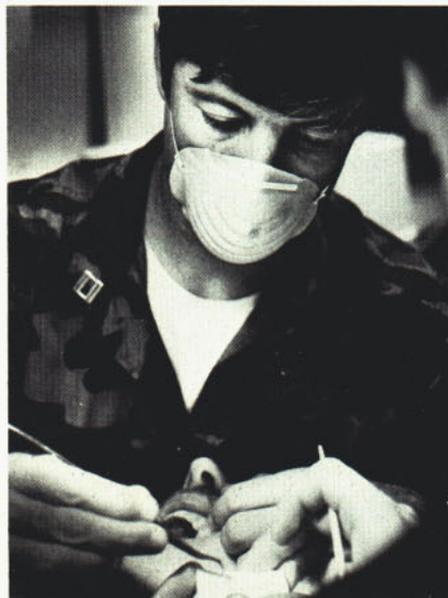




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JUNE 1982 NUMBER 785

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Cover

Front & back: The Battle of Midway—a Navy *Dauntless* making a hit on the Japanese carrier *Akagi* (one of two Japanese carriers with the island located on the port side). See page 2. Illustrated by DM2 Eugene Clark.

Inside front: USS *Manley* (DD 940), USS *Vogelgesang* (DD 862) and USS *Edson* (DD 946) are perfectly safe—it's only an early morning mist swirling around the Navy fleet pier in Newport, R.I.

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Battle of Midway

Turning Point

In a war a point is reached when the balance tips—usually for good—and one side, knowing that the scales are weighted, emerges bent on final victory. In the American Revolution, such a point was reached at the Battle of Saratoga.

The turning point in the American Civil War was reached at bloody Antietam, in Maryland, when Confederate forces were fought to a standstill.

The Allies reached several turning points in World War II: the Battle for Britain; the Battle of the North Atlantic, the Defense of Stalingrad. For America, her shining hour, her turning

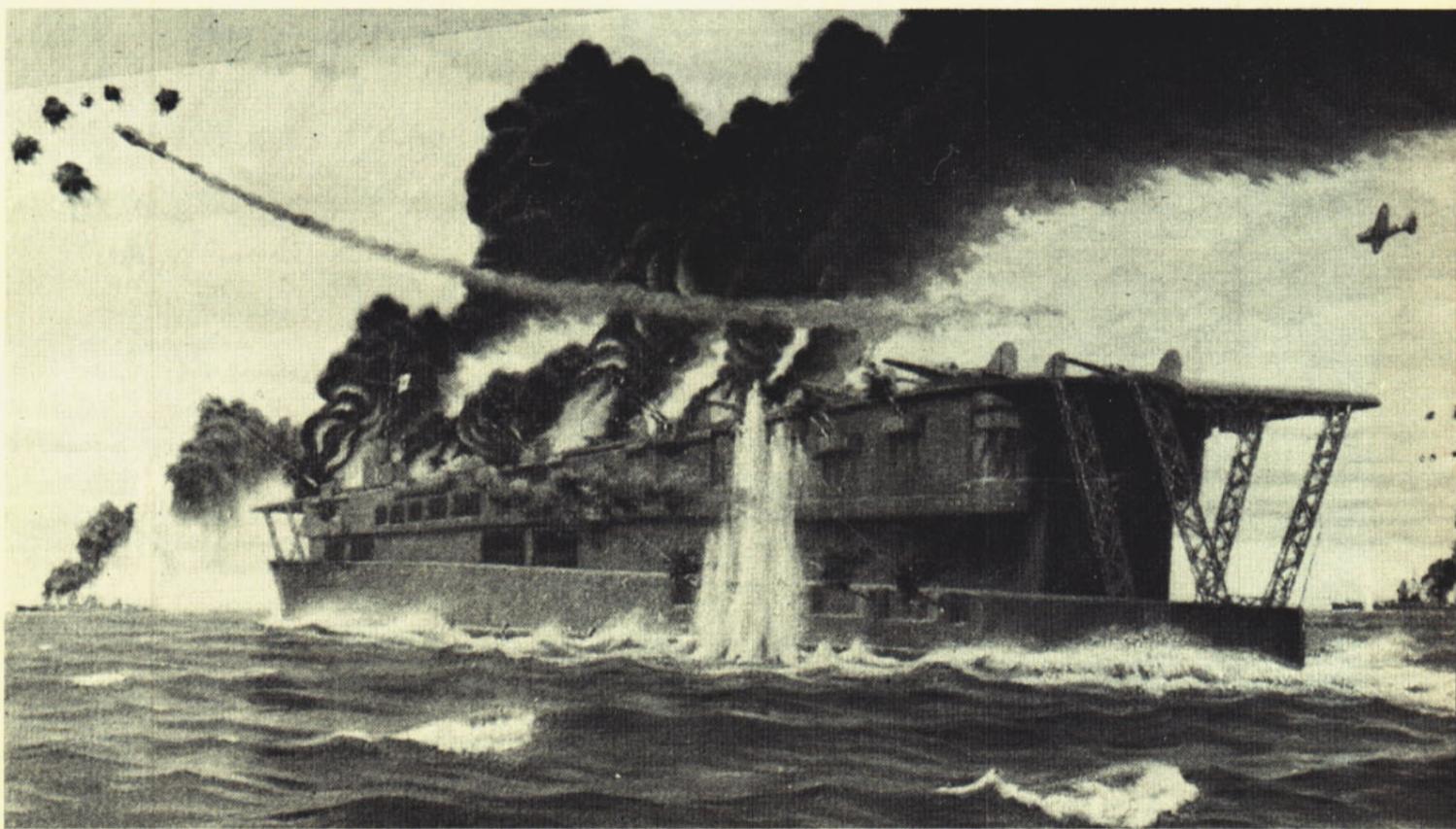
point in that war's Pacific Theater was reached at an island called Midway—2,100 miles east of Tokyo and 1,135 miles west of Hawaii—America's most western base after the fall of Wake Island.

Forty years ago this month, it started as another real estate grab on the part of the ever advancing forces of Imperial Japan; it ended in blazing action that sealed forever Japan's dream of expansion.

The stage had been set a month earlier—May 4-8, 1942—in an arena called the Coral Sea. For the first time in history, surface fleets engaged in a duel

out of sight of each other but with a new element of modern warfare interjected—naval air warfare and the baptism of carriers under fire.

Coral Sea was a standoff, not a turning point. But in this battle, which delayed Japan's invasion of Tulagi in the Solomons and put off its invasion of Port Moresby in Papua (in New Guinea), the stage was set for future Pacific conquest. We lost the carrier *Lexington* plus the oiler *Neosho* and the destroyer *Sims* in the Coral Sea; the Japanese lost the cruiser *Shoho*. Two of their veterans of the attack on Pearl Harbor, carriers *Shokaku* and *Zuika-*



in the Pacific

ku, were forced to sit out Midway because of Coral Sea. It took two months to repair *Shokaku's* flight deck; *Zuikaku* took a month to replace her planes. The curtain now rises on Midway.

Preliminaries

History states that the Battle of Midway started on June 3 and lasted until the sixth. Those are the true dates, but it could be argued that Midway really began on April 18 when Lieutenant Colonel Jimmy Doolittle and his force of 16 B-25 Mitchell bombers were launched from the deck of the carrier *Hornet*, 668 miles off Tokyo for what

was to be the famous Raid Over Tokyo. In Washington, D.C., President Franklin D. Roosevelt told nosy reporters that the raid originated from a place called "Shangri-La"—a name designed to mislead snoopers and enemy alike—the mysterious Tibetan city in James Hilton's "Lost Horizon."

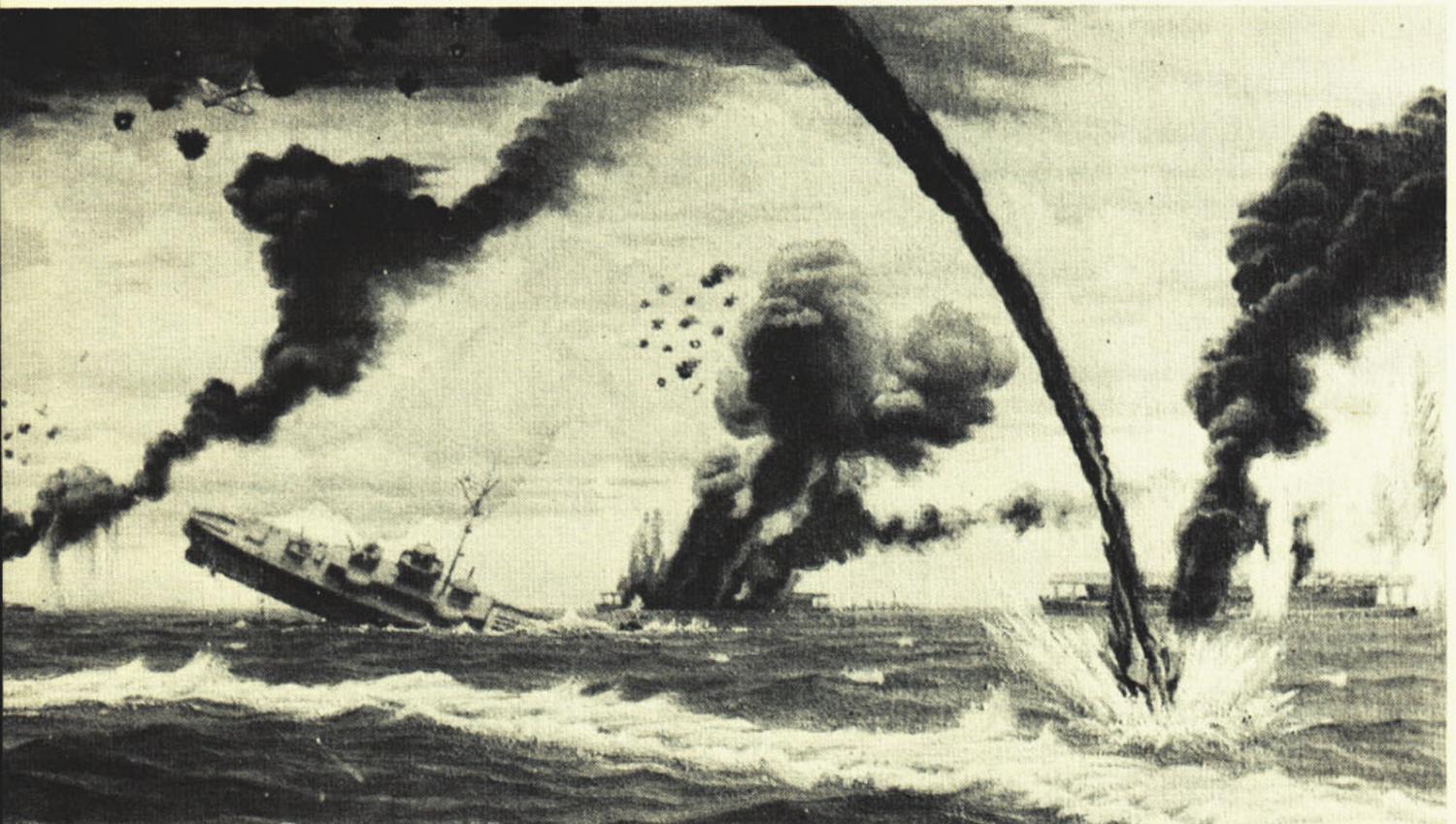
The ruse worked. The Japanese figured—as they studied their maps—that because it had to be within range of the bombers, it could be the Aleutians or Midway Island. Midway had to go.

Admiral Isoroku Yamamoto, commander in chief of the Combined Fleet, argued that the U.S. Navy's Pacific

Fleet must be destroyed in 1942 or America's strength and resources would eventually do Japan in. Midway was selected to be the bait to lure the Pacific Fleet into a position where it could be wiped out.

Meanwhile, a member of Admiral Chester Nimitz's staff at Pearl, Commander Joseph J. Rochefort, headed up a team of cryptoanalysts which had just cracked the Japanese code—no small chore by any means. (The Japa-

Painting by Griffith B. Coale entitled "Dive Bombing Japanese Carriers, Midway, June 4, 1942."



Battle of Midway

nese diplomatic code had been broken earlier.) The message traffic coming out of Tokyo kept mentioning “AF” and D-day. Trouble was, our eavesdroppers couldn’t figure out if “AF” really was Midway. Admiral Nimitz flew out to Midway from Pearl on May 2 for an inspection of the island’s defenses.

Midway’s Defenses

Everything about Midway is small. The island—acutally two islets, Sand and Eastern, with a lagoon about five miles across—lies just inside the southern reef. Sand Island (its highest point is only 39 feet) is only 850 acres or so; Eastern isn’t half that. The Navy placed great strategic value on Midway. Since 1903 a telephone cable had connected it with Honolulu, and this cable was used in the battle’s preliminaries, leaving the level of radio traffic normal and thereby foiling any enemy listeners.

Once on Midway, Nimitz met with

the commanding officer of the naval air station, Captain Cyril T. Simard, and his Marine counterpart, Colonel Harold D. Shannon, who commanded the Sixth Marine Defense Battalion. He asked his two subordinates if they could hold out under a heavy, large-scale attack. Shannon told him that if he got additional equipment, the island could withstand such an attack. Nimitz asked if that included “. . . a major amphibious assault?” Shannon’s answer was yes. Nimitz returned to Pearl Harbor.

Simard and Shannon began strengthening their defense system. Shortly, they received a letter from Nimitz. He stated that the Japanese were mounting a full-scale offensive against Midway and May 28 looked like D-day and explained what he thought the Japanese strategy would be and how their forces would be split.

Then the admiral dropped the clincher—he told his Midway commanders to report by radio and in clear

language that the island’s distillation plant had broken down. Two days later, the Americans intercepted a Japanese message stating that “AF” was short of fresh water.

Considering what the Japanese were about to throw against the island, Midway stood a good chance of becoming another Wake. All Shannon could muster were 2,138 Marines; Simard had another 1,494 fliers and service troops, including 120 Army men and 121 combat planes.

Midway’s aircraft could only be described as a mixed bag—everything from *Catalinas* to *Marauders*. Marine Fighter Squadron 221 and Marine Scout Bombing Squadron 241 made up Marine Air Group 22—the island’s main air arm. These 50 serviceable

A pilot gets the signal to launch aboard the carrier USS Enterprise during the Battle of Midway as five more planes get set to launch. During the battle, planes left the carrier’s deck at 30-second intervals.



planes (*Buffaloes*, *Wildcats*, *Vindicators* and *Dauntlesses*) were bolstered by 13 (later 19) B-17 *Flying Fortresses* of the 431st Bombardment Squadron, 11 *Catalinas* attached to NAS, a detachment of six new *Avenger* torpedo planes flown by a *Yorktown* squadron detachment and various other planes, including four Army *Marauders*.

Enemy Forces, Plans

The battle covered hundreds of miles



of trackless ocean and involved land and sea phases. As they did in the Coral Sea, the Japanese split their forces into three distinct groups, each with specific missions. There was a diversionary force as well.

Overall command of the Japanese fleet rested with Admiral Yamamoto in the new battleship *Yamato*.

Yamamoto's *main force* consisted of seven battleships, one light carrier, two seaplane carriers; three light cruisers, 13 destroyers and four supply ships.

The Japanese *occupation force*, headed by Vice Admiral Nobutake Kondo, in the battleship *Atago*, consisted of two battleships, two seaplane carriers, one light carrier, eight heavy cruisers, 22 destroyers and numerous supply and patrol ships, escorting 12 transports. The invasion force was made up of 1,500 marines bound for Sand Island, 1,000 soldiers for Eastern, two construction battalions and other small units.

The *striking force* was headed by Vice Admiral Chuichi Nagumo who had led the attack on Pearl. Again he was in the carrier *Akagi*. His force was made up of two battleships, four carriers, two heavy cruisers, one light cruiser, 12 destroyers and five supply ships.

A large group of submarines made up the advance expeditionary force, headed by Vice Admiral Teruhisa Ko-

matsu as commander in chief of the Sixth Fleet.

A northern area force—actually a diversion—was aimed at the same time against Dutch Harbor in the Aleutians.

It was hoped the American admiral, caught off guard, would weaken Midway's defense by ordering a task force to defend Alaska.

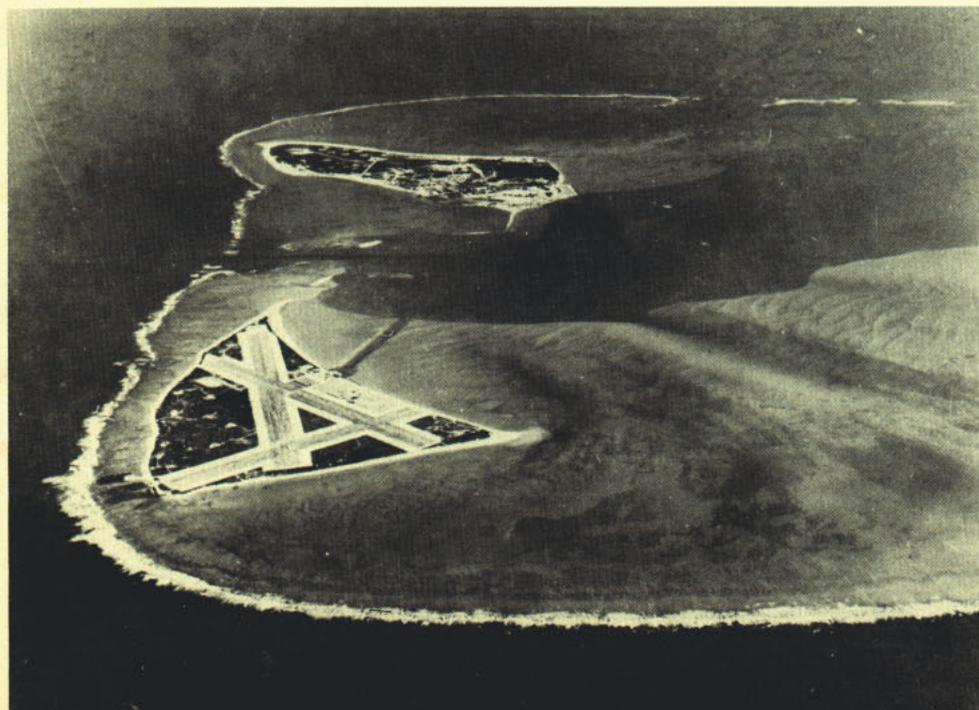
The Japanese plan was extremely complicated. They thought they could not only subdue and occupy Midway but, quite possibly, also lay bare Hawaii and the U.S. West Coast to attack. But that last part of Yamamoto's overall plan has never been historically verified.

The Task Force

Nimitz sortied his ships from Pearl Harbor with orders to rendezvous at "Point Luck" on June 2, about 325 miles northeast of Midway. The task forces were under the overall command of Rear Admiral Frank Jack Fletcher, the same admiral who was in command during the Battle of the Coral Sea. Fletcher, in the *Yorktown* (hastily repaired in record time at Pearl Harbor from severe damage inflicted at Coral Sea), and eight other ships—two cruisers and six destroyers—made up Task Force 17. Heading Task Force 16 was Rear Admiral Raymond A. Spruance in *Enterprise*, with *Hornet*, six cruisers and six destroyers.

Spruance, at the last minute, replaced Vice Admiral William F. "Bull" Halsey who was hospitalized just before the battle with a skin rash.

The orders were for the U.S. ships to maintain radio silence and communicate with each other visually. On June 2, Spruance signaled the ships of Task Force 16 "...to maintain an approximate position 10 miles to the southward of Task Force 17... within visual signaling distance." The next day, June 3, the American plan was for the



Above: Marines raise the colors as the Japanese make their first strike against Midway. Left: Midway Island with Eastern in the foreground and Sand in the background.

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two task forces to move northward from Midway during darkness and avoid the enemy's probable attack course.

From the onset, then, Midway was not to be a surface slugging match—not against such ships as *Yamato*.

Also on June 3, Spruance noted in his war diary that Dutch Harbor had been attacked that morning. The battle was on.

First Sighting

Word of the Aleutian attack was still passing among the ships when another message was received—Midway's search planes had sighted two cargo ships some 470 miles from Midway.

That first report about 9 a.m. was made by Ensign Jack Reid who had taken off from Midway in a *Catalina*, just before sunrise. Reid came through 21 minutes later with another report stating that he had located the "main body" of the Japanese force—six large ships steaming in a column—700 miles from Midway.

Nimitz earlier had charged Midway's air forces, in his letter to Simard, with the task of locating the Japanese forces and inflicting as much damage as possible to their carriers' decks.

Kondo's occupation force was approaching from the southwest; hidden in a weather front, the striking force was in the northwest; and Yamamoto's main body was far to the west. Fletcher, Spruance and the defenders on Midway remained much in the dark during the morning of June 3. The *Cats* and the *Fortresses* filled the air with radio traffic. Then, at 11 a.m., Reid sent a correction: There were 11 ships in the formation he sighted, not six.

Before noon, the *Fortresses* were back on the island and were refueled. Nine *Fortresses*, led by their commander, Lieutenant Colonel Walter C. Sweeney Jr., took off again and headed for the ships Reid had sighted. Simard had decided to attack. Taking off

at 12:10 p.m., they sighted a force four hours later of "five battleships or heavy cruisers and about 40 others." They "thought" they had hit a heavy cruiser and a transport. What they hit was the water.

Before the *Forts* returned, four volunteer *Catalina* crews took to the air for a night torpedo attack. *Cats* were not built for this kind of work nor were their crews trained for torpedo attacks. Still, they drew first blood. Three of the planes managed to locate the Japanese, and one flier, Lieutenant William L. Richard, put a fish into the tanker *Akebono Maru*.

