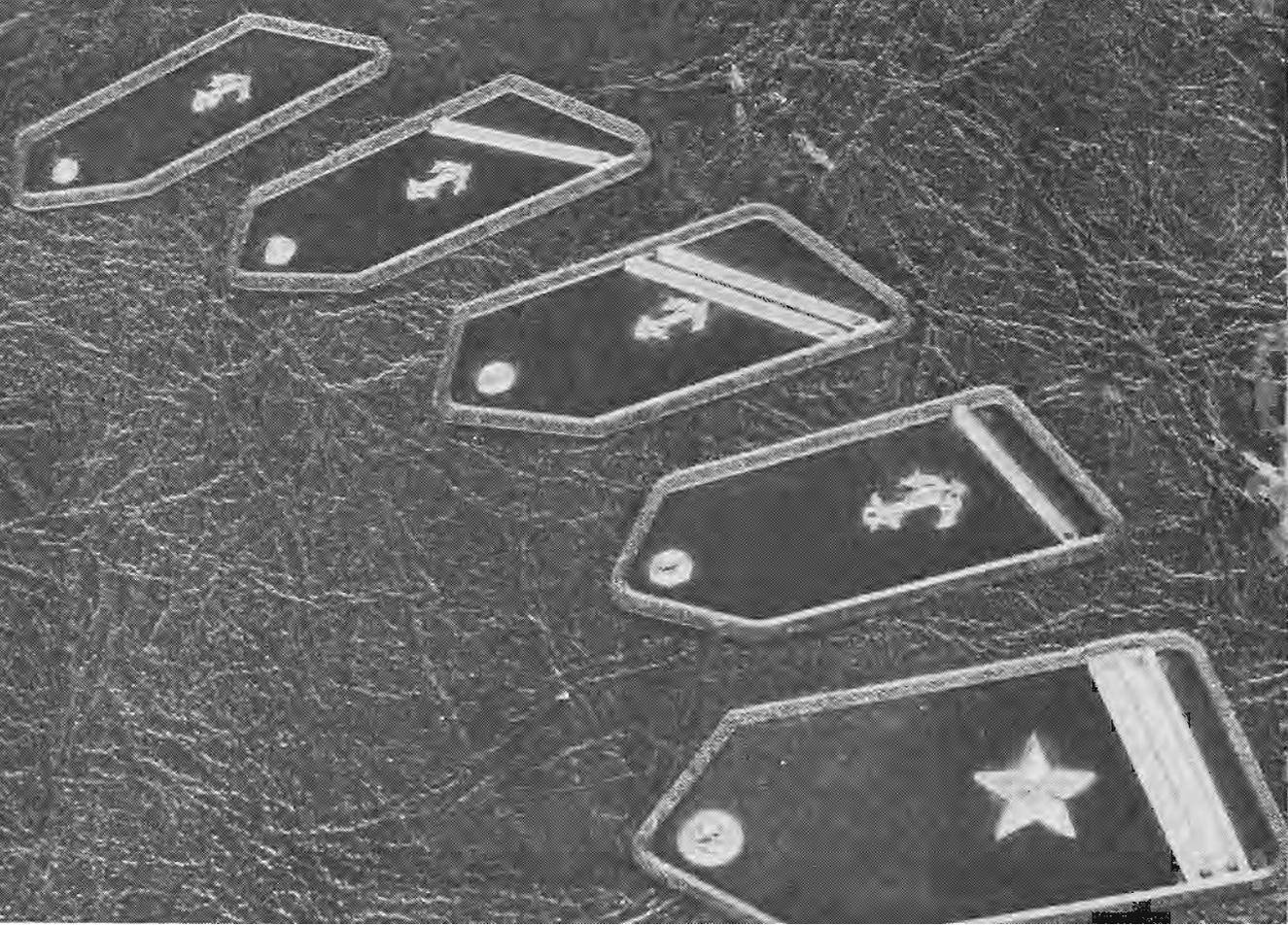


# THE LUCKY BAG

25th

56





CLASS OF 1956  
25TH  
LUCKY BAG

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USNA Class of 1956

THE EDITOR SPEAKS.....

When I took on the responsibility of doing this compilation of achievements, successes, and failures I allowed four months to wrap it up, from three mailings requesting your biographies to the final printing. Well, I underestimated my spare time and that of my employees, some of whom left the company in protest over this labor of love.

The amount of time to accomplish the final product was enormous. First, the biographies were received over a nine month period, the last one arrived in early July 1982. Many of the biographies only included names and dates and needed to be put into narrative form. Typing, picture selection, enlarging and reducing and conversion to half-tones, and finally paste-up required almost 450 man hours. Printing and binding needed only three weeks, but of course, that's where most of the cost was expended.

I apologize to those who have someone else's picture under their name, for the misspellings (of course, some of the handwritten questionnaires were illegible). All in all, it's been a most gratifying experience

A handwritten signature in cursive script that reads "Steve Arnold". The signature is written in dark ink and is centered on the page.

## INTRODUCTORY MESSAGE

Here we are at twenty-five years "plus" after "No Mo Rivers," graduation, and the pressures of that then \$40K education that was painfully inserted a nickel at a time! We've been scattered to the four corners of the world; completed various military and civilian assignments; received honors, awards, promotions and appointments; married and raised families; and have, amongst us, experienced literally every facet that this life has to offer.

This 25th Lucky Bag that Steve Arnold has graciously volunteered to put together for us, will hopefully encompass much of the history that our class has made over these past twenty-five years. Individual modesty will probably impair Steve's efforts, but there is no doubt that each and every one of us has left a lasting imprint over this period as we have climbed the ladder of success. The Class of 1956 is known to have produced a governor, federal and state elected representatives, an ambassador, general/flag officers, company presidents, and so on, but foremost in our contribution to this country and its ideals are the heroes of our class - living and dead - who have given of themselves so generously for the basic principles that brought us together in 1952. We must then pause and reflect on the sum total of our contribution as a class and in doing so we cannot help but be proud, grateful, and bound even closer as classmates.

We as individuals have enjoyed managing the affairs of the Class over the past several years, together with the outstanding ability of Larry White acting as Treasurer, numerous Classmates who have served as members of the Class Executive Committee, and the various Classmates who have acted as Corresponding Secretary to keep the Shipmate column going. We appreciate all the assistance, support, and grateful comments of our Classmates on the annual Homecomings, and other Class activities we have had over the years, and we believe they are enjoyed by all who are able to attend them. We would like to take this opportunity to express, once again, our appreciation to Steve for this massive undertaking and to all of you who have assisted him with your individual historical contributions that, in fact, have made this 25th Lucky Bag possible.

Doc Blanchard

Rog Lyle

Co-Chairmen, Executive Committee  
ASSOCIATION OF THE CLASS OF 1956



The Class of 1956 - 25 years later.

A quarter of a century. Time enough to win, maybe lose a few, but certainly there has been ample opportunity for the Class of '56 to demonstrate its prowess, character and ability.

The members of the Class of 1956 have been achievers over these 25 years. What other class can boast of a Governor, Congressman, Ambassador, more than 50 Presidents of businesses and 17 who have achieved flag rank? And, our most productive years are still ahead. Dwight Eisenhower, 25 years after graduating from West Point (his first choice was Annapolis), was a Colonel.

Questionnaires were sent out to 576 classmates, plus non-graduates who are members of the Alumni Association and for whom we have mailing addresses. Sixty-eight of the questionnaires were returned "Addressee Unknown". There are 37 members of our class who are deceased. We received completed questionnaires from 351 classmates together with two non-graduates. Thus, we have heard from 61% of those who received questionnaires.

Of those responding, there are still 25% of the Class of 1956 remaining in the service. It is interesting to note that 62% of the graduating class remained in the service with 37% resigning sometime prior to the 20-year mark.