Attack on Midway

The Japanese striking force had made its run from under sheltering weather; by dawn, Nagumo was astride the international date line, at his launch position 200 miles northwest of Midway. At 4:30 a.m., he turned his four carriers—*Akagi*, *Kaga*, *Soryu* and *Hiryu* (all veterans of Pearl Harbor)—into the wind and launched 36 *Zeros*,

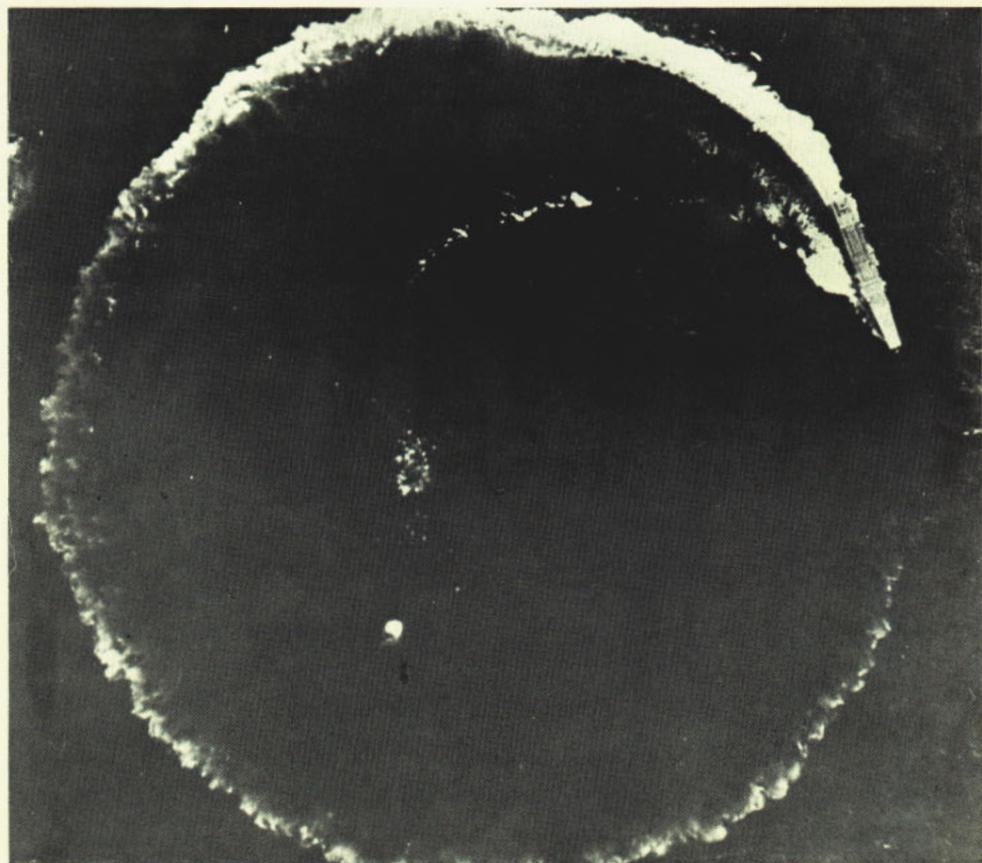
36 *Vals* and 36 *Kates* (fighters, dive bombers and torpedo bombers).

Midway, awake and ready since reveille at 3 a.m., got its first warning at 5:25 a.m.

The two-wave, 31-minute air attack inflicted heavy losses on VMF-221—its planes, led by Major Floyd B. Parks, claimed 43 of the enemy at a cost of 13 *Buffaloes* and two *Wildcats*. The Japanese, at the time, said the score was 42 Marines downed at a cost of four *Vals* and two *Zeros*—pretty good considering VMF-221 had only 25 operational planes to begin with. Outnumbered and outclassed, the Marine fighters fell victim one after another to the highly maneuverable *Zero*.

Land Forces Attack

While VMF-221 was engaging the enemy over Midway, the rest of the island's air force was seeking to re-establish contact with the Japanese forces, especially the carriers. When Simard launched his attackers, he intended that they attack the Japanese carriers



Actual battle photo shows a Japanese carrier taking evasive action while under attack from American planes.

simultaneously. That way, the enemy couldn't protect all the carriers at the same time. It was a good plan in theory; in practice it just didn't work. Midway's planes were just too much of an odd assortment to carry out such a plan.

First to arrive on the scene were the *Avengers*. They had been assigned to Midway for a special mission: to battle test this latest torpedo plane and to weigh its merits against the fleet's other plane of the same type, the *Devastator*.

The *Avengers* came in as two groups of three at 7:10 a.m., let go their torpedos and made full turns to evade AA fire. Japanese AA gunners were able to down three of the *Avengers*; only one of the six was able to return to Midway.

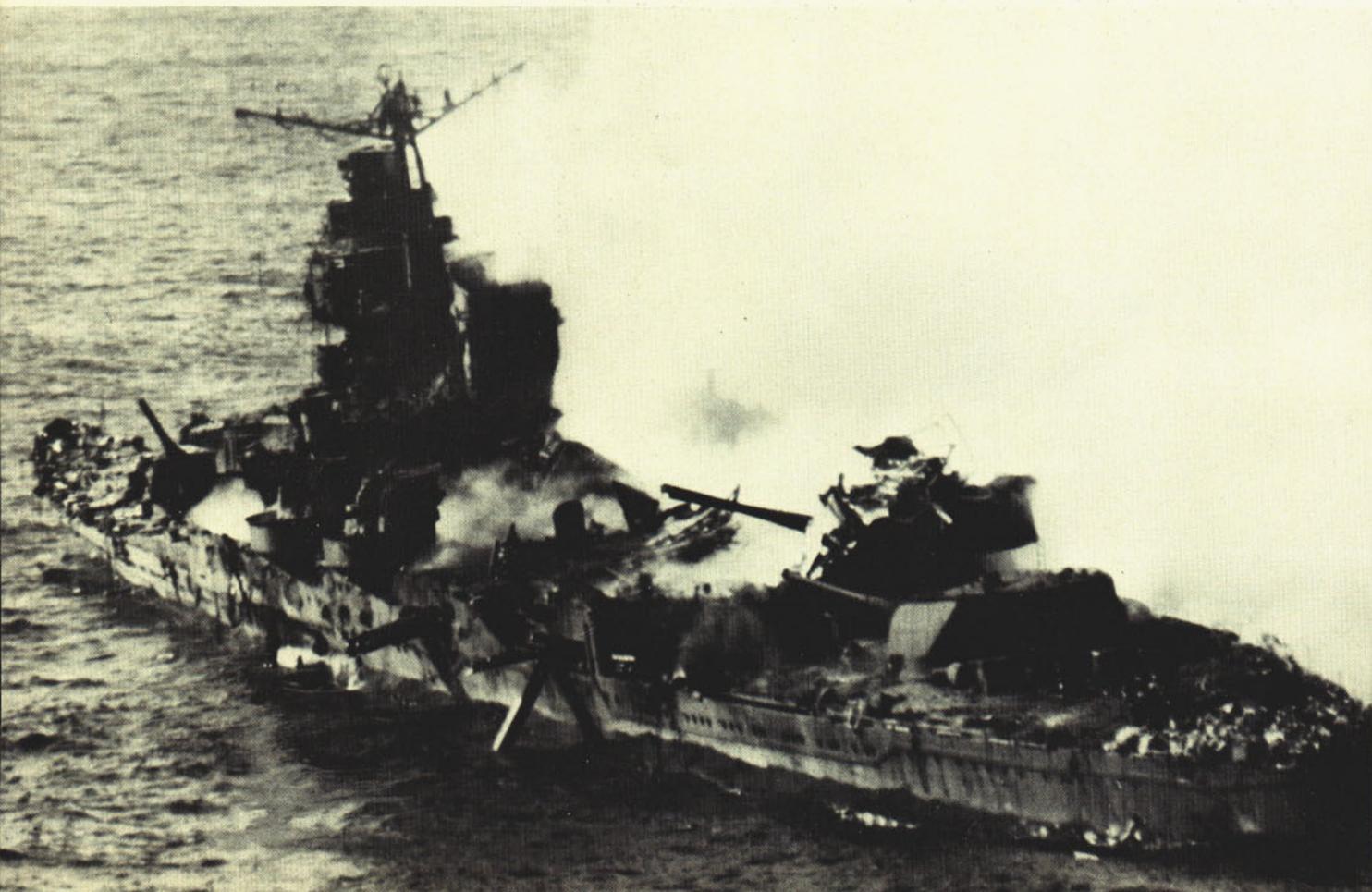
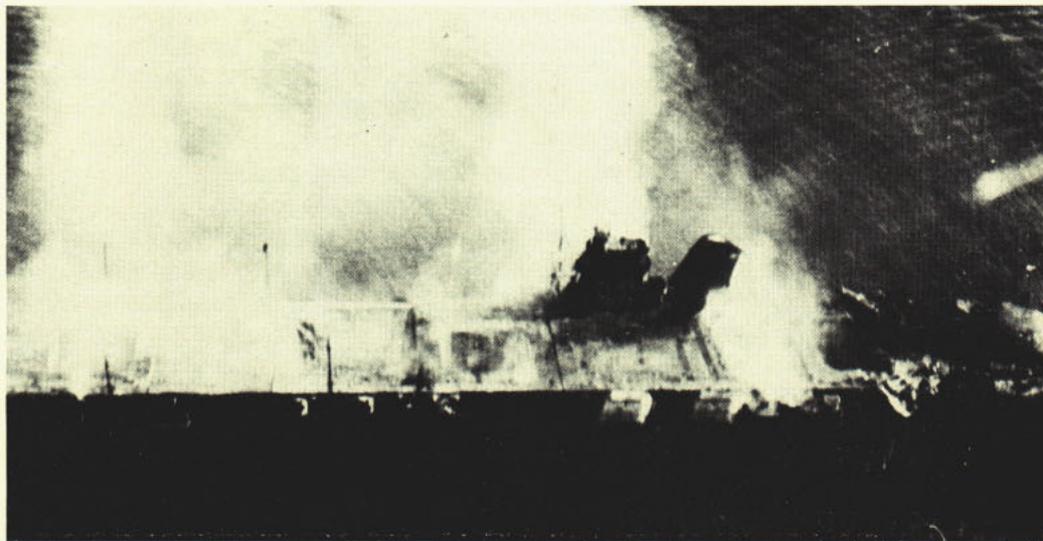
Last to leave Midway were four *Marauders* of the Army's 69th Medium Bombardment Squadron headed by

Right: The Japanese carrier Hiryu is seen burning following fatal aerial attack. Below: Japanese heavy cruiser, almost equal in size to a battleship, lies dead in the water after attack by planes of Task Force 16.

Captain James F. Collins. Their speed allowed them to overtake and pass the *Dauntlesses* and *Vindicators*. Collins and another in his flight, Lieutenant James P. Muri, made contact with the Japanese striking force. Again *Akagi* was the target—both fliers went in after the carrier, Collins dropping his torpedo at 800 yards, Muri closing to 450 yards. Muri barely cleared the car-

rier's flight deck as he pulled up. *Zeros* caught up with both of them, chasing them away and turning their aircraft into flying junkyards.

Next, 15 *Forts* sighted the occupation force to the west at 7:32 a.m., but Sweeney didn't want mere surface ships. He wanted the two carriers reported earlier (he didn't know four were in the area). Twenty minutes lat-



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er, Sweeney's group found the *Soryu* and dropped about 10 bombs. They also found *Akagi* and *Hiryu*, but their altitude made bomb attacks ineffective.

The carriers ran under the clouds after firing a few bursts of AA fire at the high-flying *Forts*. Sweeney resumed a watchful orbit. Then, the 16 *Dauntlesses* of VMSB-241 joined the battle. Ten of Major Lofton R. Henderson's pilots had joined the squadron only a week before; 13 in all were so inexperienced that Henderson had to scale the attack to their abilities.

Spiraling from 9,000 to 4,000 feet, the Marines were picked up by the defending fighters. The Marine rear gunners were able to down four of the Japanese. But the enemy pilots and AA barrage brought down six *Dauntlesses*—including Henderson's. Captain Elmer G. Glidden Jr. assumed command and dived for the *Akagi* just as three fighters left her deck. The carrier had gone to flank speed to avoid the

Americans. Two of the Marines' 500 pounders scored hits on the carrier. The Marines broke free and headed for Midway.

With the Battle of Midway only some three hours old, VMSB-241's second wave—11 old *Vindicators*—took on the battleship *Haruna* at 8:24 a.m. The Marines were at 13,000 feet and 20 miles from their target when three *Zeros* fell on them; Marine gunners got two. The group's leader, Major Benjamin W. Norris, flew out of the clouds at 2,000 feet expecting to find carriers but, instead, found himself directly above *Haruna* with her sister ship, *Kirishima*, nearby.

Norris would rather have had a carrier, but a BB directly below him might not be ready for an aerial attack. The Marines let go. Geysers were seen near both Japanese ships but Nagumo was to write: "No hits."

Two-thirds of Midway's planes had been lost, by now, in the air or on the

ground; half their airmen had been killed. The four deadly enemy carriers were still on the scene, constituting a fatal threat. Enter the task forces.

Task Forces Attack

Although the occupation force had been sighted to the west during the dawn of June 4, Admiral Fletcher did not close on it. He was after the striking force—the carriers—which he felt certain was heading in from the northwest. *Yorktown's* scouts had searched that area at dawn and again at dusk the day before. Fletcher ordered another search a half hour before sunrise.

At 5:34 a.m. Fletcher intercepted the report from the *Catalinas*, but it wasn't until their message of 6:03 a.m. that they gave him what he wanted—the bearing, distance, course and speed of the "carriers and battleships." Minutes later, Fletcher signaled Spruance in *Enterprise* (steaming 10 miles south of Task Force 17): "Proceed south-



westerly and attack enemy carriers when definitely located. I will follow as soon as my (search) planes are recovered." Spruance proceeded at 25 knots.

Within an hour, *Enterprise* launched Air Group Six (the only seasoned American air group in the battle)—with all 57 of its planes: *Wildcats*, *Dauntlesses* and *Devastators*. *Hornet*

launched Air Group Eight (an unseasoned group) with 50 similar planes.

Halfway through *Enterprise's* launch, however, a Japanese scout plane had located Task Force 16 and radioed its position—240 miles from Midway. Nagumo ordered that, following the recovery of his planes which had attacked Midway, his ships were to proceed north and, thereby, close the distance to the American force.

The Japanese had built up speed to 30 knots when 15 *Devastators* of *Hornet's* Torpedo Squadron Eight arrived. It was never known how the slow, 120-knot *Devastators* were able to beat the rest of the American planes to the target. Led by Lieutenant Commander John C. Waldron, Torpedo Eight, like Midway's planes before, arrived in the arena very much alone and naked without fighter cover.

One after another, all 15 of the squadron's planes fell victim to Japanese fighters and AA fire. Although torpedoes were launched, not one scored a hit. Only one man, a pilot—Ensign George H. Gay—lived to become an old veteran. Gay was hit in the left hand and arm as he closed in on *Kaga* and let loose his torpedo. Then he flew down the ship's flank, so close to the bridge that, he said later, "I could see the little captain jumping up and down, raising hell."

Then a 20mm shell hit his left rudder, and he crashed into the sea between *Kaga* and *Akagi*. The only one of 30 alive after Torpedo Eight's gallant though disastrous attack that morning, Gay was not rescued until after the battle—on the afternoon of June 5.

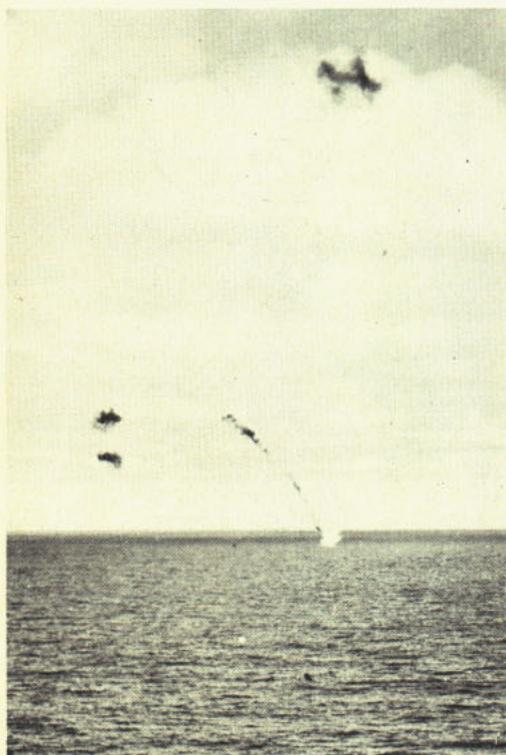
At 9:40 a.m., *Enterprise's* 14 planes of Torpedo Squadron Six arrived on the scene. Like its sister squadron, Torpedo Six had lost its fighter cover. They had to maintain a level altitude and steady course for at least two minutes before they could drop their fish. It was at this crucial point that the enemy's fighters pounced and downed 10; four were able to get away.

Yorktown's Torpedo Squadron Three came in to attack. In the melee, 16 more torpedo planes were lost for a total of 35 lost in a little more than an hour of battle. The new *Yorktown* group, made up of 12 *Devastators*, 17 *Dauntlesses* and six *Wildcats*, was headed by Lieutenant Commander Lance E. Massey. He got within a mile of the *Soryu* before a *Zero* got him as he neared the end of his run.

Three Carriers Scratched

Commander Stanhope C. Ring, leading a group from the *Hornet*, was incoming, but his group couldn't locate the Japanese carriers. Reaching the estimated position with fuel tanks nearing the empty mark, all they could see was empty ocean. Ring sent 22 of his bombers home and continued the search with 13 *Dauntlesses* and 10 *Wildcats*. They turned southeast toward Midway and, then, northeast—but nothing was seen. Finally Ring abandoned the search with fuel now critical.

Lieutenant Commander Clarence W. McClusky, commanding *Enterprise's* air group and heading 33 *Dauntlesses* of Scout Bombing Squadron Six, faced the same problem Ring



Opposite page: USS *Yorktown* (CV 5) under heavy attack by Japanese planes. Above: An enemy plane falls into the sea during attack on *Yorktown*. Left: The carrier *Yorktown* following the first attack.

Battle of Midway

had faced. From 19,000 feet, he saw that the ocean to the southeast was empty except for the tiny blur that was Midway. He held on for another 75 miles, then reversed his course. Twenty-five minutes later and low on fuel, McClusky saw the wake of a single Japanese destroyer; soon he spotted *Soryu* leading the *Kaga*—to the east—and *Akagi*—to the west. *Hiryu* was well-ahead, hidden under cloud cover. The carriers were loaded with armed and fueled planes although some of those which had attacked Midway were yet to return.

Lieutenant Commander Maxwell F. Leslie, CO of *Yorktown's* Bombing Squadron Three, led 17 *Dauntlesses* on an attack against the *Kaga*, which had 30 planes on her flight deck and an equal number on the hangar deck below. (*Yorktown's* air group, a compos-

Below: Marines of Bombing Squadron 241 on Midway. Of the 22 shown here, seven were killed in action and six others wounded. Among those killed was Maj. L.R. Henderson (first row, third from left) for which Henderson Field on Guadalcanal was named. At right: Lt. Cmdr. John Waldron, CO of Torpedo Squadron Eight—only one man of his command survived the Battle of Midway.

ite from three different carriers, was operating together for the first time.) Four bombs were dropped on the *Kaga*, smashing the bridge and killing all on it; the flight deck was turned into an inferno. Meanwhile, McClusky took on the *Akagi* and *Soryu* by splitting his squadron into two groups. *Soryu's* hangar deck took three bombs, and blazing gasoline covered the deck fore and aft. She lost steering, her magazine exploded, and both engines stopped. She was ordered abandoned.

Akagi tried to get her fighters off, but two bombs hit among them—one on the midships elevator and the other aft on the port side. Her captain ordered her magazine flooded, but the afterpumps didn't function; the bridge was in flames, and the fire spread. With her flight deck totally engulfed in flames, her engine room failed to respond to orders.

Eighteen of McClusky's 33 *Dauntlesses* fell to *Zeros*, and he was wounded as well. Leslie, though, made it back to *Yorktown* with his group intact but was warned away—the carrier's radar had picked up an incoming strike. Before *Enterprise* could take aboard

Bombing Squadron Three, two of its planes ditched because of lack of fuel.

Yorktown Hit

Meantime, *Hiryu's* planes were on their way; that is, all that *Hiryu* could launch: 18 bombers and six fighters. They came on to meet AA fire and *Yorktown's* air cover. The U.S. pilots



got 10 bombers and two were downed by AA fire. But three Japanese bombs found *Yorktown*. One tore its way through to the third deck, exploded in the uptakes and put out the fires in two boilers. Steam pressure fell; fumes filled the boiler rooms; the stack was ablaze with burning paint; and radio and radar lines were ruptured. *Yorktown* went dead in the water.

Admiral Fletcher transferred with his staff to the cruiser *Astoria*. *Yorktown*'s repair parties got to work and in two hours her engineering gang was able to work the carrier up to 20 knots. Scarcely had *Yorktown* broken a new ensign on the mast, replacing one mutilated in the previous attack, when radar picked up six fighters and 10 torpedo planes that were closing at 30 miles, incoming from *Hiryu*. Fletcher's group was alone; Spruance, with *Enterprise* and *Hornet*, 30 miles to the east, detached two heavy cruisers and two destroyers at flank speed to augment Fletcher's AA screen.