The performance of the Class of 1956 in selection to O6 appears to be comparable to previous classes. Since the Class of '56 is still in the zone for flag selection our level of achievement there can't be determined. As of this writing, however, there are 17 of our class who have attained flag or general officer rank in the Navy and Air Force. It is possible that we can look forward to as many as 40 flag selectees which is equal to the Class of 1952. At this time the Class of '54 has 32 and the Class of 1955 has 28 flag level officers.

At first glance the divorce rate for the class was unbelievably low at only 6%. However, after reading the individual biographies it was quickly determined that many of our classmates have remarried and, therefore, were not "divorced". The actual divorce rate for the class appears to be approximately equal to the national average in the 40% range.

On the education side, our class has excelled well beyond any other area of achievement. Post-graduate degrees have been obtained by approximately 60% of those responding to the questionnaire, with 208 Masters' degrees. Doctorates have been attained by 27 of our classmates, or roughly 8% of those responding. We have four Doctors of Medicine and nine lawyers in our midst.

In attempting to evaluate and analyze the statistics, the obvious question is "What happened to those who didn't respond?". Were they concerned that achievements would not measure up to the rest of the class? Henry Kaiser once said, "I am a multi-millionaire, but I have failed in 75% of the endeavors I have entered". Perhaps we will never know the answers of those who we haven't heard from whether they have been successful or unsuccessful in their careers, marriages, etc.; therefore, whether the percentages quoted above hold for the entire class is questionable. One thing is certain, that is "...It has been better to take a chance to win a victory or suffer defeat than to live like others do who will never know a victory or defeat because they have not the guts to try either".

Our timing on being on this earth found us in the midst of a war that we were not permitted to win. Among the several hundred of our classmates who served in that conflict, five were killed and two were interned as POW's under extreme conditions. To those who were there, you have our respect and our gratitude.

The class has definitely made its mark, probably greater than any other group of 681 college graduates; we were taught to enter the arena, we were taught to compete and we were taught to win. Where will we be in five years, ten years, another 25 years? The decision is up to each of us.

STATISTICS

Tabulation of Responses to Class Questionnaires

	<u>USN</u>	<u>USAF</u>	<u>USMC</u>	<u>NOT COM</u>	<u>TOT</u>
At Graduation	454	169	51	7	681
Deceased	-23	-12	-1	-1	-37
Net	431	157	50	6	644
Addresses Unknown					68
Questionnaires Mailed	408	144	47	6	576
Returned Questionnaires	255	73	22	1	351
% Responding					61%

Service Disposition of Respondees

Active	89	25%
Resigned	131	37%
Retired	131	37%

Current or Last Rank of Respondees

08 Rank	13	] 8% achieved flag rank of those who stayed in 20 years or more
07 Rank	4	
06 Rank	133	
05 Rank	93	
04 Rank	37	
03 Rank	57	
02 Rank	13	
01 Rank	1	

Marital Status of Respondees

Married	323
Widowed	2
Divorced	20
Separated	1
Bachelors	5

Children of Respondees

None	12
One	20
Two	122
Three	106
four or More	91

Master's Degrees

208

Doctorate's Degrees

27

Slavic Language and Literature	1
Chemistry	1
Medicine	4
Medical Science	1
Law	9
Business Administration	4
Education	1
Theology	1
Electrical Engineering	2
Computer Science	1
Oceanography	1
Nuclear Engineering	1

## IN MEMORIUM

JAMES NEWTON BARKER  
Air Accident, Japan 2 Oct 59

ROBERT FRED BERG  
Turkey, TX, 9 September 70

WILLIAM HARLAND BLACK  
Milwaukee, WI, 23 June 71

PHILLIP CARL BRAINERD  
Air Accident, Kingswelle, TX, 17 Mar 59

MERRILL FRANCIS COLLIER  
USS Thresher, 10 April 63

WILMER PAUL COOK  
Vietnam, 22 December 67

ROBERT JAMES CRAIG  
Air Accident, USS Constellation, 19 Aug 63

EDWARD K. DILLARD  
Winter Park, FL, 8 December 81

DUANE CAMERON EGGERT

WILLIAM AUSTIN EVERETT  
Air Accident, Port Royal, PA

PHILIPPE BUNAU-VARILLA FALES  
Vietnam, 16 November 69

DONALD OTTO FAUST  
Air Accident, Hopsten, Germany, 27 Aug 62

GLEN EDWARD GOOD  
Air Accident, USS Randolph, 2 April 62

STEWART WIGHT HANNAH  
Air Accident, Newport, AR, 11 Sept 57

ROBERT HOUGHTON  
Auto Accident, Bluefield, WV, 24 July 56

WALTER EUGENE JENNINGS  
Air Accident, Barnegat Lightship, 6 July 60

ROBERT DONALD KEMPER  
Meridian, MS, 3 March 71

GERALD BARRY LEAVEY, JR.  
Air Accident, Vance AFB, OK, 14 Jan 59

CHARLES ALLEN LEVIS  
Vietnam MIA declared KIA 2 May 78

THOMAS CHARLES LAMPSA, JR.  
Air Accident, New Plymouth, ID 9 Oct 58

DAVID BENNETT LLOYD  
USS Scorpion, 5 June 68

DOUGLAS STUART MAYFIELD  
Air Accident, China Lake, CA, 11 June 65

REX FULTON MCALISTER, JR.  
Air Accident, Oak Harbor, WA, 11 Feb 60

WALTER IRVING MCDONELL, JR.  
Air Accident, Crows Landing, CA, 13 July 60

WILLIAM HOWARD MILLER  
Patuxent River, 30 June 72

ERNEST ARTHUR OLDS  
Vietnam, MIA declared KIA 2 May 78

THEODORE EDGAR OLIVERIO  
Bethesda, MD, 1 May 70

DWIGHT CURTIS OWINGS  
Air Accident, Chesapeake Bay, 27 Sept 66

KEITH EUGENE PHILLIPS  
Manila, PI, 31 August 60

GEORGE EMIL PITZER  
Milwaukee, WI, 7 November 69

CHARLES ROBERSON ROBERTS  
Bethesda, MD, 10 December 76

HUGH PORTER SAMS  
Air Accident, Atsuzi, Japan, 13 Jan 61

WILLIAM ROBERT SMITH  
Air Accident, Pensacola, FL, 6 December 57

ISIDORE L. ARTIGUE TOBIN, III  
Florence, SC, 4 June 74

GEORGE THOMAS WHITE  
Severna Park, MD, 14 April 69

GEORGE HENRY WILKINS  
Vietnam, 11 July 66

JAMES ALFRED F. WOOD  
Air Accident, Swansea, AZ, 14 Jan 58



"It is not the critic who counts; not the man who points out how the strong man stumbled, or where the doer of the deed could have done better. The credit belongs to the man who is actually in the arena; whose face is marred by dust, sweat and blood; who strives valiantly; who errs and comes short again and again . . . because there is no effort without error and shortcoming.

"It is the man who does actually strive to do the deeds; who knows the great enthusiasm; the great devotions; who spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement . . . and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat."

Theodore Roosevelt

## MIKE AHRENS

Head, Office of Special Program  
NUSC, New London

After graduation, Mike served aboard the Shangri-La (CVA-38), Diachenko (APD-123) and Gunston Hall (LSD-5). Upon discharge in November, 1960, he worked for AMF and Sperry as a field engineer. In January, 1964, he married the former Ellen McGarr of Massapiquo, New York. They have two children, Meghan, 17, and Tom, 14.

For the past 15 years, Mike has been at the Naval Underwater Systems Center, New London, Connecticut (a Navy research lab), where his present position is that of Head, Office of Special Programs Development. This job involves considerable travel, and "I am constantly amazed how many classmates I meet around the world." The family enjoys Vermont skiing and local sailing.