Yorktown's air cover and the combined AA fire shot down five of the torpedo planes; four others made it through. The heavy cruiser *Portland* tried in vain to put itself between the Japanese torpedoes and the stricken *Yorktown*, but two torpedoes struck the carrier's port side, almost at the same spot midship. A mere 45 minutes after her second birth, *Yorktown* took a 26-degree list and drifted in a slow circle to port. At 2:55 p.m.—June 4—Captain Elliot Buckmaster ordered “abandon ship.”

Hiryu Destroyed

Until now, no American had seen a fourth Japanese carrier. As *Yorktown* lay dying, one of its own scouts found a strong force 160 miles west of Task Force 16. Fletcher ordered *Enterprise* and *Hornet* to attack. By 3:41 p.m., *Enterprise* completed the launch of 24 *Dauntlesses*, including 10 refugees from *Yorktown*.

The Americans came at *Hiryu* direct-

ly out of the blazing sun from 19,000 feet. Although three of the attackers were lost to *Zeros* almost immediately, four large bombs found the flight deck, starting enormous fires. When *Hornet*'s attack group arrived—16 more *Dauntlesses*—*Hiryu* was in such bad shape that the American pilots ignored it and took on a battleship and a cruiser as targets of opportunity. None of *Hornet*'s planes were lost.

Soryu was the first Japanese carrier to sink, aided by three torpedoes from the picket submarine *Nautilus* at about 2 p.m. on June 4. *Soryu* lingered until evening, going down at 7:20.

Some 50 miles away, the sea bound Gay was watching the burning *Kaga* and saw it go down about the same time—actually five minutes after *Soryu*. *Akagi* and *Hiryu* went under the next morning. With the four enemy carriers went 2,000 men.

Midway on Edge

While the carrier battle raged all during June 4, Midway was beset with anxiety, constantly heightened by rumors.

The island had only 35 planes available, including four remaining *Fortresses*. Some other planes were undergoing hasty repairs. Sweeney took off in the evening with his *Forts*, and two others, just repaired, joined an hour later. On the way to hit Nagumo's survivors, the Army pilots were surprised to be joined by a flight of six more *Forts* which had flown directly to the battle scene from Hawaii. This group attacked various ships, but no hits were inflicted.

Then, 11 Marine fliers, led by Norris, tried next. Squalls and a moonless sky prevented them from finding any Japanese force. Abandoning their mission, they headed back to Midway and homed in on its burning oil fires.

At 7:30 p.m., 11 torpedo boats assigned to the island's defense roared



A wounded man is highlined from one ship to another following the Battle of Midway.

Battle of Midway

out of the lagoon hoping to knock off stragglers, but they failed to find any enemy ships.

The Midway command next ordered the picket submarines off the island to tighten up their net and be ready in the morning to intercept a possible invasion. To confuse the scene even more, at 1:30 a.m., an enemy submarine (the I-168) suddenly fired eight rounds from its deck gun into Midway's lagoon and then retired. It seemed the landing was actually going to take place. Topping this confused situation was a report from the submarine USS *Tambor* of "many unidentified ships"

Midway remembered. The new guided missile frigate USS Stephen W. Groves (FFG 29)—seen in the Kennebec River—was commissioned on April 17 in Bath, Maine. The 445-foot combatant honors the name and memory of a young ensign who died heroically in aerial combat during the Battle of Midway. Shot down on June 4, 1942, Groves was posthumously awarded the Navy Cross; he flew nine times from his aircraft carrier to fight off vastly superior Japanese air forces. Photo by Bath Iron Works.

located barely 90 miles from the island.

At sea that evening, *Yorktown* was still afloat but abandoned; Fletcher's task force was now without air power. Spruance, with *Enterprise* and *Hornet*, still very much ready for battle, was not anxious for a night surface action, especially with powerful enemy battleships in the vicinity.

Dawn, June 5—Midway's *Catalinas* renewed their search. Shortly, they made their first report, sighting "two battleships streaming oil."

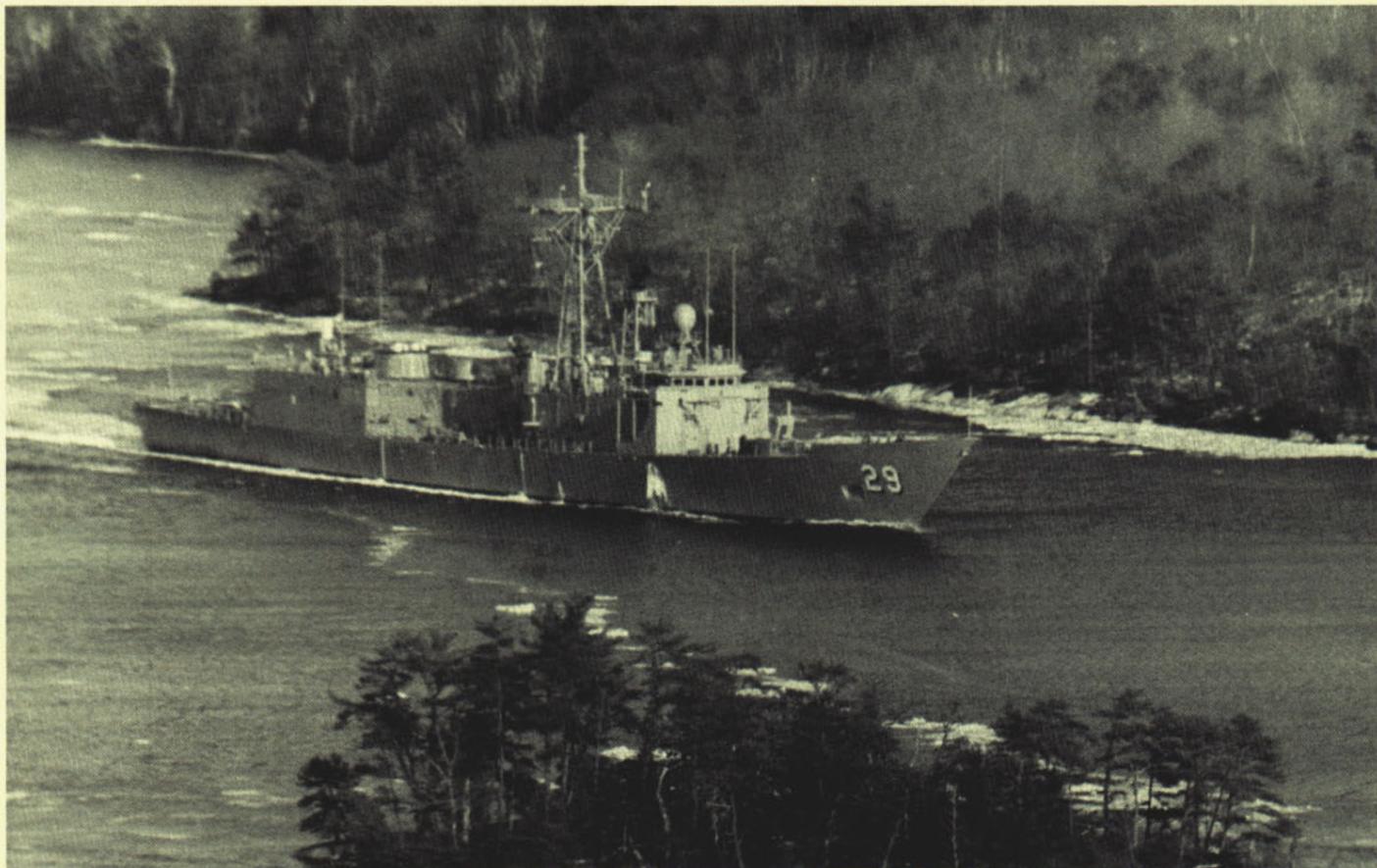
The sighting was actually of two heavy cruisers, not BBs—the *Mogami* and *Mikuma*. But before the prowling *Cat* found them, fate had dealt *Mogami* and *Mikuma* a disastrous blow. As they were sighted earlier (3:42 a.m.) by *Tambor*, they had in turn sighted the American sub. An emergency turn was ordered. *Mogami*, last in the column, missed that signal and sliced into *Mikuma*'s port quarter, ripping it open and almost tearing its own bow off. *Mogami* caught fire and with its dam-

aged bow could not make more than 12 knots; *Mikuma* trailed oil. Admiral Kurita continued his retirement at full speed, leaving the two cripples behind to be escorted by two destroyers.

Forty-five minutes before the collision, Yamamoto had sent a message to his startled subordinates: "Occupation of 'AF' is canceled. . . Retire."

Stern Chase

With the receipt of the *Catalina*'s sighting of the damaged *Mikuma* and *Mogami*, Midway's Simard ordered the *Fortresses* to attack, but they failed to find the ships. Next, Simard sent out the Marines of VMSB-241—now with only six *Dauntlesses* and six *Vindicators*. Flying in clear weather, they soon picked up the oil slick, and at 8:05 a.m. (June 5), they began a combination of glide-bombing and dive-bombing attacks. But the cruisers sent up such fierce AA cover that the Marines were able to count only six near misses. In desperation—and with great heroism—one of their number, Captain



Richard E. Fleming, crashed on the after turret of *Mikuma*.

Spruance, in the meantime, was about 50 miles north of Midway and was considering which of the Japanese forces he should pursue; he had conflicting reports that one or more of the Japanese carriers were still afloat. At 11:25 a.m. Spruance began a chase; at 3 p.m. he launched a search and attack group.

Hornet's and *Enterprise's* planes flew to the suspect area but found nothing. On the return flight, they came across the destroyer *Tanikaze* which Nagumo had detached earlier to determine if *Hiryu* was still afloat. *Tanikaze's* skipper had already survived two separate attacks by Midway's B-17s that afternoon, and he was just as successful in dodging the 50 or so SBDs which came at him and managed to bring one of the attackers down.

June 5, therefore, passed without further action against the enemy. Spruance finally decided to break off the chase and go, instead, for the two crippled cruisers and their destroyers.

Mikuma Sunk

Before the sun rose on June 6, *Enterprise* launched a reconnaissance flight which soon picked up the crippled cruisers as they limped westward. By 8 a.m. *Hornet's* first attack group was launched, followed at 10:45 a.m. by another from *Enterprise*, and a third group from *Hornet* at 1:30 p.m. By the time the last group was launched, only 90 miles separated the Americans from the Japanese cruisers and destroyers; at altitude and in clear skies, the pilots could see both groups.

Neither cruiser had any air defense, and their float planes had been jettisoned. In the first attack, *Mogami* took two bombs, one of which tore into its No. 5 turret, killing the gun's crew; two more hits in the second attack started fires. *Mogami* eventually reached Truk for temporary repairs.

Following the second attack, *Mikuma's* captain ordered the ship to be abandoned; the destroyer *Arashio* tried to get close enough to carry off survi-

vors but was beaten back by the flames. Although *Arashio* managed to get hundreds of men out of the water, a bomb from one of *Hornet's* planes during the third attack hit the destroyer's deck where the cruiser's survivors were gathered and killed most of them. Another bomb in this attack set off torpedoes aboard *Mikuma*. The cruiser went down that evening.

It was a vengeful attack but—in the heat of battle—it was justified: *Mogami* and *Mikuma* were the cruisers which had sunk the *Houston* and *Perth* in the Battle of the Java Sea only four months before.

Spruance now took stock of his oil-hungry ships—they hadn't been refueled in a week—and he considered his tired pilots, exhausted after three days of aerial combat. It was time to give up the chase.

Yorktown's End

Yorktown managed to stay afloat on its own after the torpedoing on June 4, and the destroyer *Hughes*, on Fletcher's orders, remained with it through the night. The next morning, two wounded men—previously overlooked—were rescued from the carrier by the *Hughes* although one died shortly after being taken aboard.

A small salvage party was put aboard the carrier since, in the opinion of the captain of the *Hughes*, the carrier could be salvaged. Soon to arrive on the scene were the minesweeper *Vireo* and the destroyer *Gwin*, which had been ordered there by Admiral Nimitz to assist in the salvage. All day, the 5th, the salvage party jettisoned gear, recovered some coding machines and other classified equipment and papers overlooked when the carrier was abandoned, and continued working until darkness called a halt. The *Yorktown*, all this time, was "listing to port about 25 degrees and (was) slightly down by the head."

The next day, it was decided to put aboard a proper salvage party of 29 officers and 141 men led by Captain Buckmaster—all volunteers—who were transferred from the destroyer *Hammann*, secured to the *Yorktown's* star-

board side. The party put out one remaining fire, jettisoned planes, removed weights and corrected the list by counterflooding with the aid of *Hammann's* pumps. *Vireo* towed *Yorktown* at a snail's pace. It looked as though the carrier was going to make it. Then the enemy stepped in.

Yamamoto had learned of the *Yorktown's* condition and ordered I-168 (the sub which had shelled Midway's lagoon) to attack the carrier. In the early afternoon of June 6, the sub penetrated *Yorktown's* screen undetected and—at 1:30 p.m.—got off four torpedoes. One missed, two went under *Hammann* and hit *Yorktown*, and the fourth exploded under the destroyer's keel and broke its back amidships. The destroyer broke in two and sank in four minutes. While the destroyers hunted in vain for the sub, *Vireo* cut the towline and transferred the salvage party to the destroyer *Benham*. *Yorktown* was doomed even though its captain still intended to resume salvage operations by first light. During the night, the carrier's list increased suddenly. At 6 a.m. on June 7—with some of the volunteer salvage party trapped in a compartment on the fourth deck—*Yorktown* rolled over and sank in 2,000 fathoms.

Turning Point

The United States had lost one carrier, one destroyer, 147 planes and 307 men. Japan had lost four carriers, one heavy cruiser, 253 planes and 2,300 men. Because of the Battle of Midway—the turning point in the Pacific—Japan was no longer on the road to conquest. Her strategy for the rest of the war constituted a holding action—a constant, ever shrinking defensive operation. Loss of her carriers would eventually be negated through conversion of other ship classes to carriers. But Japan never fully recovered from the loss of her most seasoned pilots, a loss that plagued the empire for the remainder of the war.

As Rear Admiral Toshitane Takata said, "Failure of the Midway campaign was the beginning of total failure."—JFC

Flying 'em Is Only Half the Fun



Senior Chief Radioman Larry Prince claims a person must be “part mechanic, part engineer, part magician, part artist and part crazy to enjoy flying miniature aircraft.” He claims he got into it out of sheer boredom, and since then it has become an integral part of his life.

The aviation enthusiast, stationed at Guam’s Naval Communication Area Master Station, says he became interested in miniature aircraft after walking into a hobby shop in Washington, D.C., and looking at a model in a magazine. “It sparked an interest that has turned into an avocation,” he said.

He began by buying a model of a Cessna Skylane, and, while he was building it, he kept saving the money to buy the radio and other equipment. “It takes about \$300-\$500 to get into modeling initially,” he said. “But the longer you stay, the cheaper it gets. You begin to collect, cannibalize and trade for the parts you need.”

The senior chief used the first radio he bought with two or three different airplanes. Because it was a single channel control, he wasn’t satisfied with it. When the opportunity came to buy a secondhand, multichannel radio, he jumped at it.

“I get my greatest enjoyment creating an aircraft,” he explained. “There is a lot of hard work and long hours in the building process, but the enjoyment of flying one of my creations becomes apparent when it is fueled and ready to fly the first time.

“It takes concentration, a steady hand and lots of practice to be successful in controlling your aircraft—even then, accidents happen,” he explained. “Many beginners confuse the reference point—the point at which the aircraft changes its course from

flying away from the controller and begins to return.

“For me, the paint job is what catches my eye when I look at a catalog of model kits. Then I take the basic ideas of the plans and make it into a flying model.

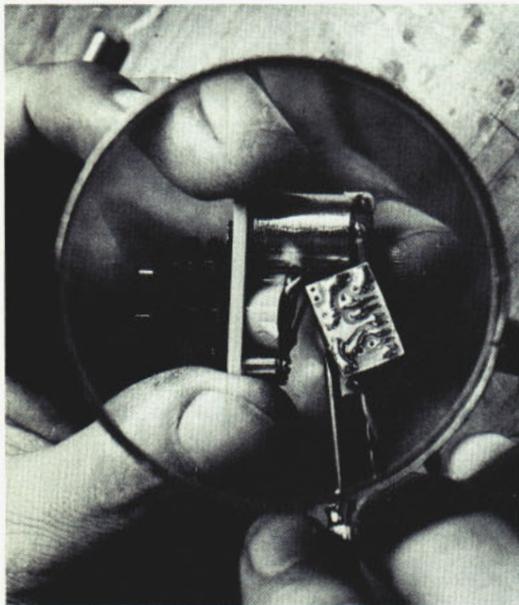
“My job is in the creating more than in the flying. I am not into competition, but am more involved in the satisfaction of seeing one of my creations work. I have built about 100 planes. I’ve crashed, trashed, given away and sold all but two—a Senior Falcon and a twin-engine Duelist.”

For Prince and his hobby, each duty station offers something different. Some have active miniature aircraft modeling clubs, others have never heard of modeling. But at each new assignment, the senior chief finds someone who shares his interest. In 1967, when he came to Guam the first time, there were a few modelers, and, subsequently, he met a civilian who had been in modeling for years. “Through him I gained information to really expand my horizons,” he said.

“However, pursuing the hobby on Guam was challenging. I had to rely on mail order kits. It took a lot of ingenuity to make parts to accomplish a purpose with mail-order materials, supplies and kits.”

Later, in Japan, the senior chief found there was a great deal of interest in plane modeling. Hobby shops everywhere carried the models, and with supplies so plentiful, the hobby became less challenging. Still, it was fun. The biggest drawback was a place big enough to fly the models—open space is scarce in Japan.

Then in 1970, he embarked on a new challenge—a flying boat. The modeler claims the 6½-foot wing span amphibian came with the most unclear plans he’d ever seen. “To top it off, I had to convert inches to the metric system, but that only added to the challenge,” he said.

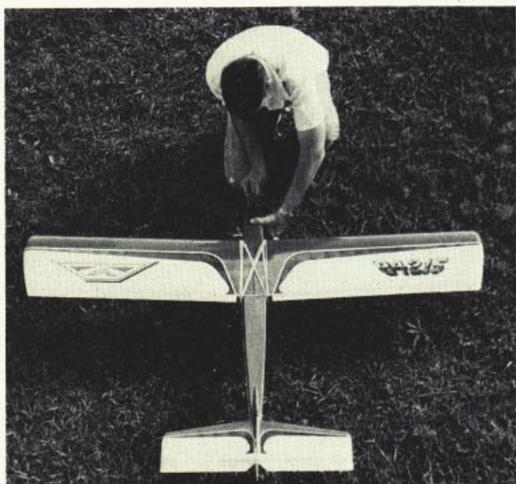


Chief Larry Prince meticulously sands the wing frame before covering (top) and uses a magnifying glass to disassemble a rudder control servo.

"It took me two years to build the monster, and wouldn't you know the only radio failure I've ever had happened when I put it in the air the very first time. My pride was crushed—I had been so confident I hadn't even bothered to inflate the raft I had brought along. I couldn't do anything but watch as 100 or so Japanese boats swarmed the area and picked up the pieces for me."

After duty in Japan, Prince went to sea again and was assigned to the USS *Long Beach* (CGN 9) and afterwards to the USS *Kirk* (FF 1087). When the *Kirk* changed home ports from San Diego to Yokosuka, Japan, he had the opportunity to work in the new hobby shop there and start a radio-controlled model club.

"Lots of young sailors became interested," he recalled. "We had workshops on model construction, made work benches and lockers to store materials and had a well-rounded program. There were 20 to 30 sailors building or flying models every weekend."

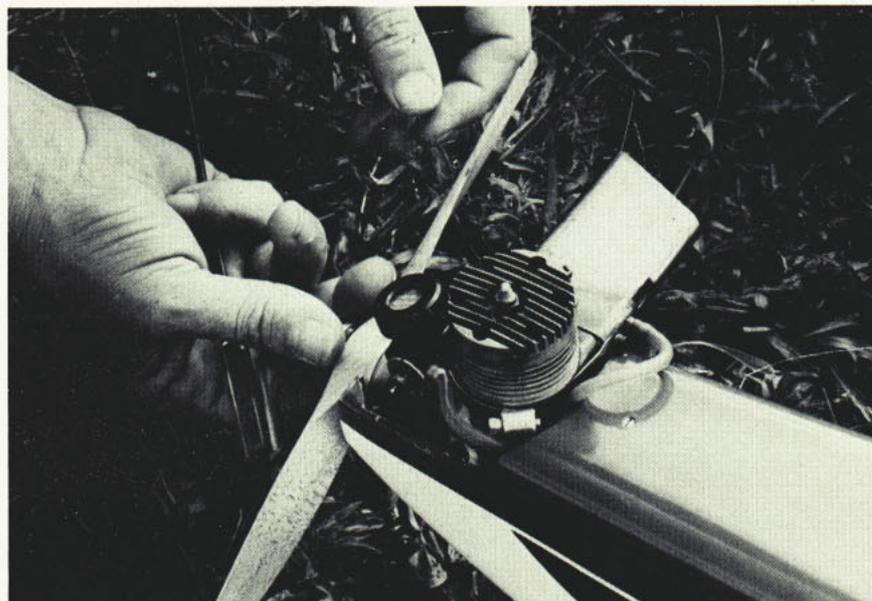


"It was also good for community relations because the local people were avid model fans," he said. "Many times the local model club would meet with the sailors for Sunday events. The two groups shared flying areas and fun-filled afternoons. It was nothing to have 500 spectators at one of our events."

The senior chief is now president of the Guam Air Modelers. His ultimate ambition is to build and fly a home-built aircraft he plans to design himself. He figures it will cost him about \$4,000 and will probably take a year or so to build.