Career Highlight: "Master's degree at age 48, and/or failing eye test for sub school and then watching demise of diesel boats!"



## SHERMAN G. ALEXANDER

Commanding Officer  
Recruit Training Command  
Great Lakes

Bud left the Naval Academy to report to the USS Los Angeles (CA 135), homeported in Long Beach, California. In July, 1957, he entered the Submarine School at New London, Groton, Connecticut. After receiving his diploma, he served aboard the Groton-based submarines USS Piper (SS 409) and USS Grouper (AGSS 274).

In June 1961 Bud was ordered to the Naval Postgraduate School, Monterey, California. After completing graduate study in Ordnance Engineering and graduating in June, 1963, he reported to the Guided Missile School at Dam Neck, Virginia, for training in the Polaris Fleet Ballistic Missile Weapon System.

In October, 1963, Bud reported to the Commissioning Crew of USS John C. Calhoun (SSBN 630) at Newport News, Virginia, as Gold Crew Weapons Officer. He served aboard Calhoun operating out of Charleston, South Carolina, prior to reporting in April, 1966, to the Staff of the Commander, Submarine Force Atlantic, in Norfolk, Virginia. His tour of duty as Staff Assistant for the Polaris Weapons System was completed in December, 1967.

Bud returned to sea duty as Executive Officer of USS Bang (SS 385), homeported in Groton, from December, 1967, to January, 1969. He was then selected for command and reported to USS Cobbler (SS 344), also based in Groton. He served as Commanding Officer of Cobbler for 29 months, until July, 1971.

In August, 1971, Bud reported to the Staff Commander in Chief Atlantic (CINCLANT) in Norfolk, Virginia, for duty as Polaris/Poseidon Operations Planning Officer. In August, 1974, he became the Assistant Director of Strategic Operations for CINCLANT, serving in that position until January, 1975.

Bud went next to the Pentagon for duty on the staff of the Chief of Naval Operations. He served as Head, Strategic Weapons System Section for the Trident Program Coordinator from February, 1975, until August, 1977, when he returned to Norfolk as Deputy Chief of Staff for Strategic Warfare Systems Read-

ness on the staff of the Commander, Submarine Force, Atlantic, completing this assignment in July, 1980. He assumed his present position in August, 1980.

Bud, a native of Sherrill, New York, is married to the former Barbara Manfroy of Los Angeles, California. The Alexanders have two sons, Scott and John. Scott is attending Ferrum College, Virginia, and John is attending Virginia Polytechnic Institute and State University. Barbara is presently President of the Great Lakes Officers' Wives Club.

Bud's decorations include the Legion of Merit, the Meritorious Service Medal, and the Navy Achievement Medal with Gold Star.

Career Highlight: "Selection for two Navy commands: command at sea of the submarine USS Cobbler (SS 344) and major command ashore of the Recruit Training Command, Great Lakes--the largest training command in the Navy (in terms of student throughput--38,700 recruits in FY 81)."



## G. MILLARD ALLEN, JR.

Vice-President & General Manager, Marketing  
Datapoint Corporation

Millard returned to the Naval Academy with the Plebe detail in the summer of 1956, and then went to the USS Roanoke in Long Beach. While in Roanoke, he applied and was accepted to the first eligible Submarine School class in July, 1957. Upon graduation, he served in USS Threadfin (SS 410) in Key West. While in Threadfin, he qualified submarines in October, 1958, and in summer, 1960, he was transferred to USS Marlin as Executive Officer. He transferred from regular to reserve, becoming affiliated with a number of reserve units including Dallas, Cleveland, Detroit, Pittsburgh, and Chicago as he moved around the country. While in Chicago, he assumed command of the Reserve Submarine Division and held that command for approximately one year before being transferred to Boston.