After a carburetor adjustment (below), Prince prepares his Senior Falcon for takeoff (left). It can be difficult at times to reach a downed plane (above).



"But that's far down the road. I have to finish my 30 with the Navy first; then I'll think about it more seriously."

—Story by JO1 Theresa Laws
—Photos by PH2 Ted Salois

Professionalism Pays Off



When the Professional Air Traffic Controllers Organization went on strike in August, the American public learned firsthand the importance of air traffic controllers in the day-to-day operation of our nation's airways.

The PATCO walkout swept through the country's major airports like a forest fire, leaving only a handful of controllers and supervisors to direct the nation's air traffic. Some people claimed the walkout threatened to disrupt the billion-dollar-a-year aviation industry; others said the action cast severe doubt on the safety of air travel.

Within 24 hours, however, military controllers were in place at Federal Aviation Administration facilities around the country. By Nov. 1 last year, more than 800 military controllers were working at some 100 FAA facilities nationwide.

Skeptics doubted military air traffic controllers could assume the immense responsibilities of handling air traffic at some of the largest terminals in the world. Today, most of those skeptics look with admiration at the military controllers who work side by side with FAA employees in control towers around the country.

"By the end of February, there were 130 Navy, Marine Corps and Air Force air controllers working at FAA towers," said Commander Dan Bellay, air space officer

for the Department of the Navy. "They were assigned to towers from the Northeast to the Pacific Southwest. And, although the FAA hopes to get those people back to us within the next few months, they will use our controllers until they have filled the vacancies within their ranks."

It was no accident that military controllers were moved in so quickly. What many people didn't know then was that the FAA had made a strike contingency plan in early 1980. A large part of that plan was to use military controllers to augment FAA facilities.

Bellay, working with representatives from other services, helped develop the military phase of the strike contingency plan. It consisted of dovetailing military air traffic controllers into FAA operations worldwide. For the Navy, it meant becoming actively involved in an organization it had worked with for a long time.

The military has always been closely interwoven into the FAA because the bottom line in the air control business is the safe

operation of the national air space system.

Many naval air stations have always provided approach and other air control services to civil aircraft operating in their area. For example, Navy air traffic controllers handle all air traffic—foreign and domestic—flying over Bermuda and Cuba.

"At places like Naval Air Station Patuxent River, Md., Navy controllers handle the air traffic for some 28 large and small civilian airfields in their area," Bellay said.

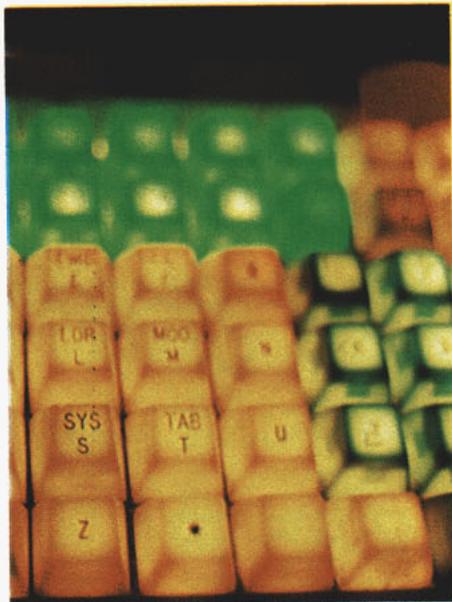
All air controllers—military and civilian—operate under the same regulations. FAA Handbook 7110.65B, known as the air controller's bible, prescribes the proce-

dures and phraseology for air traffic control operations.

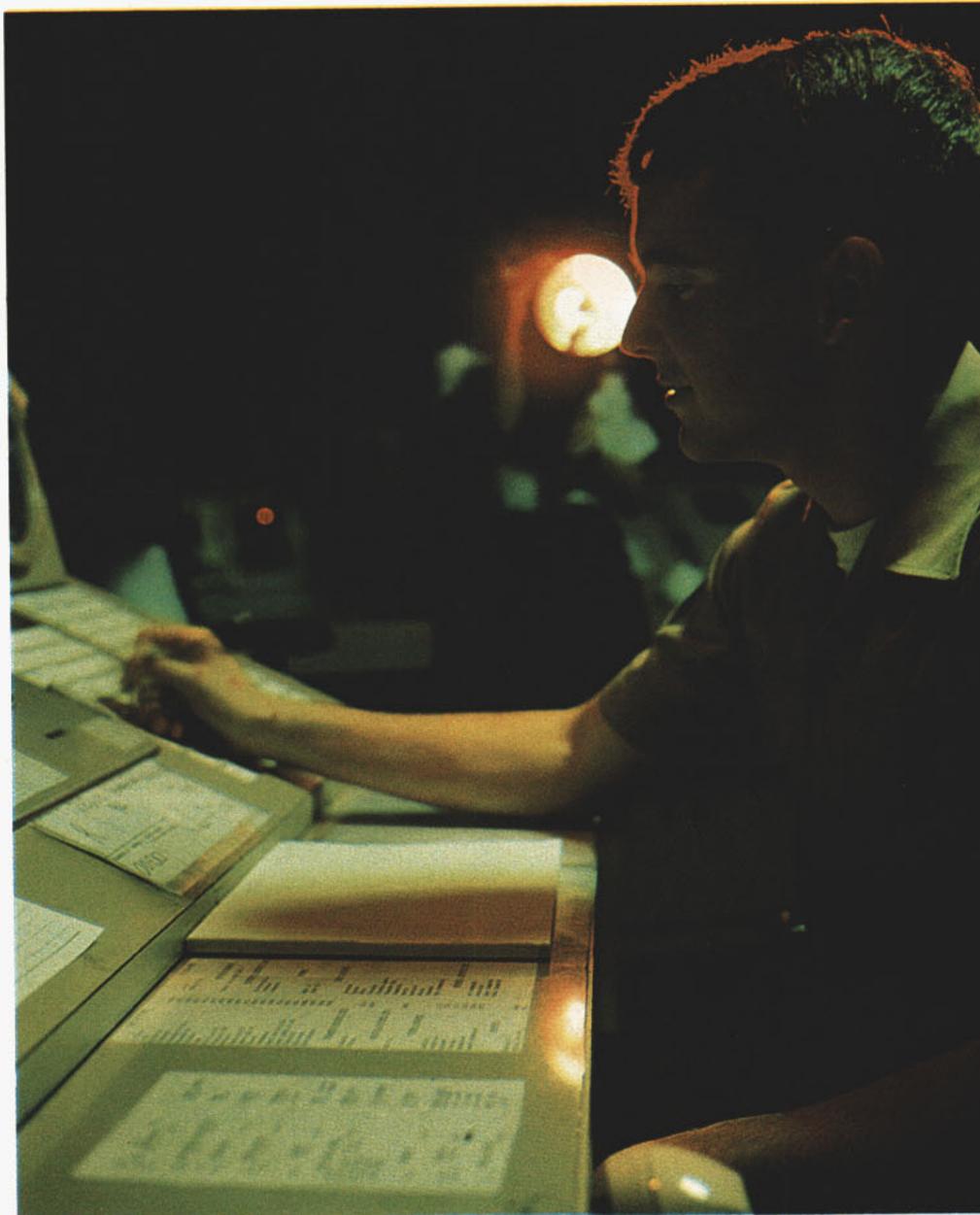
The air traffic control tower at Miami International Airport is one example of how the augmentation of military controllers assisted the FAA. On Aug. 2, 1981, there were 86 FAA air controllers working at Miami tower. On Aug. 3 there were only two.

"I had 31 military controllers report to Miami tower within two days after the strike started," said Chester McNeese, assistant chief of operations there. "They really bailed the FAA out in a time of crisis."

Moving an air controller from one tower



Sgt. Bob Miller and ACI Sue St. Ama (right) control air traffic at Florida's Opa Locka Airport. Radar control consoles (above) play an important role in tracking the heavy load at airports like Miami International (opposite page).



Air Traffic Controllers

to another is a lot like moving a taxi driver from New York City to Chicago. No matter how good that person is, he or she needs to learn the rules of the road for the new area. An air controller has to become totally familiar with the local airway structure. That means learning altitude restrictions for certain aircraft, location of magnetic headings and holding patterns and local communications frequencies. Each military controller had to memorize all this and more during the first two weeks at the Miami tower. It also was a specialization period for the military controllers, who were assigned a position in

the control tower or radar room based on their military controlling experience.

After their FAA training and familiarization, military controllers were assigned to positions at Miami as well as at five satellite airports in the south Florida area.

"The military have done an absolutely fantastic job," McNeese said. "The two Navy people (Air Traffic Controllers First Class Dave Atkins and Jack Griffin) working the tower became qualified in record time in all tower positions. They're exceptional controllers."

Griffin, Atkins and nearly 20 other Navy and Marine Corps air traffic controllers in the Miami area are representative of the caliber of Navy controllers who assisted the FAA.

A glistening speck in the sky moves over a staircase of rooftops silhouetted on the horizon. Banking slowly around a

shimmering cloud, the DC-10 begins its descent. A high-pitched whine becomes a deafening roar as the jet engines are put into reverse thrust and the aircraft lumbers to a halt on the asphalt runway.

"Zero-Nine-Five proceed to runway nine right for clearance."

"Cherokee Zero-Nine Whiskey; Miami ground. Taxi to runway nine left."

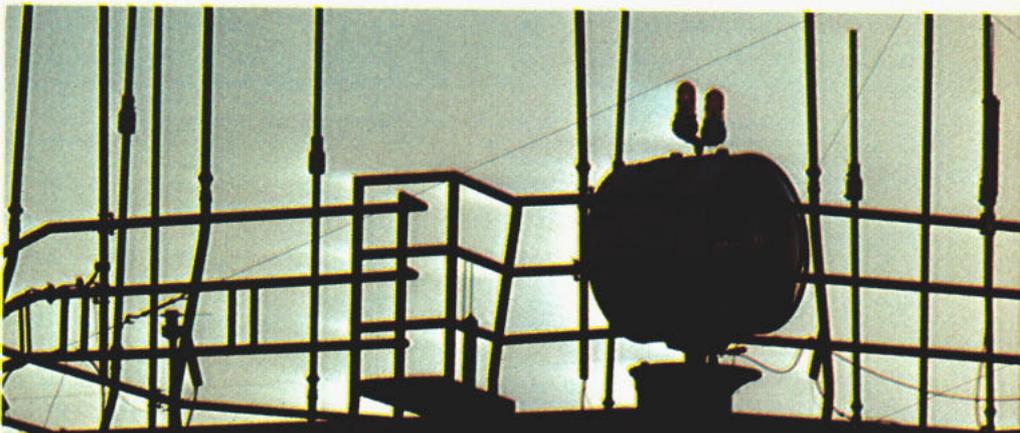
"Miami tower, this is Whiskey-Golf 20. Request landing instructions."

The call signs change. The aircraft come in different sizes and shapes. Destinations vary for their passengers. But every aircraft, pilot and passenger relies on the expertise of air traffic controllers—the men and women who direct air traffic—for guidance to, in and from the airways.

"As a controller, I don't think in terms of the number of lives I'm handling when I'm directing an aircraft," Atkins said. "I do my job to the best of my ability. And I



Military controllers CWO2 Doug Barton (above) at Ft. Lauderdale/Hollywood Airport and AC1 Dave Atkins, (opposite page) at Miami International tower. They helped FAA air controllers handle the steady flow of air traffic.



have enough confidence in myself to know that will be good."

"It takes a lot of different qualities to make a good air traffic controller," said Griffin. "Good common sense and flexibility are probably two of the most important because every situation you encounter as an air controller differs in some way from others. You've got to perform quickly and accurately to handle the demands of each situation."

One of those situations occurred several months ago while Griffin was on duty in Miami's control tower. Griffin had cleared a cargo plane for takeoff. After it had left the runway, controllers noticed the plane's nose gear had retracted but the main gear had not.

"The controllers in the tower worked with the pilot of the CL-44 from the very beginning," Griffin recalled. "They checked and re-checked the gear to see if it



retracted. Then they sent the plane out to sea to dump its fuel and prepared the runway for a crash landing.

"The way the controller and the pilot worked together showed true professionalism. Although the plane slid in and one runway was closed down for most of the day, there were no injuries and little damage compared to what could have happened."

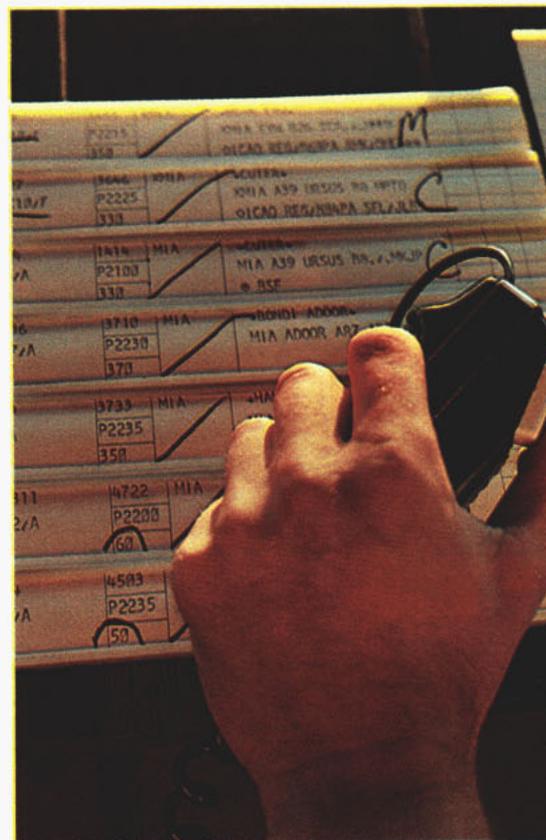
Less than a dozen control towers nationwide present a bigger challenge than the tower facility at Miami International Airport. It is one of only seven towers in the country ranked a "level five," which means air traffic is in excess of 300,000 flights per year.

The control positions in Miami tower work together like integrated circuitry. Controllers at the ground and local positions monitor movement of all aircraft on the runway. At the flight data position, aircraft clearances are obtained; clearance information is written on flight information strips and passed to the ground control position.

There, aircraft are directed and transferred to the local controller, who assigns headings and clears them for takeoff. The tower's approach controller uses a combination of all that information to maintain a safety margin between all incoming flights.

"It really made me feel good when the FAA people here told me they were pleasantly surprised that the military controllers could handle the pace," Atkins said.

"I never doubted I could qualify," he added. "I handle more traffic here than I did at NAS Cecil Field. But, as far as I'm concerned, there's no air traffic control job



in the world that's harder than controlling aircraft on a carrier."

While the FAA classifies its tower operations as either VFR, visual flight rules, which means a tower or facility receives radar control from a larger facility, or IFR, instrument flight rules, which generally applies to a tower the size of Miami or Ft. Lauderdale/Hollywood, aircraft carriers don't fit any specific operating category.

"Because carriers don't have a tower and operate solely by instrument flight rules, they aren't classified like civilian



Air Traffic Controllers

towers are," Atkins said. "But a carrier air traffic control center (CATCC) is just as busy as a level-five tower. I know that having the experience of working in a CATCC has really helped me qualify in the tower positions in Miami."

The Navy and Marine Corps controllers working in the south Florida area—like all Navy and Marine Corps controllers working with the FAA—volunteered for that duty. They represent the top air traffic controllers in the Department of the Navy.

"The controllers we sent out to the FAA had already demonstrated their ability," said Senior Chief Air Traffic Controller William F. McPhaul, a Navy representative to the FAA at Southern Region Headquarters in Atlanta. "Most of them were at a journeyman level. The majority had been supervisors at one level or another, and all were completely qualified in either radar or tower control."

"Although we knew we had sent quality people out to help the FAA, we've been overwhelmed by the FAA response."

The high caliber of most Navy air traffic controllers is the result of a never-ending training process. It begins with 14 weeks of classroom and laboratory work at the Navy Air Traffic Control School in Memphis, Tenn., and continues after graduation at field activities and in the fleet.

"I think the fact that military controllers are constantly studying to maintain their qualifications is the biggest reason why it was easy for most of our people to move into positions in civilian towers," said Marine Corps Warrant Officer Doug Barton, senior military representative at Ft. Lauderdale/Hollywood International Airport.

While the Navy and Marine Corps controllers' transition from military to civilian aircraft handlers was simplified because of their constant training, another constant in their military experience called for some adjustment. Some of the Navy and Marine controllers reported to FAA towers from small air control facilities that didn't operate on a 24-hour schedule. When they began working with the FAA, they had to

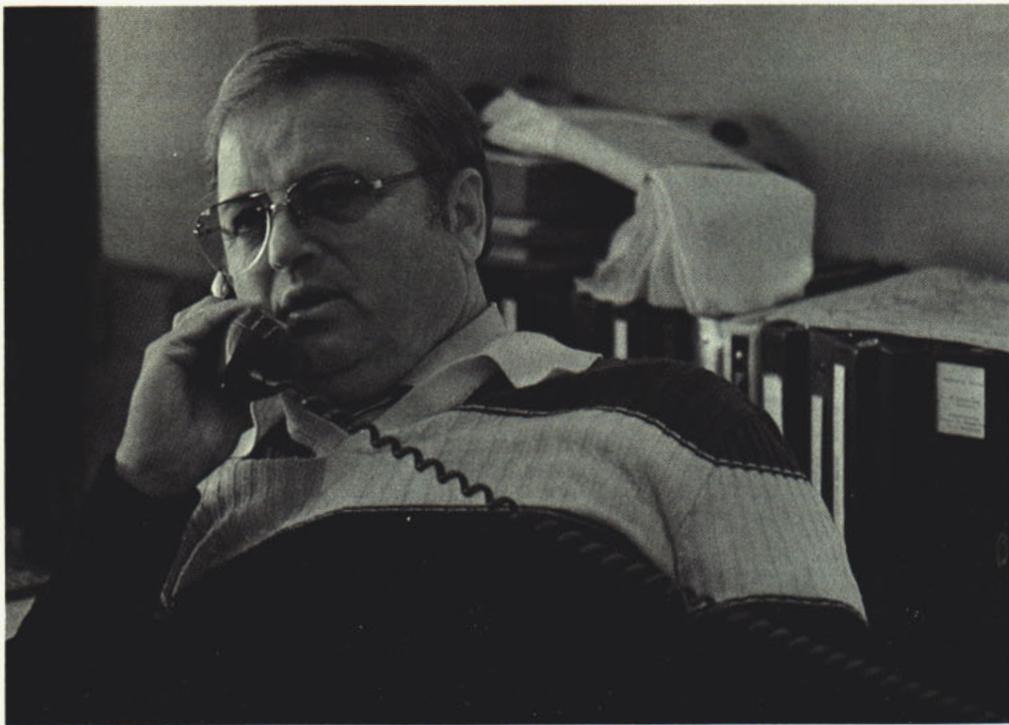
adapt to longer working schedules as well as to professional differences in air traffic controlling techniques.

Air Traffic controller First Class Charles

Nash, assigned to the FAA tower at Ft. Lauderdale/Hollywood airport, said making the transition from handling military air traffic to handling a heavy commercial



Right: AC1 Jack Griffin was one of a handful of military controllers to qualify in all tower (and most radar control) positions at Miami International Airport.



signed to Miami's VFR facility at Opa Locka Airport, said the opportunity to work with the FAA is as much a benefit to the military controllers as it is a service to the FAA.

"Having the opportunity to work with the volume of aircraft we handle day in and day out here at Opa Locka is a real challenge. I get a lot of satisfaction knowing that I'm qualified to handle nearly every position in the tower," she said.

The only position the military controllers are not allowed to assume in the FAA towers is that of tower supervisor. Otherwise, they handle weather observa-

Left: Chester McNeese, Miami International's assistant tower chief, schedules shifts to ensure there are enough controllers on hand at any time to handle emergencies.

traffic schedule posed some challenges, but that the real problem was maintaining administrative ties with the Navy.

"Isolation from a Navy base was a bigger problem than adjusting to the FAA system," said Nash, on loan to the FAA from the air traffic control division of Naval Air Station Norfolk, Va.

"As far as working with the FAA goes, it's been great. Most of the people here have made us feel welcome, and the air controllers who stayed on the job are real professionals. We're just here to help out."

"I have yet to hear one of the military people complain about the long hours or working conditions," said Bill Crossley, deputy chief of the FAA's Ft. Lauderdale/Hollywood Control Center.

Crossley was military coordinator for the 32 Navy, Marine Corps and Air Force controllers who arrived at Miami last August. A veteran of both the Navy and the Marine Corps, Crossley said, "The pilots and FAA controllers are not the only people giving the military controllers complimentary marks for the way they've helped out.

"One of the airline's ramp personnel came up to me while I was eating lunch with a couple of military controllers not long ago. He congratulated not only me but also the military people on the job they're doing," Crossley said.

Air Traffic Controller First Class Sue St. Ama, one of three military controllers as-



Air Traffic Controllers

tions and any control position in the tower.

"I remember when I first reported to Opa Locka and was told that this was one of the busiest general aviation airports in

the country. Then all the responsibility seemed awesome. Today I really enjoy the pace of the work."

Adjusting to a faster pace was not the only challenge controllers found awaiting them when they reported to FAA towers. Sergeant Bob Miller served as a radar controller at Marine Corps Air Station, Beaufort, S.C., before reporting to Opa Locka tower, where he's worked exclusively as a tower controller.

"There are other differences between the military and the FAA in controlling aircraft. The biggest for me is the number of different aircraft. And in the military, it's a little easier when everyone is traveling at 200 knots," Miller said. "Here at Opa Locka we handle prop, turboprop and jet aircraft, which means you're trying to track and control aircraft traveling from 110 to 250 knots."