In May, 1957, Millard married Frances Jouett; still "happily married after almost 25 years," the Allens have four daughters: Beth, 23; Janet, 22; Amy, 20; and Susan, 16.

Millard's civilian career has carried him to all parts of the country. He first joined Texas Instruments as a sales engineer in the Dallas office until October, 1967, when he joined Scientific Data Systems in Houston and then Pittsburgh, before moving to Honeywell in Chicago in 1969. A promotion took him to Boston in 1970 and a reorganization to Atlanta in 1972. After serving approximately eight years with Honeywell, he joined a dynamic growing company, Datapoint Corporation, in Atlanta, subsequently transferring to San Antonio, Texas, as Director of Marketing Programs, then Vice President of Sales, and most recently Vice President and General Manager, Marketing Division.

Millard has been continually active in civic and church activities. While in Atlanta, he served on the Advisory Board of Volunteers, was first president of the Sandy Springs/Dunwoody Civic Ballet Company, and was an Elder in the Sandy Springs Christian Church. Since moving to San Antonio approximately three years ago, he has been Chairman of the Board of Elders, Central Christian Church, and has served North San Antonio Chamber of Commerce as Director and Chairman of the Free Enterprise Committee. He has also acted as Advisor for the Junior

Achievement of South Texas, and has worked in the United Way. He is a life member of the U.S. Naval Academy Alumni Association.

"A lot has happened in 25 years; however, no matter where I have gone, I have always been most pleased and proud to indicate that I was a Naval Academy graduate of the Class of 1956. I hope that each of the classmates' careers and opportunities have been as great and enjoyable as mine."



## RICHARD O. ALLEN, JR.

"Mister"--and I love it!

Dick was commissioned in the Navy and served with the Naval Security Group. He picked up a Master's in electrical engineering from the Naval Postgraduate School, Monterey, in 1969, before retiring as a Commander in 1974.

Dick married Barbara L. Ziegler of Rochester, New York, in 1959. They have two daughters: Cynthia, born in Hawaii in 1962, and Catherine, born in Florida in 1964.

## JOHN D. APPLE, JR.

Captain, USN

Jack went to Submarine School in 1960, followed by Nuclear Power School. Subsequent tours assigned him to USS Scamp (SSN 588), where he qualified in submarines; USS Woodrow Wilson (SSBN 624), in which he qualified as an engineer; and USS Scorpion (SSN 589), where he served as engineer and qualified for command. He then was assigned to USS James Madison (SSBN 624) and USS Scamp (SSN 588), successively, as Executive Officer, before receiving command of USS John C. Calhoun (SSBN 630).

Jack has also served ashore as Deputy COMSUBRON 14 in Holy Loch, Scotland; ACOS (Readiness and Training) COMSUBGRU 2; and Chief of Staff, COMSUBGRU 2, his current assignment. He has been awarded the Meritorious Service Medal for his command tour, and a second award for the tour as DEPCOMSUBRON 14.

Career Highlight: "Commanding Officer, USS John C. Calhoun (SSBN 630) Gold."



## SPENCE M. ARMSTRONG

Major General, USAF

Sam was awarded his pilot wings at Greenville AFB, Mississippi, in 1957. After pilot training he attended F-86 gunnery school at Williams AFB, Arizona, and F-100 gunnery school at Nellis AFB, Nevada. His first operational assignment was with the 356th Tactical Fighter Squadron at Myrtle Beach AFB, South Carolina, from April, 1958, to September, 1961.

Following two years in graduate engineering school at the University of Michigan, he served as a guidance and control engineer at Holloman AFB, New Mexico, from September, 1963, to March, 1964. He attended the Aerospace Research Pilot School (now the Test Pilot School) at Edwards AFB, California, and

after graduation in September, 1965, he returned to Holloman AFB as the F-106 test project officer. In October, 1967, he completed F-105 combat crew training at McConnell AFB, Kansas. He was then assigned to Korat Royal Thai AFB, Thailand, as a flight commander and operations officer with the 34th Tactical Fighter Squadron. While there he accumulated 283 combat hours, including 100 missions over North Vietnam, in F-105's.