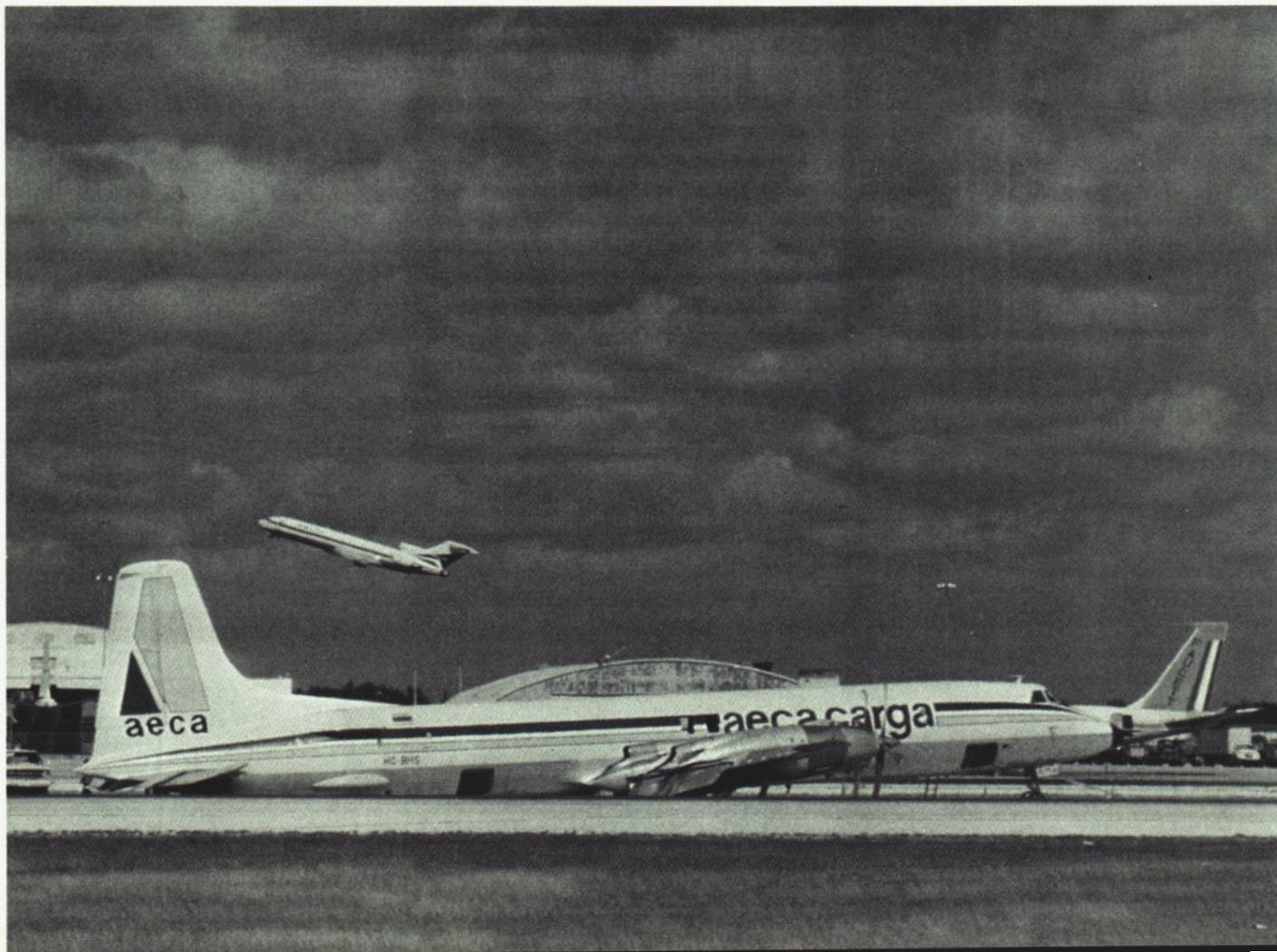
Many of the military controllers see the new levels of responsibility and experience they are receiving in the FAA control towers and radar rooms as pluses to their temporary duty.

"Working the tremendous numbers of aircraft is excellent experience," Marine Corps Warrant Officer Ronald Allbritton said. Allbritton, assigned to the Miami tower, previously served as training officer for the air traffic control facility at Marine Corps Air Station Cherry Point, N.C.

"Most of the junior military controllers working in the Miami area as well as at other FAA towers around the country have probably handled more aircraft during their stay at FAA facilities than they did during their entire career to that point," he said.

But the opportunity for hands-on experience and association with the world of FAA tower operations has also been a mat-

Bill Crossley (left), who coordinated the merger of military controllers into the FAA's south Florida operations, gives high marks to military controllers like Sgt. Bob Miller (right) at Opa Locka tower and CWO2 Ron Allbritton and Atkins (far right) at Miami International. Below: Air controllers face few pressures as great as coordinating an emergency landing like the one Miami controllers successfully handled for this CL-44 cargo plane.



ter of concern to the parent services of the air traffic controllers. Besides having the opportunity to train side by side with FAA controllers, military air traffic controllers also found that their skills are highly marketable in the FAA community, where salaries are in the \$30,000-a-year range.

"Soon after it became obvious that military air controllers were going to be used to augment the FAA an ad hoc committee was formed to address the AC rating retention problem," said Bellay.

"As a result of that committee's study,

the re-enlistment bonus for ACs was increased to \$16,000. But neither the committee nor the Navy's retention people see that as an across-the-board solution to keeping controllers from leaving the service to work for the FAA."

While some Navy and Marine Corps controllers are considering applying for jobs with the FAA, others—like Dave Atkins and Jack Griffin—have found more philosophical reasons for remaining Navy air traffic controllers. "There's no doubt the FAA salaries are appealing," Atkins

said. "But I enjoy being a Navy air controller. I've been to a lot of places in the Navy, and I've enjoyed a variety of jobs."

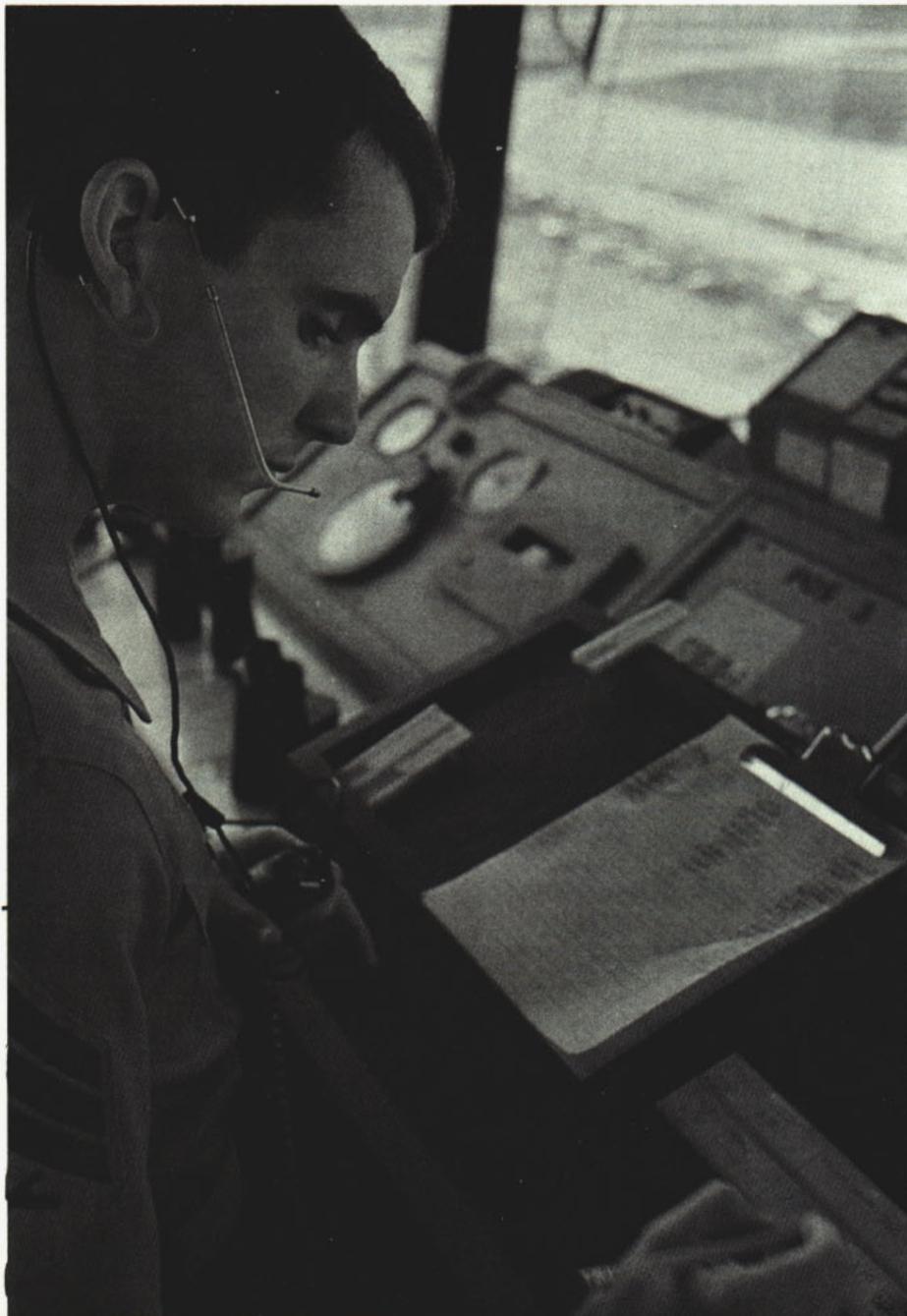
"I'm not in the service for the money," Griffin added. "I like what I do and where I'm doing it. The money the FAA is offering sounds great, but I really wonder if taking an increase in pay would be worth a cut in job satisfaction."

In or out of the military, the responsibilities assumed by air traffic controllers are awesome, and most controllers see the job as one of the most high-pressure jobs in the world. There is the ever-present challenge of meeting the demands of fast-paced aircraft movement, which indirectly means responsibility for as many as thousands of lives a day.

Because of the PATCO strike, any aviation mishap makes national and world news. All controllers—military and civilian alike—feel the pressure of public scrutiny. Even at smaller airports handling more private than commercial aircraft, air traffic controllers have gained a new perception of their role.

One controller at a small field in southern Florida summed up the complex job of air traffic controlling when he said, "This job has its challenges, rewards and excitement. It also has hours and hours of boredom sparked by moments of sheer terror."

—Story and photos by J01 Lon Cabot



Bearings

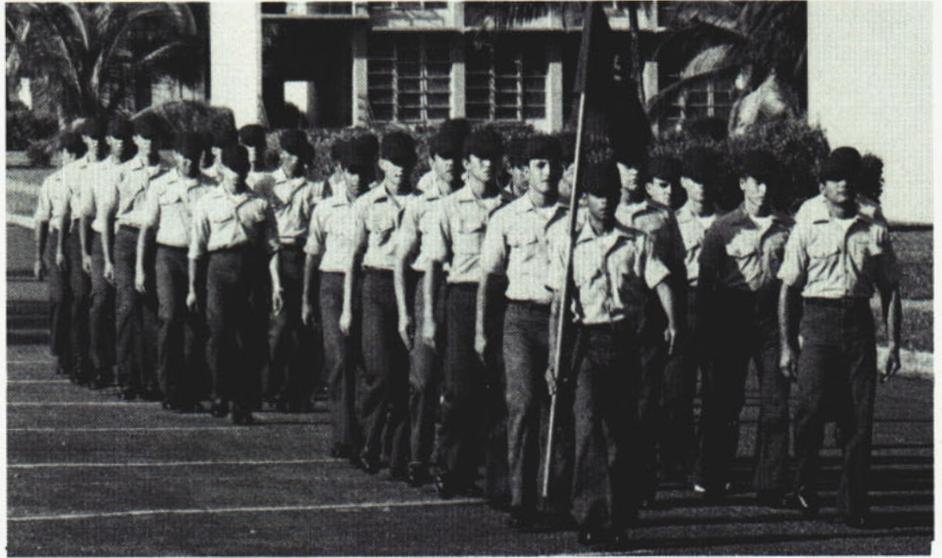
Navy teaches English

Thirty-four young natives of Puerto Rico graduated last fall from a unique Navy training program which made it possible for them to enlist in the U.S. Navy.

The special project, the brainchild of Dr. Domingo Reyes, the Undersecretary of the Navy for Minority Affairs, involved the Navy's participation in the English Technical Language School at Camp Santiago in Puerto Rico.

As a result of Reyes' determination, a program was developed that allowed the Navy to utilize the Puerto Rico National Guard's language school to train selected Navy recruits in the grammar skills and word knowledge needed to pursue a Navy career. Without the opportunity, these men might not have been able to pass the military's English skills performance test, a requirement for enlisting.

With the main emphasis on oral language skills, the school's curriculum also includes the code of conduct, uniforms



and other naval subjects, in addition to basic math, reading and vocabulary.

The actual success of this experiment will not be known until after the recruits are introduced to the Navy's everyday language environment. For now, they are on their way to fulfilling their common goal

The 34 Puerto Ricans march outside their barracks at the Roosevelt Roads naval station after attending the language school.

of performing vital jobs in today's Navy.

*—By JO1 A. Holston
and JO3 C. Gonzales*

Home-style Aviation

Many folks go to movies, play racquetball or make ceramics in their spare time, but not Chief Aviation Electrician's Mate James McGuire and his wife Joyce. They built an airplane. That's right, an airplane.

The plane, called "the Quickie," took eight months to build and cost \$4,700. It is a full-size, single-seat aircraft with a wing span of 17 feet. Construction is mostly of resin-impregnated fiberglass, but the aircraft also has foam, wood, steel and aluminum parts. With an 18-horsepower engine and a range of more than 700 miles, the plane is capable of some serious flying.

James is the only certified pilot in the family, so far, but Joyce is taking lessons and recently completed her first solo flight. She won't be flying solo for long, though; the couple's next project is to build a two-seater plane. James has other plans first: He wants to fly across the Atlantic Ocean in the Quickie.

The McGuires are stationed at the U.S. NATO Base, Keflavik, Iceland.

—By JO3 Karen Dean Guise



Prayer Shawl

The first prescribed Jewish prayer shawl, or atarah, to be used in the Navy was presented recently to the Navy Memorial Museum, Washington Navy Yard, by the man who designed and wore the shawl himself: Captain Joshua L. Goldberg, a retired Navy chaplain. Retired Admiral Arleigh Burke accepted the shawl on behalf of the museum.

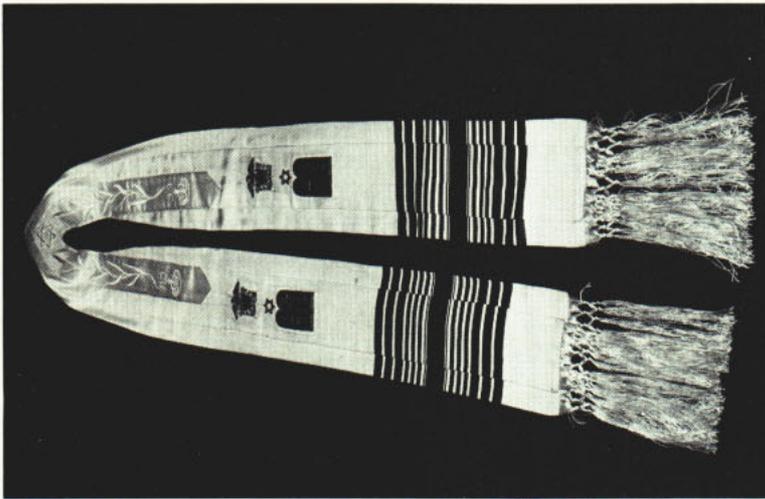
Chaplain Goldberg came to the United States from Russia during World War I and served as an enlisted man in the Army. In

1942, he began his naval career as the first full active duty Jewish chaplain. It was in 1942, also, that he designed the prayer shawl at the request of then-Chief of Chaplains Robert D. Workman.

Among his many accomplishments, Goldberg was responsible for "The Navy Goes to Church" radio program during World War II. He helped develop a practical field training program for V-12 theological students. And he wrote *Ministering to Jews in the Navy*, a book much used by ships and stations not having Jewish chaplains. Goldberg was an adviser and consultant to the chaplain's division of the Bu-

reau of Naval Personnel and also to the Armed Forces Chaplains Board. As a special representative to Admiral Arleigh Burke, Chief of Naval Operations at the time, Goldberg made a trip to Israel on a matter having important implications in international understanding.

Goldberg retired in 1960 and lives with his wife in Palm Beach, Fla. In January, he returned to Washington, D.C., for the prayer shawl presentation and a luncheon given by the Chief of Chaplains, Rear Admiral Ross H. Trower, in honor of Goldberg's 86th birthday on Jan. 7.



Retired Chaplain Goldberg (center) and retired Admiral Arleigh Burke hold the prayer shawl. Rear Admiral Ross H. Trower, chief of chaplains, is at the left. At right are Mrs. Emerson E. Fawkes and Walter Delany Jr., the daughter and son of deceased Vice Admiral Walter S. Delany, in whose memory the prayer shawl was presented.



Once More With Pride . . . Master Chief Electronics Technician Curtis W. Arbuckle, command master chief of the Pacific Fleet submarine tender USS *McKee* (AS 41), signs up for his fourth re-enlistment under the approving eye of his commanding officer, Captain D.S. Gorham. The master chief began his Navy career at the age of 17 as a Seabee during World War II.

Bearings

Managing Money

Sure, that pay raise last October came in handy. More bucks to spend on essentials and possibly some to save. But the next thing you know your raise is gone; you have nothing to show but more bills.

You have found that the rule of thumb seems to be that you spend as much as you earn—as income increases, so does spending. Sometimes, it's not that we don't have the resources. It's simply a lack of training in, or even awareness of, basic money management techniques.

For years, the Navy Relief Society has been providing budgetary counseling to persons seeking financial assistance.

A Crack Team

Showing its "magic" once again, USS *Midway* (CV 41) was recently judged by Commander Naval Air Force, U.S. Pacific Fleet, as the best aircraft carrier in the Pacific Fleet, thereby earning the highly coveted Battle Efficiency Award.

Upon notification that *Midway* had won the Battle "E" competition, Captain Robert S. Owens, commanding officer of the carrier, said he stood by his remarks when taking command last February. He said then, "In order to maintain our superiority, I believe in establishing goals and setting priorities for attainment. I anticipate crew cooperation and dedication toward attaining even higher levels of naval readiness."

The award was earned after a grueling, 18-month competition between ships of the same type in the Third and Seventh fleets. The competition covered all aspects of the ship's operations graded through operational performance, command inspections, training reports, training visits and competitive exercises. The exercises covered navigation, engineering, damage control, seamanship, anti-submarine warfare, weapons, electronics and communications.

All of *Midway's* operational readiness exercises were completed early with exceptionally high grades due to the combined effort of command and crew. Owens

Sometimes this might seem like closing the barn door after the horse has been stolen. The time to do something about managing one's money is *before* the money troubles begin.

As an aid to those who have money-management problems, the Navy Relief Society has provided the "Do-It-Yourself Budget." This is a straightforward, short outline which contains the basics about sensible money management.

The "Do-It-Yourself Budget" covers virtually all aspects of pay and allowances and is divided into two parts—income and expenses—which are further broken down. It is available from the society at no cost to active duty and retired military people from all services. Due to the differences in

pay and allowance structures, the outline contains both Navy and Marine Corps versions.

As a further aid to efforts of Navy and Marine Corps people to help themselves, the Navy Relief Society has published another pamphlet, "Sense With Dollars." With the "Do-It-Yourself Budget" as the basic outline, "Sense With Dollars" helps officer and enlisted supervisors in face-to-face counseling of service members or couples on money management.

Both guides are free and can be ordered by calling Navy Relief at (202) 433-3364/5/7 or by writing to: District of Columbia Auxiliary, Navy Relief Society, Building 172, Washington Navy Yard, Washington, D.C. 20390.

kept the crew informed of *Midway's* standing during his regular captain's calls held on the ship's closed circuit television system.

Because of the crew's fine performance, "E" awards were also won by the communications, damage control and engi-

neering departments. Lieutenant Commander Dean Schopp, *Midway's* damage control assistant said, "We took the 'E' because *Midway's* professionals knew what they were doing; they cared enough to learn and constantly train to become a crack team." —By JOSN Orion Gallaghen



Machinist's Mate Fireman Doug Borden squat lifts a 700-pound barbell in the gym aboard the nuclear powered aircraft carrier USS *Dwight D. Eisenhower* (CVN 69). The 20-year-old bluejacket, a world-class powerlifter and one of the top squat lifters in the nation, plans to compete in the 198-pound class of the World Powerlifting Championship.

—Photo by PH3 Sewter.

USS Lawe Gets Tough Against Drugs

"We're going to be different aboard this ship. We're going to be above the rest of society. If you want to serve aboard the *Lawe*, don't use drugs."

That's one of the first things a sailor hears when he reports aboard the USS *William C. Lawe* (DD 763). He doesn't forget it, either, because he's reminded constantly.

A Naval Reserve Force ship which calls New Orleans home, the *Lawe* ties up on

the west bank of the Mississippi. Its crew is a mix of active duty and reserve sailors who have been reading some hard-fisted messages from admirals who are tired of drug abuse in the ranks. According to its commanding officer, the *Lawe* was already into the program of getting tough against drugs before the latest crackdown.

"We've always come down hard on drug abuse aboard the *Lawe*," said Commander Paul Murphy.

"The ship has a 170-man crew; average age is 20½. Those young men came from a society that in many cases condones the use of drugs. So we have had some drug abuse. Mostly marijuana."

Murphy's drug abuse program is summed up in two words he uses often when discussing the problem: zero tolerance.

"I just won't tolerate the use of drugs by any man in my crew," he said.

The new push by top Navy officials to eliminate drug use is seen by Murphy as an added punch in his authority to dismiss the sailor who continues to break the anti-drug regulations.

"The get-tough word has gotten down to the crew," the ship's CO said. "We've learned that at least a couple of men have felt the heat coming down and decided to quit smoking pot.

"We use a little peer pressure too," he added. "In the past, when a man was caught using marijuana, we shook down his entire work section. The rest of the guys didn't like that."

Now, periodic seabag inspections, work area searches and urinalysis testing are held. Results were negative in the most recent urinalysis tests.

Neither the Navy nor the ship is totally hardhearted. If a sailor has a drug problem and wants help, the help is there. Sincerity is what matters.

"We have a man on board now, a good sailor, who was using drugs. He turned himself in and hasn't used the stuff since. My door is always open to that kind of man."

The captain sees lack of maturity as a major cause of drug abuse. He also thinks the wrong kind of peer pressure contributes to the problem as does the fact that drug use was often accepted as normal for some before they joined the Navy. But he sees better days ahead.

Comparing today's sailor to those he knew 10 or more years ago, he claims the newer Navyman is more intelligent, better motivated and easier to discipline.

"The best way to beat the drug problem in the Navy is to get tough," Murphy says with conviction. "Zero tolerance."



From Harlan County to Harlan County With Love. Within 20 hours after Radioman First Class Ronald Conger of USS *Harlan County* (LST 1196) read that the small mining community of Ages in Harlan County, Ky., had suffered a massive coal sludge slide that left 15 families homeless, the crew had collected \$500 and more than half a ton of supplies. Mess Specialist First Class Barry Weaver offered his pickup to transport the food, clothing and toys, and he and Master-at-Arms First Class Jerry Harris took annual leave to deliver the donations. On Dec. 22, they left Little Creek, Va., (*Harlan County's* home port); the next day, the donations were presented to a church for distribution. A news broadcast from a Harlan County radio station told of the Navy people's generosity and reported that "Christmas was made a little brighter for the disaster victims by the crew of Harlan's naval namesake, the USS *Harlan County*."

—By RMI R. Conger.

Dubrovnik— Another Time and Place

Dubrovnik in Yugoslavia, settled by the Greeks in the seventh century, was a center of art and literature in the Middle Ages. A bustling Adriatic resort city today, it was just too much recently for Sixth Fleet sailors to absorb in three days.

They made a good try, however.

They toured a 15th century palace and a 17th century cathedral. They walked winding streets, visited tiny shops, tasted ethnic food and drink in people's homes and witnessed traditional dances.

It was all brought about because of a three-day port visit last December by Sixth Fleet ships—the flagship USS *Puget Sound* (AD 38) and USS *Coontz* (DDG 40) and USS *Moinester* (FF 1097). This was *Puget Sound's* first visit to Yugoslavia since it became the flagship in May 1980.

When the ships arrived, it was raining. Nevertheless, the quarterdecks were busy with the arrivals of VIPs and other guests. Among them were American Ambassador David Anderson; the president of the Dubrovnik City Assembly, Ivica Valjalo;

and the Adriatic Naval Commander, Rear Admiral Bozidar Grubisic—all made official calls on Vice Admiral William H. Rowden, Commander Sixth Fleet, temporarily embarked in *Coontz*. Protocol meant work for some of the sailors, but most were able to take advantage of maximum liberty during the stay.

Situated in southern Dalmatia on the Adriatic, Dubrovnik is considered to be the brightest gem in Yugoslavia, if not in all the Adriatic. Dubrovnik borders an oak forest (dubrava means oak woods), and its harbor is reminiscent of medieval days.

Established in 1945, modern Yugoslavia is known officially as the Socialist Federal Republic of Yugoslavia. A country of some 21 million, Yugoslavia was known in 1918 as the Kingdom of Serbs, Croats and Slovenes. Today it consists of six constituent republics and two autonomous provinces.

Very few of the Sixth Fleet sailors had been to Dubrovnik before, and they expected plenty to see and do. Hospital

Corpsman First Class George Cook, for one, said, "I wish we had one or two extra days there to see more of the city."

Two of the tours, arranged by the U.S. Defense Attache Office in Belgrade, were to Mostar and the Village of Dubrovnik Riveria. At Dubrovnik Riveria, the Navy people were greeted with a welcome drink of rakija (grape brandy) while village residents performed traditional songs and dances. In village homes, they sampled cheese, dried meat, homemade bread and other specialties, along with rakija. Everywhere they went they enjoyed renditions of local songs.

"For the money—\$10—this had to be one of the best tours," said Electronics Technician First Class C.A. Becknell. "I really appreciated that the dancers were really farmers from the area. They do this

Old Dubrovnik's main street seems a scene from its medieval past.



Sixth Fleet Adventure

to supplement incomes during the winter months.”

Then there was shopping and more sightseeing in Dubrovnik itself, where ancient buildings provided a perfect backdrop for shops with many fine Yugoslavian products. Local craft items included bowls, vases, hand-woven scatter rugs, hand-carved wood souvenirs, embroidery, filigree, lace and crystal. Crew members also found fur and wool coats at reasonable prices.

“The crystal I found was of equal quality to the best anywhere—but at far better prices,” said Yeoman First Class Ron Bryant.

The old walled city within Dubrovnik was a great attraction with its cobblestone streets and rows of pillars. Fountains, gardens, courtyards and picturesque bell towers took the visitors back to medieval times.

A basketball game with a local team—the Americans won by 40 points—and two receptions also were included in the visit. It was a memorable experience for the men and women of the three ships and showed once again an advantage of being a fleet sailor.

—Story by PH1 Douglas P. Tesner

—Photos by PH1 Glenn M. Souther
and PHAN Ron Gladski





Clockwise, from below: SH1 Aaron Alkire and GMGI Don Martinez with a local citizen in traditional dress. IS1 Ira Fenstermacher, YN1 Dick Voegeli and CTA1 Ernie Griffin in old Dubrovnik. Yugoslavs tour USS Puget Sound.



Bob Hathaway and two of the Cherokee Nation project employees admire the results of their work.



Reservist's Other Job

Cherokee Nation Horticulturist

When someone asks Bob Hathaway what he does as chief horticulturist for the Cherokee Nation, he has a ready answer.

"I'm not a chief," he says. "there's only one chief in the Cherokee tribe, and it's not me!"

After that rejoinder, Hathaway eagerly explains his job and the progress that the Cherokee Nation's horticultural program has made. His duties have literally "grown" from being head of a Cherokee Nation training program—which he developed—to responsibility for an independent profit-making enterprise that is owned by the Cherokee Nation of Oklahoma.

Hathaway, part Cherokee himself, wears more than one hat. When he isn't in the Cherokee greenhouses, he's a commander in the Naval Reserve with Voluntary Training Unit 7070 at Naval Air Station, Dallas. He recently completed an eight-year tour as a pilot with Fleet Logistics Support Squadron 53 in Dallas.

"Four years ago, I'd been teaching at Oklahoma State University while completing my doctorate," Hathaway said. "I had an option to do research and teach in a university horticulture department, but the doctoral program was so intensive that I was burned out. I wanted to use my techni-

cal skills in an operational environment."

That's when he got in touch with the Cherokees in Tahlequah, Okla. The tribe had purchased an abandoned apple orchard and wanted to bring it back into production. Could Hathaway help?

"It was 122 acres near Stilwell, Okla.," said Hathaway. "We went to work the first summer, put 30 acres into production and earned \$20,000 for the tribe. A year later, we made \$38,000."

A training program was begun the second year, and greenhouses, landscaping and nursery production were added to the orchard operation.

Indian officials also believed part of the tribe's 50,000 acres in northeastern Oklahoma were suitable for horticultural crops. Hathaway was assigned to identify the land's potential use, train members and then make the enterprise profitable. He succeeded.

"In October 1981, we stopped receiving federal training money for the program," Hathaway said. "We've increased our greenhouse area from 8,000 to 38,000 square feet by adding 14 new greenhouses. We now have 15 acres of nursery stock and an active commercial landscaping operation."

The horticultural training program was rated as one of the top 10 vocational-technical projects in the country when it was a part of the Cherokee Nation. It also won national recognition from Ohio State University's Center for Research.

Hathaway is also director of the only All-American Selection display garden in Oklahoma, sponsored by the Cherokee Nation.

"Our garden is one of the best," he said. "We have first-class quality roses that are quite a sight when they're in bloom."

Hathaway's interest in horticulture has led to plans for a possible television program on the Oklahoma Educational Television Authority network. "If a pilot program is approved as a series, I hope it will become a regional show for the southern and southwestern states," he said.

Hathaway, on active duty in the Navy's flight program from 1967 to 1973, said he'll remain in the reserves. "It's odd," he added, "except for basic management skills, my civilian job has very little in common with what I do in the Naval Reserve. The diversity of each job provides a welcome change."

—Story by Lt. William Hickman
—Photos by Lt. Cmdr. Larry Miller

Garbed in Green

Most of them are called Doc. It's a nickname used not so much in reference to their rate or rank, but more as a title of respect. It's one they have earned from their long and costly track record.

Officially, they are Navy doctors, hospital corpsmen and dental technicians. Whatever their titles, history has proven they will either answer the call for help or they will die trying.

Such was the case with Hospital Corpsman Second Class David R. Ray who served with a Marine battery near An Hoa, Quang Nam Province in Vietnam. It was early on the morning of March 19, 1969, when Ray's outfit was hit hard with rockets and mortars, and an enemy battalion broke through his battery's perimeter.

Despite the intense hostile fire, Ray moved from wounded man to wounded man administering medical aid and offering words of encouragement. Then he also became a casualty. Refusing treatment for his own wounds, Ray continued his lifesaving efforts. While treating an injured Marine, he was attacked by two of the enemy, but in spite of his own wounds, he killed one and wounded the other in hand-to-hand combat.

Ray was rapidly losing his strength, but he still managed to maneuver through the barrage of enemy fire to reach other casualties. Once again, he was threatened by

enemy soldiers. Ignoring personal danger, he continued to treat the wounded and hold off the enemy.

His final act of heroism was to shield an injured Marine with his own body when a grenade exploded nearby. Ray saved the man's life at the cost of his own. For his heroism, Ray posthumously was awarded the Medal of Honor, this country's highest award for bravery.

Though Ray's courage was great, it almost seems commonplace in the Navy's Medical Corps. Twenty-one members of the corps have received equal honor. Citations for these awards have one thing in common: The corpsman left a relatively safe position and advanced across exposed terrain through enemy fire to aid the wounded. Frequently the corpsman, himself wounded, rendered medical assistance while shielding his patient from fire.

Few practitioners are closer to their patients than are members of the Navy's Medical Corps to the Marines with whom they serve. They are integrated into each Marine battalion and consequently learn to know their prospective patients individually. But, this mixing of Sailors and Marines is not achieved overnight.

Each hospital corpsman and dental technician assigned to the Marines first attends one of the Navy's two Field Medical Service Schools located at Camp Lejeune,

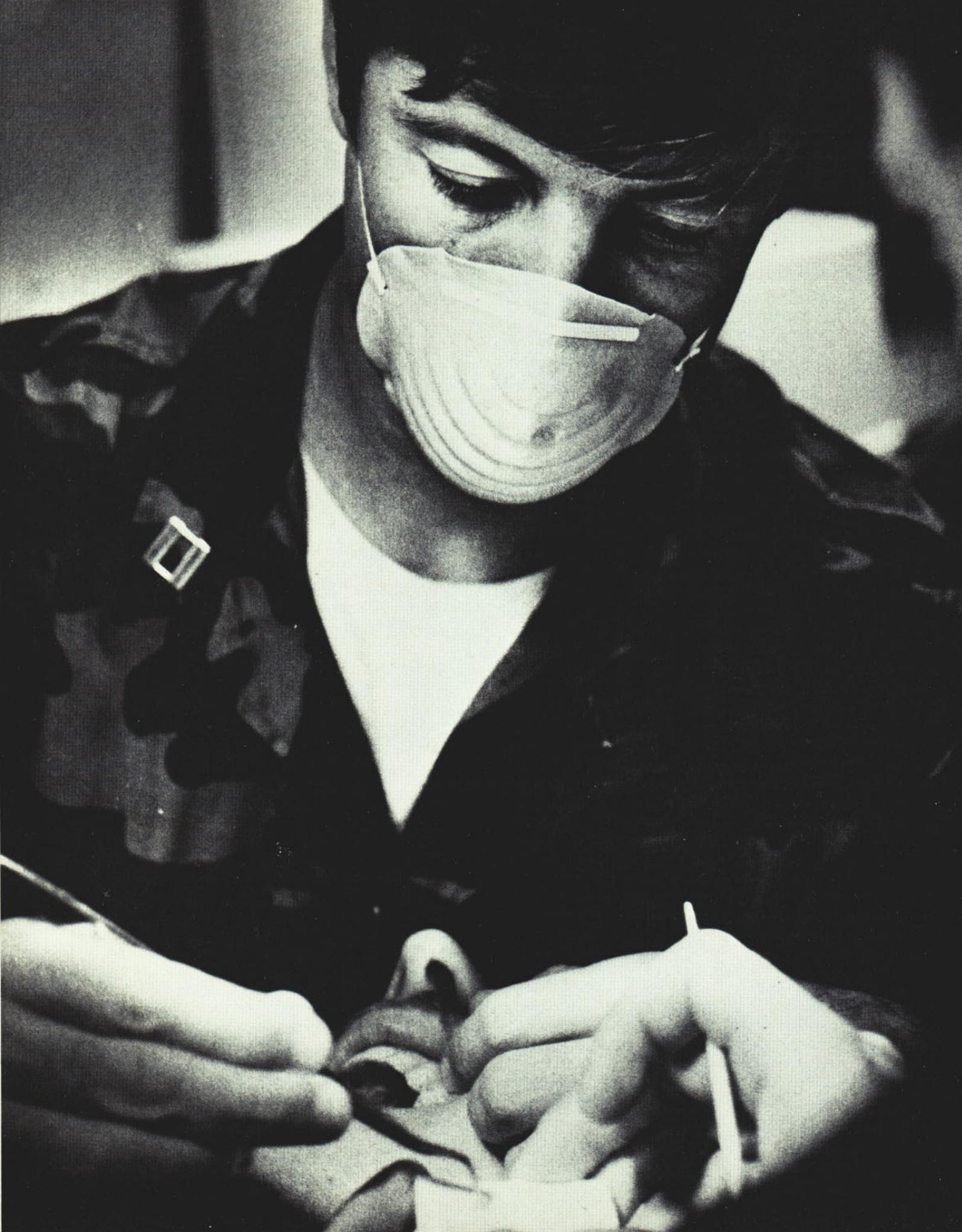
N.C., and Camp Pendleton, Calif. There the students spend 25 percent of their time learning basic field medicine and first aid. The other three-fourths of the training is dedicated to teaching Sailors how the Marine Corps operates.

"It's very physical," said Commander Neslund Denison, executive officer of the Field Medical Service School at Camp Lejeune. "They get up early every morning and do PT (physical training). They have to meet the same minimum requirements as the Marines. When a corpsman goes out with a platoon, he has got to be able to keep up with his unit; otherwise, he is useless to them. And he has got to be able to maneuver. He must understand what that sergeant is doing—what the objective is. Otherwise, he will become the first casualty, and then, of course, he is really useless."

During the training, the students practice in a simulated field situation. "They stay out there for four days," Denison said. "They play war games with smoke bombs and noise simulators, and machine guns will harass them at the same time."

They go through two maneuvers in the

Lt. Jeff Dickenson, Second Marine Division dentist, and one of his patients, Lance Cpl. Teddy Prichard.



Medics

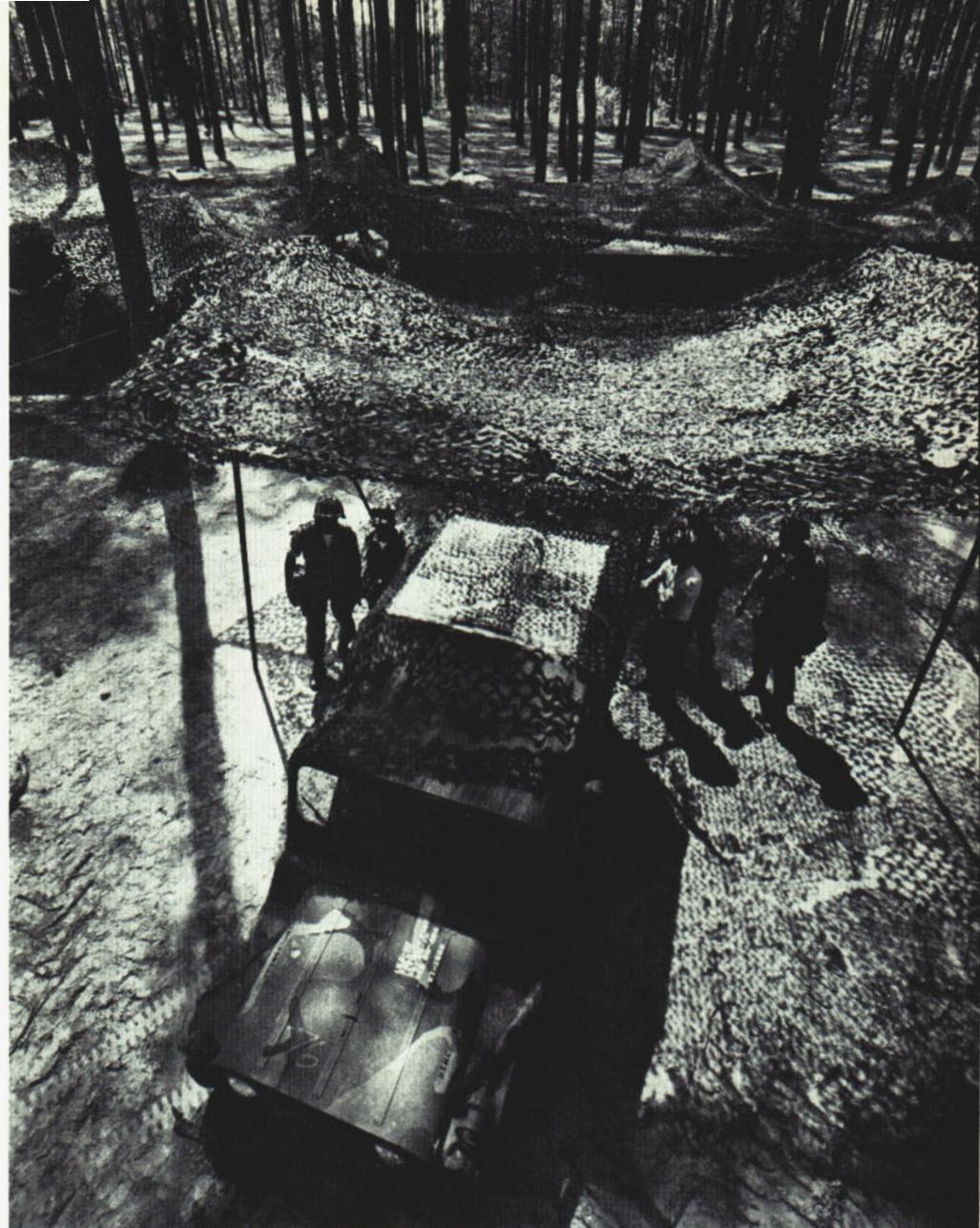
Alpha Company, a medical detachment of Brigade Service Support Group Four, sets up camouflage during a field exercise.

field. One, purely military, gives the students a taste of what is required of Marines. During the second phase, they simulate a medical situation. A class of 150 is broken up into three groups of 50, and each group has a chance to play the corpsmen, the stretcher bearers and the casualties. The medical battalion helps out by setting up a hospital company. That way the students have a complete evacuation chain from the front line back to where the casualties would undergo surgery. "It becomes very real," Denison said. "It scares a lot of people because of all the noise. Plus the corpsmen do a pretty good job acting hurt."

The doctors receive their training at the Combat Casualty Care Course, a tri-service school in Texas. It is designed for actual combat casualty care, or surgery inside a tent. They learn how to perform under extreme situations and make the best of what is available. However, the medical officers receive very little orientation about the Marine Corps. Occasionally Medical Service Corps or MSC officers are sent through the Marine Corps Staff College or the Marine Corps Amphibious Warfare School to get a better understanding of what the Marines are all about.

"There are two problems that we medical folks serving with the Marine Corps are constantly dealing with," said Denison. "One is that old habits die hard. The Vietnam War lasted long enough so that there are still quite a few people around who were in that war. In Vietnam, where the United States had clear air supremacy, the helicopter became the ambulance. The battalion aid station—the medium between the front lines and the medical companies—disappeared. There was no need for it. The casualty was evacuated straight from the battle area to a hospital company. A lot of folks believe that is how it will be in the next war also, but it won't. We will probably go back to the basic litter ambulance or whatever means is then available."

Denison added, "Another problem is that people joining today's Navy Medical



Corps visualize clean white wards at huge medical facilities. The Marine medical units are not glamorized.

"Quite often we hear complaints from our students," Denison said. "They usually go something like, 'I didn't join the Marine Corps, damn it, I joined to be a hospital corpsman.' We are dealing with an attitudinal change as people come from the Navy to the Marines. But we have to deal with it. The corpsmen have to be comfortable with the Marines. And the Marine Corps has the single largest unit of all medical department personnel. We medical folks are spread all throughout the Marine Corps.