When he returned from Southeast Asia in July, 1968, Sam became an instructor and later deputy commandant at the Aerospace Research Pilot School at Edwards AFB. He remained there until August, 1971, when he entered the Air War College. In May, 1972, after graduating from AWC, Spence became senior U.S. Air Force representative at the U.S. Army Infantry School at Fort Benning, Georgia. In February, 1973, he transferred to the 12th Flying Training Wing at Randolph AFB, Texas, as base commander and later deputy commander for logistics. From July, 1974, to July, 1976, he commanded the 80th Flying Training Wing at Sheppard AFB, Texas, and then returned to Randolph as assistant deputy chief of staff for operations at Headquarters Air Training Command.

Sam became director for program integration in the Office of the Deputy Chief of Staff, Research, Development and Acquisition, Headquarters U.S. Air Force, Washington, D. C., in April, 1978. In October of that same year, he became deputy director of space systems and command, control, and communications, also under the Office of the Deputy Chief of Staff for Research, Development and Acquisition.

In August, 1980, he returned to Air Training Command Headquarters at Randolph as deputy chief of staff for technical training. He became commander of AF Military Training Center, Lackland AFB, Texas, in July, 1981.

Sam is a command pilot with 4,000 hours flying time. His military decorations and awards include the Legion of Merit with one oak leaf cluster, Distinguished Flying Cross with two oak leaf clusters, Meritorious Service Medal, Air Medal with 14 oak leaf clusters, Air Force Commendation Medal, Army Commendation Medal, and Air Force Outstanding Unit Award ribbon with one oak leaf cluster. He was promoted to major general July 1, 1981, with date of rank September 1, 1977.

Sam is married to the former Elizabeth Webb of Myrtle Beach, S.C. They have two children: Elizabeth (Lisa) is a Junior at Texas Tech University and Edward (called that) is a Freshman at Lackland High School.

Career Highlight: "Present Command - Air Force Military Training Center" - The center conducts basic military training for all enlisted personnel entering the U.S. Air Force, provides technical training in almost 100 courses and instructs allied military personnel in the English language.



## JAMES R. ARNOLD

President, Arnold Investment  
Counsel Inc.

Upon graduation Jim reported for duty at Marana Air Base, Tucson, Arizona, for USAF primary pilot training, followed by multi-engine training at Reese AFB, Lubbock, Texas. Terror stalked his trail, but eventually he was awarded his wings in fall, 1957, and was ordered to West Palm Beach, Florida, to learn how to drive C-118's. Thereafter he spent 3-1/2 years at McGuire AFB, New Jersey, flying worldwide missions for MATS (Military Air Transport Service), now MAC (Military Airlift Command). As an Aircraft Commander, Jim visited places (latitudinally) from Capetown to Thule, Greenland and (longitudinally) from Tehran west to Taiwan.

He resigned from active duty after five years and tried to put his vast knowledge (?) as an engineer (B.S.--General Engineering--USNA) to good use working as an aerospace engineer on Titan and Apollo guidance systems for the AC Spark Plug division of General Motors. Progress and promotions were rapid, but he decided it would be more interesting to engineer things financial than things electronic. He became a stockbroker in late 1964 for a private Milwaukee-based New York Stock Exchange member firm, and progressed to officer, stockholder, and trustee. After 13 years in the stockbrokerage business, he founded Arnold Investment Counsel, Inc., which manages securities portfolios for individuals, trusts, and pension and profit sharing plans. In addition, the firm publishes The Primary Trend, an investment letter with subscribers worldwide, which Jim authors.

Jim and wife Carol have lived in Wisconsin since leaving active duty in 1961, and regard it as a fine place to raise a family--especially if they are half Eskimo. The family includes three children: Jim, Jr., 24, married and a practicing CPA; Carolyn, 22, single, and doing engineering work for Digital Equipment; and Barry, 17, a high school junior who is seriously thinking about attending USNA. Greg, who would be 23, passed away ten years ago.