"Today's medical people have got to realize that assignment to the Marine Corps is normal duty for a doctor, hospital

corpsman or dental technician, just like being stationed at a medical facility or on a ship. As a matter of fact, the good thing about it is that assignment with the Marine Corps is considered sea duty," he said.

"The whole thing behind it is attitude," said Hospital Corpsman First Class Dan Gruembemann, a corpsman with Alpha Company, medical detachment Brigade Service Support Group Four. "This can either be the best thing to come along since peanut butter, or it will break you. One or the other.

"It's kind of hard to explain," continued Gruembemann, "because you talk to anybody else—a boatswain's mate or a crypto tech—and they can't see Navy corpsmen being with Marines. Most people don't know what we do. So I guess in a way



we're stepchildren of either service.

"The thing I enjoy most about being with the Marines is the team concept, which is the whole idea behind the Navy's Medical Corps. Other than being in an emergency room, the team concept is stressed here more than anywhere. That is important to me."

The team concept was skillfully demonstrated during the 1968 Tet offensive. The Division Hospital at Da Nang admitted 169 patients in one day. During a one-year period, less than 2 percent of the Marines wounded in Vietnam succumbed to their injuries. All but 734 of the 5,530 allied battle casualties treated at Da Nang that year were returned to duty in Vietnam. This is even more impressive when you consider that 75 percent of the patients

who arrived at Da Nang Hospital required surgery.

But contributing highly to these outstanding statistics were the corpsmen in the field, otherwise known as line corpsmen.

Chief Hospital Corpsman Donald I. Weakley stated in a March 1969 All Hands article: "The corpsmen in the field have done a great job of keeping these guys going until they got to the hospital. I've seen them use everything from bamboo shoots to ballpoint pen casings for breathing tubes, and leaves for bandages."

It is not unusual for a corpsman—oblivious to the bullets whistling about him—to kneel over an injured Marine and immediately go to work. He cuts the clothing away from the wound and bandages it;

Medical Service School students (upper left) experience realistic field training. Photo by Cpl. L.S. Lewis. The containerized field hospital (above) is being tested by the Navy. The caduceus, symbol of health care, in and out of the military.

he examines the Marine for broken bones and applies inflatable casts; he administers an intravenous solution; and he even massages the wounded man's heart. In short, he keeps the man alive at any cost—even at the cost of his own life.

A Marine can fire a rifle or hurl a grenade from a relatively concealed position. If he is wounded, chances are he is exposed to enemy fire. But, when the cry for help goes out, the Navy corpsman runs to give him aid, or else dies trying.

—Story and photos by
PH2 Robert K. Hamilton

Financial Planning

Is There an IRA in Your Future?

One immediate and useful benefit of the Economic Recovery Act of 1981 is that now *all* taxpayers can establish Individual Retirement Accounts. Annual contributions can be up to a maximum of \$2,000. You can then deduct those contributions from your gross salary on your income tax return and not pay taxes on the saved portion until you begin drawing an income from it in later years.

If your spouse works, he or she also can contribute up to \$2,000 to an individual IRA. While this is a total deduction of \$4,000 on a joint return, you cannot set up a joint IRA in both names—it is an *Individual Retirement Account*.

The IRA is also an opportunity for Navy military people and civilian employees alike. Previously, those covered by quali-

fied government or corporate retirement plans were not eligible to establish IRAs.

In addition to benefiting from a significant tax deduction, you are not taxed on money earned in an IRA until you begin to draw an income from it. At that time, the funds withdrawn are taxed at your then-current ordinary income rate. The difference between deferring taxes for years or paying them as you go is dramatic. See the accompanying table for an example of total benefits.

There is one catch. Contributions to an IRA are intended to be long-term commitments to your retirement. They are not readily available cash. In an emergency, you can get most of your money back for immediate use by paying a 10 percent penalty and the ordinary income taxes on

the whole amount. Under normal circumstances, you may begin to draw an income at age 59½ and must begin to draw an income by age 70½.

Establishing an IRA is easy. Deposit the money with some responsible financial institution, and sign a simple custodian or trustee agreement. You must, however, physically transfer money into this account. Your contribution must be made by the time you file your income tax return or by April 15 at the latest. Maximum advantage of the tax-deferred accumulation, though, comes from investing your contribution as early as possible in the year.

Once the money is deposited, what is done with it is up to you. All investment avenues are open to you within two broad limitations: You may not invest with the aid of debt (or margin, in a stock account), nor may you invest in real property or collectables. Most large brokerage firms and mutual funds offer investments which qualify for IRA treatment, as do some banks and insurance companies. With many programs under a single trustee, as in a "family" of related mutual funds, you have the right to transfer your investment from one fund to another as you believe market conditions indicate.

An IRA is completely flexible and changeable. Not only do you have the flexibility to re-invest if market conditions change, but also each annual contribution is independent of the previous year's. This year's contribution does not have to go where you put last year's money.

Because you don't have to worry about the tax consequences of your investments in an IRA, income, long-term capital gains and short-term capital gains are all equal. You can be aggressively growth-oriented or conservative. You can seek maximum



If you contribute \$2,000 each year to an IRA at an assumed average tax-deferred return of 12 percent, you have these results:

| | <i>After 10 years</i> | <i>After 20 years</i> | <i>After 30 years</i> |
|-------------------------------------|-----------------------|-----------------------|-----------------------|
| Contributions | \$20,000 | \$ 40,000 | \$ 60,000 |
| Tax Deductions | 20,000 | 40,000 | 60,000 |
| Tax Savings (40 percent bracket) | 8,000 | 16,000 | 24,000 |
| IRA Value | 35,098 | 144,105 | 482,665 |
| Total Benefits | 43,098 | 160,105 | 506,665 |

leverage from the options market. You can lock up the highest corporate bond yields you can find. You can assume as much or as little management responsibility as you like. It's your choice.

Does this sound easy, flexible, relatively safe and loaded with advantages for you? It is! As the investment expert Sylvia Porter noted, "No tax shelter ever devised for the average taxpayer approaches an IRA in its financial benefits and safety."

Let's review some of the more attractive investments for an IRA:

Stocks. You can trade stocks in an IRA at brokerage houses that are set up for it. A growth strategy in stocks makes sense if you have some time before age 59. The return is probably going to be pretty good over this period, particularly if you concentrate on stocks with the prospects for a high "total return"—capital gains plus dividends. Again, it's your choice—the portfolio can be structured for whatever combination of growth, income and safety you desire.

If a growth or growth-with-income strategy appeals to you but you lack the time or inclination to personally manage a stock portfolio, you might consider one of the top-quality mutual funds. Several of these funds have compounded their growth at better than 25 percent per year for a number of years, and many firms offer "families" of related funds with differing investment objectives and degrees of aggressiveness. Mutual fund performance can be checked by referring to a copy of the latest

"Weisenberger Report" at your local library.

Bonds. One of the simpler ways to invest in an IRA is to buy corporate bonds or corporate unit investment trusts. (A unit investment trust is a portfolio of bonds, and you are buying a share of the total portfolio.) You can lock in the very high current interest rates, select your own degree of safety and buy bonds with maturities at or after your retirement when you are eligible to draw an income.

You can either buy new bonds or units with the proper maturity if they are available or select from the hundreds of previously-issued, "discounted" issues. Either way, total returns will be about the same. If you should want to begin to draw from your account sooner than you had anticipated or want to change your strategy, you merely sell the bonds.

Municipal bonds and tax-free unit trusts are not attractive investments for an IRA. Since the interest paid on municipal bonds is tax-exempt, they carry lower yields than corporate bonds, with investors in higher tax brackets achieving equivalent after-tax returns. Because an IRA accrues tax deferred and all of the income taken from an IRA is taxed as ordinary income, regardless of source, it doesn't make sense to accept the lower yields from municipal or other tax-free bonds.

Annuities. The annuity is virtually the only traditional product that insurance companies have to offer IRA accounts. Basically, an annuity is a contract between

you and an insurance company. This contract promises you a stated amount of income for life (or another specified period). Each year you would purchase a stated amount of income with your \$2,000. The amount you are guaranteed will depend on the interest rates at the time of purchase, as well as the length of time interest will accrue until you begin to take an income. Currently, guaranteed interest rates are around 14 percent.

Certificates of Deposit. Banks, like insurance companies, are limited in what they have to offer. Most certificates of deposit (CDs) have \$10,000 minimums, too large for young IRAs. Many banks, however, do offer 30-month CDs which have \$2,000 minimums and compound the money.

Money Market Funds. With the very high yield offered by money market funds today, they seem to be ideal risk-free investments for IRAs. Not so! Because the yield varies with the prime rate, there is no guarantee that today's high interest rate will not be tomorrow's disappointment. If you think that current yields are attractive but that they perhaps will go higher, or want to establish an IRA but haven't made up your mind how to invest, a money market fund can be an excellent short-term "parking place" for funds. Money market funds, while safe, do not offer consistent yields and will probably underperform both stocks and bonds over the long term. In the past year, money market fund yields have been as low as 8 percent and as high as 18 percent—and they go down as quickly as they go up.

Other products are available for specialized IRA investing, and more will be created as IRAs come into wider use.

An Individual Retirement Account can be an important part of your personal financial planning for the future. The combination of tax deductions for today and tax-deferred growth for the future makes IRAs powerful tools for those of you concerned about offsetting the impact inflation could have on your future retirement prospects.

Your bank, a large brokerage firm or your credit union can answer specific questions and help you on the road to a secure retirement future.

—Story by David R. Kimm



Alcoholism: It's a Disease

I thought that I would never leave that place, and for awhile there, I almost didn't. But I did, and I'm glad. It took a little more than six weeks, and just before I left, my counselor told me that I was well on my way to sobriety. You know, I believe him. I could feel it. I can still feel it.

In 1956, the American Medical Association accepted alcoholism as a disease and defined it as an illness characterized by a person's preoccupation with ethyl alcohol and loss of control over its consumption. This lack of control usually leads to chronic intoxication. As a direct consequence of persistent and excessive use of alcohol, the alcoholic suffers from physical disability and impaired emotional, occupational or social adjustments.

There is no known definitive cause for the disease of alcoholism at this time. However, there are several theories about its causes. One theory holds that alcoholism is a result of physiological makeup and is biochemically-based. Another says the cause is genetic, that the tendency toward alcoholism is inherited. Other views are that alcoholism is a result of a chemical-hormone imbalance or that it comes from a dependency need or that it is the result of

BM1 Gerald R. Cornish, Coast Guard counselor assigned to the Norfolk NARC, expresses encouragement with a hug.

vitamin deficiency. But no matter what its cause, alcoholism is a disease. Alcohol is a drug, and drinking alcohol can definitely become an addiction that sometimes leads to death.

There are two kinds of addiction: psychological and physical. Psychological addiction develops first, and that is all that is necessary for an individual to become an alcoholic. At this stage, the person may drink to calm nerves, may drink *before* a drinking function and have a desire to continue drinking when others stop. The person's alcohol tolerance increases, and he or she begins to think about the next drink. If a person drinks long enough and in substantial quantities, that person may become physically addicted as well.

I remember the day I got my orders to the Counseling and Assistance Center. The CO handed them to me. He told me that my work performance had become unacceptable and that he suspected alcohol as a cause. He said that he cared about my well-being. But he added that he was no professional in these matters—and was sending me to someone who was. He must have seen the fear in my face because he kept trying to offer me reassurance. Finally, I just stared at him and told him he was crazy.

The Navy Alcoholism Prevention Program is designed to help people who have drinking problems. NAPP's resources range from fleet members throughout the Navy, ready to give personal counseling and support, to major alcoholism treatment facilities with extensive rehabilitation programs.

The program also relies on such groups as Alcoholics Anonymous, Al-Anon (for spouses, other relatives and friends of alcoholics), Alateen (for children of alcoholics), the National Council of Alcoholism and others that have been dealing successfully with the problem of alcohol for years.

There are two ways to get into the Navy's program: request or referral. Requests for entry can be made to chaplains, medical officers and any superior officer. Referrals are based on observation by commanders who believe they see signs of alcohol abuse. These warnings include a falloff in performance, repeated disciplinary problems, frequent trips to sick call with complaints such as flu or gastritis, absenteeism, sudden or heavy indebtedness or run-ins with civilian and military authorities.

Because commanding officers are responsible for the well-being of all command members, they can order service members into treatment. Those who refuse that treatment are returned to the command and may be processed for discharge.

Alcoholism

The Navy Alcoholism Prevention Program offers five levels of assistance.

At the command level, collateral duty alcoholism advisers and/or drug and alcohol program advisers are available for consultation with the commanding officer.

The CODAAs and DAPAs are trained to identify alcohol and drug abusers to find ways to facilitate their entry into treatment. They also set up information programs aimed at preventing alcohol and drug abuse in the command.

Counseling and Assistance Centers house trained counselors who screen clients with possible alcohol problems and conduct outpatient counseling. There are 66 centers Navywide (52 ashore, 14 afloat); seven have inpatient capabilities.

Alcohol Rehabilitation Services (24), sponsored by the Navy Bureau of Medicine, are co-located in U.S. Navy hospitals. Each service offers inpatient medical care (15-20 beds) and serves approximately 3,000 patients a year.

Alcohol Rehabilitation Centers, located in Jacksonville, Fla., Norfolk, Va., and San Diego, provide inpatient medical care (75 beds) and treat 1,500 to 1,800 patients each year.

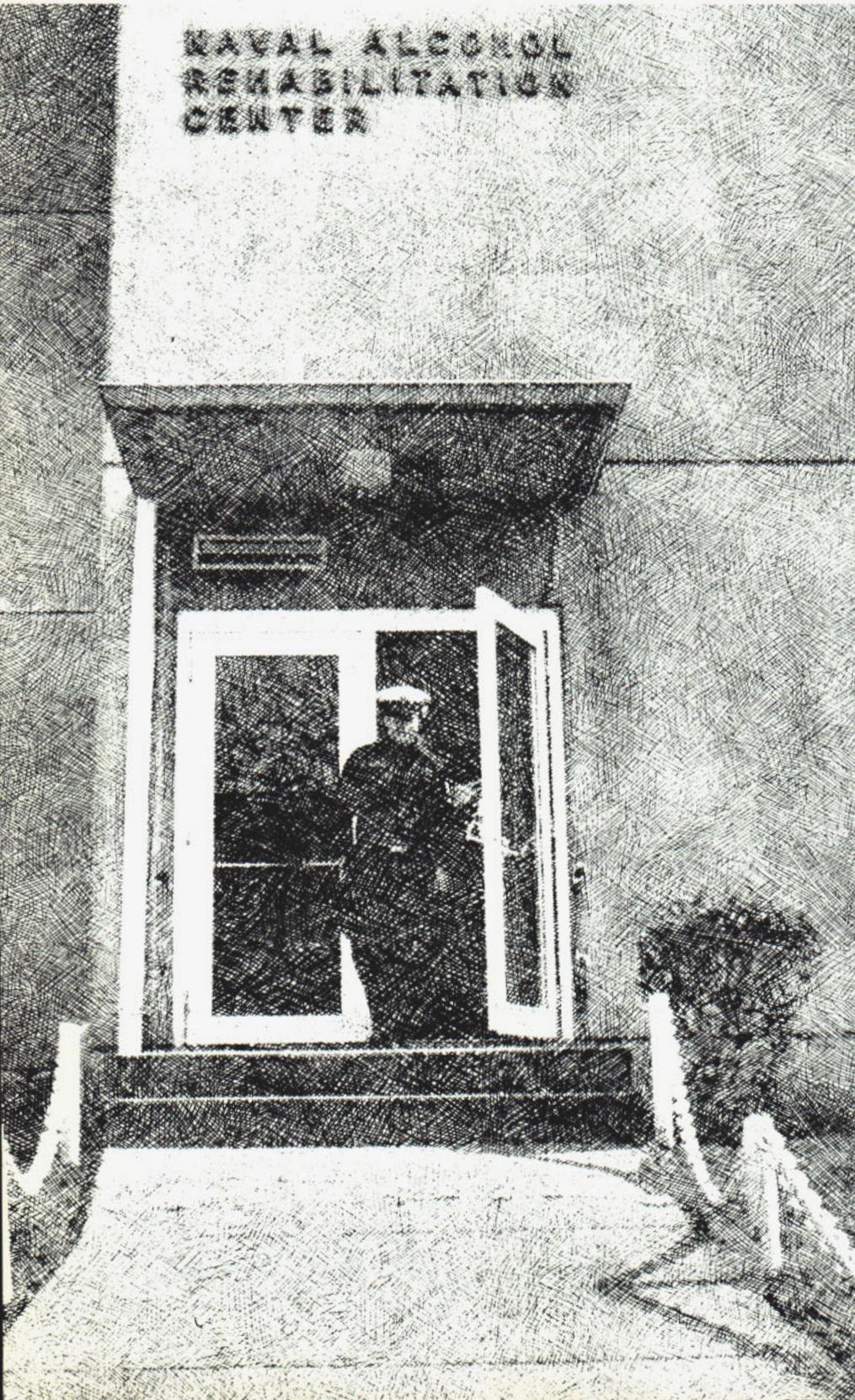
The Navy Alcohol Safety Action Program functions as a 36-hour, off-duty educational seminar on alcohol and alcoholism. There are 28 NASAP sites as well as some additional command-sponsored programs.

When the CAAC counselor told me that he was going to recommend me for further treatment, I really got scared. I was more frightened than I was when I decided to crossrate to an AME. I really believed that some shore patroller would take me over as soon as I stepped off the plane at Norfolk. I thought going to an ARC meant confinement and probably the end of my Navy career, but I was wrong.

Treatment procedures are about the same at all levels; however, the ARC treatment process lasts six to eight weeks, beginning with orientation and indoctrination about the drug alcohol and what it does to the human body. The patient, restricted for the first two weeks, is assigned to a group and tested psychologically.

The main thrust of the treatment is toward alcohol education and awareness. It may consist of mandatory meetings with AA; small group, individual and family counseling; psychodrama; lectures and films; physical fitness programs; and weekly personnel inspections.

The Navy Alcoholism Prevention Program approaches alcoholism and alcohol abuse with realism and understanding,





rather than condemnation. The program emphasizes straight talk, advice and counseling from men and women who have worked their way out of this addiction.

All alcoholism treatment specialists are recovering alcoholics with a minimum of two years' sobriety. They receive their training (10 weeks) at the Alcohol Rehabilitation Center in San Diego. Alcohol/drug abuse counselors, usually found at CAACs, may or may not be recovering alcoholics. They, too, are trained at San Diego.

Because many of the people who work in the program have been to the well and back so many times themselves, they have become adept at seeing through the self-deceiving tricks that alcohol abusers use to hide their illnesses and to deny that there is a problem.

Did I believe that I had a problem? Of course, I didn't. I told them that I had to drink to calm my nerves. When they told me about the time I reported my car as stolen because I couldn't remember where I had parked it, I got mad and called them all liars. But when they produced a copy of the shore patrol report, I felt guilty and then refused to talk about my problem.

Alcoholism has long been called the disease of denial because practicing alcoholics do not realize they have a problem. Even when confronted with the evidence—the loss of control (drinking more than intended), extreme personality changes, sudden preoccupation with alcohol and alco-

Friends and relatives join patients for the commencement ceremony.

hol-related activities (beer busts, going bowling in order to drink)—alcoholics continue to say “that's not me,” or “I don't have that problem.”

As the disease progresses through the middle stages, alcoholics begin to lie about drinking, yet suffer from an increasing dependency on the drug. They feel remorse over their alcoholic behavior which, in turn, leads to more drinking, sneaking drinks and drinking alone. Memory blackouts also increase. Tremors and early morning drinking to relieve the shakes begin. Eventually, family, work and money problems are intensified.

By the time a person reaches the late

Alcoholism

stages of alcoholism, family relationships have often dissolved, and physical, moral and mental deterioration has begun. The alcoholic becomes obsessed with drinking, loses all willpower and exhausts all alibis. Nevertheless, in all these stages the individual completely denies having any problem with alcohol. Generally, the alcoholic blames the job, the family or the police for the difficulties he or she is experiencing. The alcoholic is totally self-centered and does not want any help because "you are the one with the problem—not me."

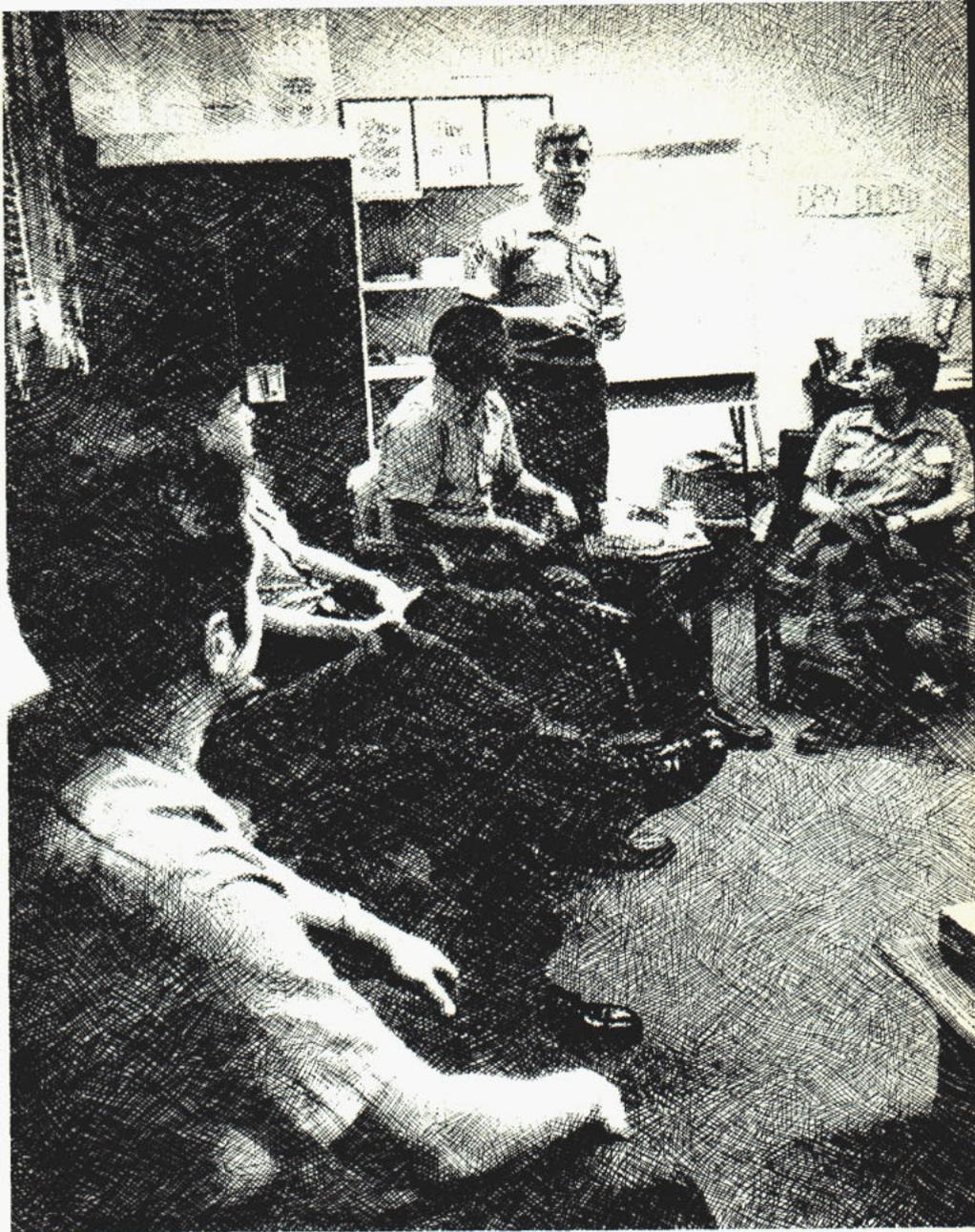
When my spouse left me, I knew that it was time to get some help, but I just couldn't take the first step. At least, not then.

Because the people in NAPP understand how painful the illness of alcoholism can be, they also recognize that there can be a relapse, that a person can fall off the wagon. For that reason, more than one chance is offered—if it can be demonstrated that the alcoholic is really trying and that performance is improving. The Navy puts the final responsibility where it belongs: on the person with the disease. But the Navy will go all the way to help those who want it.

Everyone who successfully completes the program and is returned to the command is encouraged to attend AA meetings. The command's CODAA or DAPA keeps in touch with regular visits.

It took me a while to say this, and after that third group session, I never believed I would. But I'm glad that I've had this experience. I'm not afraid any more. My whole life—from creditors to family, commanding officers to shipmates—has shaped up. Or is, at least, beginning to. I guess you could say that from this point on, I'm going to be a 4.0 sailor. A real winner.

ARCs and ARSs count as "successes," people who show consistently improved work performance, complete their enlistment and are recommended for re-enlistment or for advancement. The "success"



rate for treating alcoholics up to 25 years old is 46.5 percent. For those 26 years or older, the "success" rate is 82.2 percent. Maturity is one of the reasons for the higher "success" rate for the latter group. They have more to protect in terms of job and family. They are also a little more settled, more experienced.

The 1980 survey of Drug and Alcohol Use Among Military Personnel estimated that within the Navy, 9 percent of its members, worldwide, were alcohol dependent during the preceding 12 months. In fiscal year 1980, the Navy effectively treated 7,147 service members at a cost of \$2,000 per person, about half as much as it would cost at a civilian treatment facility for a four-week program.

The Navy is recognized throughout the

MSgt David J. Gyergyo, USMC, conducts a group counseling session.

world as having trained the best alcoholism counselors; its treatment program is considered to be one of the most effective anywhere.

Navy policy is that alcoholism is a preventable and treatable illness—one that should not carry a stigma. Words to that effect have been published by the Secretary of Defense, the Secretary of the Navy and the Chief of Naval Operations.

In today's Navy, an alcoholic man or woman can be a winner once again. It's being proved over and over by the Navy Alcoholism Prevention Program.

—By JO2 Vickie J. Oliver

—Photos by JO1(SS) Peter D. Sundberg

Saving Money and Time with ERTS

ERTS—short for Electronic Reservation and Ticketing Service—is an acronym for the new automated system to be installed in Navy passenger transportation offices at personnel support detachments around the country.

Recently installed at personnel support detachments at Mechanicsburg, Willow Grove and Philadelphia, Pa., ERTS is used to research and confirm travel arrangements for about 39,000 Navy customers in the area. The system operates similar to that used by major airlines. The Navy's system, however, is able to view and select the most cost-effective fares and routes from various competing carriers.

Navy travelers in the Philadelphia region find service time has been reduced to prepare itineraries and confirm flight arrangements. Roz Barton, passenger transportation director for Personnel Support Detachment Philadelphia said, "Most Navy travelers are not familiar with the complexity of arranging official travel funded by Navy money. The DoD travel regulations alone dictate that we make every effort to use the quickest routes and most cost-effective fares."

The recent deregulation of the airlines has added to the complications presented to travel clerks in preparing travel itineraries and cost analysis. Constantly changing fares of competing carriers have prevented the use of standardized tables. With ERTS, however, processing clerks can review the most current fares.

"At Philadelphia," said Barton, "we service approximately 2,700 customers a month—some with unique travel requirements and deadlines. Manually searching flight schedules and airline catalogs to pre-



Personnel Support Detachment travel clerks Marianne Giacobe (right) and Alice D'Adario process transportation requests via ERTS.

pare itineraries has often been a nightmare."

ERTS has dramatically reduced the response time required for Roz Barton and her clerks to satisfy requests for air travel.

"We feel professionally competent now," explained Barton, "Of course, we always felt that we were doing the best job possible, but there's something special to the 'thank you' we now get from most customers."

The real benefactor from ERTS is unquestionably Uncle Sam. Most Navy commands operate on austere travel budgets. In the past, "guestimates" often were used in preparing travel orders. With the advent of ERTS, travel officers can expect more frequent liaison with customer commands to provide accurate travel planning data. The system is expected to save Navy commands in the Philadelphia area alone approximately \$200,000 annually. Even

now, clerks are returning travel requests to customer commands with recommended travel routes far below the cost of routes initially determined by the individuals.

Commander B.L. Palmer, Commanding Officer Personnel Support Activity, Philadelphia, said that "the visual appearance of this equipment is not at all mind-boggling; however, its impact far exceeds anything we've had before in the Navy travel world.

"The biggest problem will be in educating the various naval commands to take advantage of its features and to consult their supporting personnel support detachments for advice and guidance on official travel plans and requirements."

—Story by CW03 C.R. Coleman

Currents

Navy leaders stress need for maritime strength

Secretary of the Navy John Lehman, Chief of Naval Operations Admiral Thomas B. Hayward, Commandant of the Marine Corps General Robert H. Barrow and Vice Chief of Naval Operations Admiral William Small stressed the need for strengthening our maritime forces in addresses to the Navy League of the United States Sea-Air-Space Symposium and annual convention held recently in Washington, D.C.

Speaking to an audience of 1,900 Navy League members, industry leaders, sea service guests and their families, Lehman noted the increased support of the American people for a strong Navy. He described the Navy's budget program as an opportunity "that will enable Congress to break out of the cycle of cost overruns and deferred-cost growth that has plagued defense policy for at least the past decade." "History," the secretary added, "clearly shows that nothing is more costly than the outbreak of war."

The secretary described Theodore Roosevelt as a primary architect of the restoration of American seapower nearly a century ago. He praised Roosevelt as a "practical idealist" and said "we can restore our naval strength—not in the great by-and-by—but now."

Admiral Hayward told guests of the Navy League Chief Executive Officers' luncheon that 1982 has been a "good year" and predicted that

increases in naval strength would offer the United States total global flexibility in conjunction with its allies by the mid to late 1980s. The CNO described a dramatic change in the personnel picture between this year and last and called Navy men and women "proud, capable people doing a superb job."

General Barrow, the convention's keynote speaker, highlighted as this year's "brightest picture" the quality of Marines being recruited and retained. He called modernization proposals for the Marine Corps a "significant leap" forward and described the Marine Corps' portion of the budget as "a judicious improvement over years past."

Admiral Small also addressed convention delegates at the annual awards luncheon. He welcomed the supportive attitude of the Congress and administration for valid defense needs and the encouragement and respect shown military personnel by the American people. He pointed out that the Navy must continue to earn that respect through good management, urging those responsible for program acquisition to "give the taxpayers the best buy for their money." The VCNO stressed the importance of cost-effective management by both military and industry in making maritime superiority truly affordable.

Early re-enlistment policy changed

Effective March 22, re-enlistments involving selective re-enlistment bonus are permitted up to three months prior to the end of obligated service without Commander Naval Military Personnel Command approval. Past policy allowed re-enlistments up to one year early.

However, an exception to the revised policy is early re-enlistment under the STAR program for

people in 33XX series (nuclear) NECs. OpNav-Note 1160 of Oct. 21, 1981, lists ratings and NECs eligible for SRB.

This policy adjustment will enable all SRB eligible members who are approaching EAOS during the remainder of the fiscal year to continue to receive bonus payments at FY 82 levels.

Motorcycle accidents increase

Fifteen Navy people died in motorcycle accidents in the first three months of 1982. Another 99 people involved in motorcycle accidents in the same period were injured seriously.

The accidents are directly traceable to alcohol abuse, excessive speed, lack of operator experience and the failure by others to see the cycle rider. Because of these causes and the high rate of accidents, Navy commands should conduct for-

mal training programs in safe motorcycle operation.

The Naval Safety Center (Code 42), Norfolk, Va., will provide training instructors and assistance in establishing safety programs. Call the center on Autovon 690-1470/1481/3344 or commercial (804) 444-1470/1481/3344 for information and guidance.

Overseas drug abuse penalties are severe

A new "dangerous drug" act, which became law in the Republic of the Philippines March 2, means increased punishment for many drug offenses. For example, U.S. service members will no longer be eligible for probation if convicted in a Philippine court, and any drug offense will result in a mandatory prison term.

Penalties under the new law range from a minimum of six years' imprisonment for possession of any amount of marijuana (12 to 20 years confinement if the marijuana includes seeds) to death or life imprisonment for sale of drugs to

minors or to an individual who dies from drug use. A person who maintains a residence in which drugs are used also may be subject to a minimum sentence of 12 years in prison.

Since July 1, 1979, 15 Navy Department members have been convicted of drug offenses by Philippine courts. All but one received probation. If the new law had been in effect, all 15 probably would be serving sentences ranging from six to 12 years in Philippine prisons. Most cases involved possession of less than one ounce of marijuana.

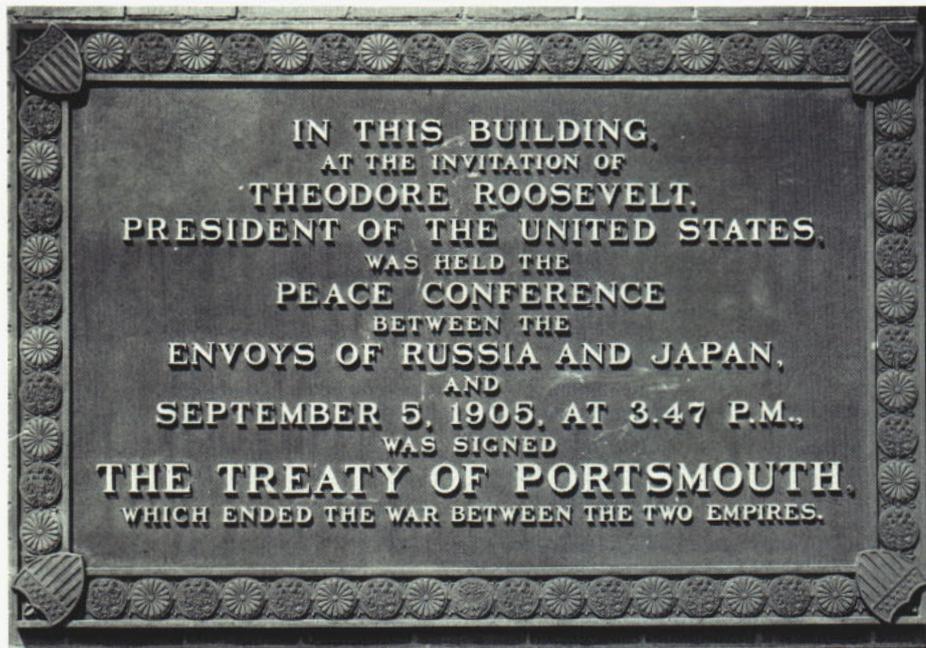
Worth mentioning...

Olmsted Foundation scholarships. The George Olmsted Foundation, in cooperation with the Department of Defense and the military services, has established a scholarship program providing two years of graduate study in foreign universities in the host country's language. Officers with Regular Navy commissions will be considered for scholarships, and all Navy commands are invited to consider officers in year groups 1977 through 1980 for nomination. Nominations should be submitted by Aug. 1, 1982. SecNavNote 1520 of March 8 contains more information.

Seawolf celebrates 25th. The *Seawolf* (SSN 575), oldest nuclear submarine in active service, marked the 25th anniversary of its commissioning March 30. CNO Admiral Thomas B. Hayward said the ship and its crews "have worked with spirit and skill to push our undersea frontier steadily forward." The ship's 60-day undersea cruise in 1958 proved the feasibility of present-day deterrent patrols and earned *Seawolf* a Navy Unit Commendation.

Mail Buoy

Wrong State



SIR: Referring to "T.R.'s Navy" in the November 1981 issue, the Russo-Japanese Peace Treaty was signed at Portsmouth, N.H., not in Virginia (see photo).—Bud Oliver, Portsmouth, N.H.

• *We heard from several sources regarding the location of the 1905 Russo-Japanese Peace Treaty. We certainly did not intend to slight the people in New Hampshire.*—ED.

Examples To Follow

SIR: Your December 1981 All Hands issue concerning the career of USS *Acadia's* engineer, Lieutenant Commander Geoffrey Calabrese, who went from fireman recruit to obtaining a commission, was very commendable.

Another inspiring, similar article published months ago was on the advancement of our commander, Destroyer Squadron 10, to rear admiral. He is Rear Admiral James Parker, who started as an E-1 and rose to flag rank. Articles like these touch me when I read them. I think it is a good idea to have such articles from time to time so that younger sailors will realize there are lots of opportunities in the Navy today.

I, myself, am applying for officer training under the LDO program. The examples of officers like Admiral Parker and Lt. Cmdr. Calabrese ought to be heeded by others. Thank you very much, sir.—DK1 Tito Bautista

Job Well Done

SIR: The December 1981 issue was excellent! Thank you for the great stories and pictures of the 1981 Boy Scout Jamboree. The "Chuting Stars" gave an excellent performance that was enjoyed by all.

Thanks, Navy, for a job well done!—Joe McGlone, Staff, 1981 Jamboree

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ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor, All Hands, Print Media Division, Navy Internal Relations Activity, Hoffman #2, 200 Stovall St., Alexandria, Va. 22332.

Reunions

• **Society of Signalmen**—All past and present U.S. Navy signalmen in paygrades E-4 through E-9 interested in attending a reunion this summer in San Diego, send a self-addressed, stamped envelope to David C. Graham, Society of Signalmen, PO Box 11247, San Diego, Calif. 92111.

• **126th Navy Construction Battalion**—Reunion July 28-Aug. 1, 1982, in Baton Rouge, La. Contact Lenno C. Johnston, Star Route Box 27, Pineville, Md. 64856.

• **115th Seabee Battalion**—Reunion July 29-Aug. 1, 1982, in Philadelphia. Contact Jim and Linda Prendergast, 5023 E. Naomi, Indianapolis, Ind. 46203.

• **USS Norton Sound Association**—11th annual reunion, July 29-Aug. 1, 1982, in Port Hueneme/Point Mugu/Oxnard, Calif. Contact the association at PO Box 487, Port Hueneme, Calif. 93041.

• **115th Naval Construction Battalion Veterans (Navy Seabee Outfit, World War II)**—13th annual reunion July 29-Aug. 1, 1982, in Philadelphia. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **71st Tactical Reconnaissance Group**—Reunion Aug. 19-22, 1982, in Buffalo, N.Y. All former members (Strafin Saints-82nd TRS; Wreckoneers-17th TRS(B); Musketeers-110th TRS; and Guinea Short Lines-25th Liaison Group) are welcome. Contact Truman A. Partridge Sr., 40 South Lane, Angola, N.Y. 14006.

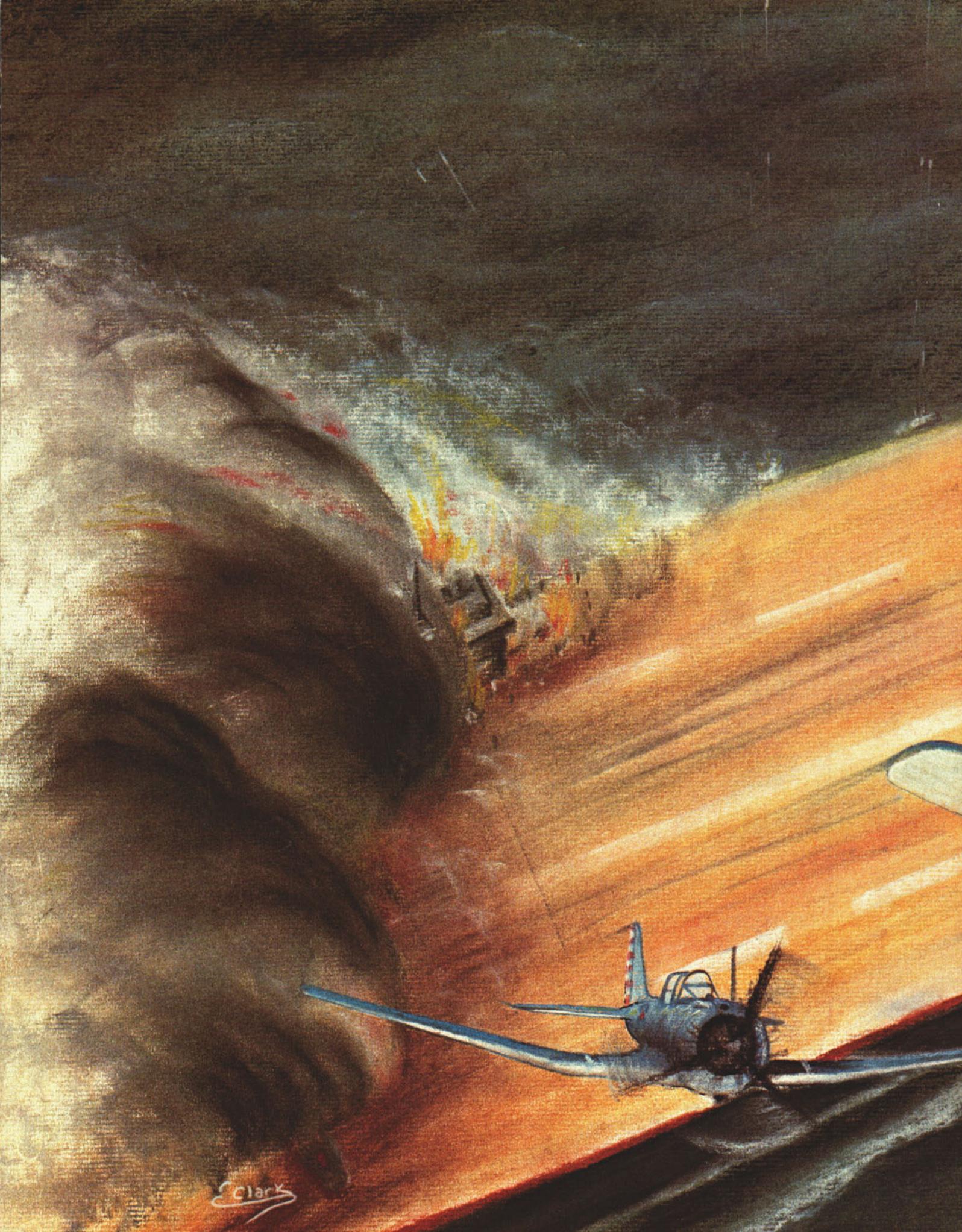
• **USS Orion (AS 18)**—Reunion proposed for World War II crew. Contact Ed Curtin, Truxton-Decatur Naval Museum, 1610 H St., N.W., Washington, D.C. 20006; telephone (202) 420-5845.

• **USS Serrano (AGS 24)**—Reunion being organized for 1983. Shipmates who served 1967-1969 should contact Jerry L. Ford, 733 North 15th St., Enid, Okla. 73701.

• **USS Sigourney (DD 643)**—World War II crew members interested in a reunion contact John F. Forkin, Route 3, Box 3633, Stroudsburg, Pa. 18360; telephone (717) 629-1510 or (212) 549-5924.



Vice Admiral James A. Lyons Jr., Commander Second Fleet, on an orientation flight aboard an Air Force E3A AWACS. The AWACS has been used in recent exercises to extend the outer air defense ranges for carrier battle groups.



Clack