After retirement, Jim flew troop carriers for the Milwaukee-based USAF reserve wing of TAC (Tactical Air Command) until 1969. As a result, he had the joy of spending Thanksgiving 1962 in a swamp in Florida (the Cuban missile crisis). Also, while piloting a USAF rescue aircraft he helped save four civilians in a light plane who were lost and virtually out of fuel over Lake Michigan one wintry night in 1966, and was awarded an Air Force Association Citation for Meritorious Service.

Jim has served on Congressman F. James Sensenbrenner's (R-Wis) Military Academies Nomination Selection Committee since 1979, and during 1977-1978 served as President of the USNA Alumni Association's Wisconsin Chapter. Other important civic duties have included being Chairman of Fund Raising for Milwaukee Girl Scouts (1972-1973) and serving as President of Waukesha County Association for Retarded Children (1967-1969).



## STEVEN N. ARNOLD

Woodmoor Corporation  
President

Steve entered the Air Force and pilot training at Marana Air Base in Tucson and managed to stay alive until April Fool's Day, when he was involved in an accident while trying to make his car fly. After a five months' convalescence period, he was assigned to Lowry AFB in Denver to start missile school on August 20, 1957. There he also helped coach the new A.F. Academy gymnastics team, and competed in the national AAU gymnastics meet in Los Angeles in April, 1958, managing to finish in the top ten on the side horse. Upon completion of missile school in May, 1958, he requested to return to pilot training and was assigned to Vance AFB at Enid, Oklahoma, for single-engine training. He received his wings in January, 1959, and was assigned to a C-131 Air-Evac squadron in San Antonio. After a year and a half flying multi-engines at 100 hours a month, he asked for and received an assignment to the Air Force Academy in Colorado Springs, where he reported in August 1960. His job was Freshman Gymnastics Coach.

In 1957, Steve invested in a 60-acre parcel of ground near the A.F. Academy, and while in the athletic department, he began to develop the property in his spare time. He collected additional pieces of property which he subdivided and sold. Steve resigned his commission in January 1964 with the promise of an exciting challenge ahead in a new career.

Steve's community development company grew and prospered through the late 60's with Woodmoor, 2500 acres, golf course, lake, country club, shopping center, etc. and a ski resort, condominium complex at Breckenridge, Colorado, Roxborough Park, south of Denver, and Stagecoach, a 12,000 acre ski resort near Steamboat Springs. In 1971, Steve offered the company stock to the public, with a national offering, and the stock was traded over the counter until late 1972, when Woodmoor Corporation was listed on the American Stock Exchange. By the end of 1972, the company was selling property at the rate of \$30 million a year.

In May 1973, the company's lender, Westinghouse Credit Corp. who financed the sales of the property, backed out, and with the recession of 1973-1975, the company was unable to find another lender willing to finance the level of sales that were being made. In January, 1974, the company was forced to cease doing business. Over the last eight years there

has been a myriad of legal battles with the property owners suing the lender, who settled for \$10 million. Steve filed a lawsuit against Westinghouse for \$96 million, and that case should go to trial sometime in late 1982. If he wins, Steve says "The drinks are on me at the next Homecoming."

Undaunted, Steve immediately set out to build other empires, and as of this writing appears to be achieving his goal. He is currently developing a 1000-acre community between Denver and Colorado Springs. He is also President of Biosciences, Inc., a fledgling genetic engineering company currently working with the University of Colorado on several projects.

Steve was President of the American Land Development Association, the industry trade group in Washington, and at one time or another has been listed in Who's Who in the World, Who's Who in the West, and Who's Who in Finance and

Industry. Steve has two children, Melinda, 20, a model and student at the University of Colorado, and Greg, 15, a non-student (but in school anyway) who prefers football, soccer and girls.

Career Highlight: "Doing the 25th Lucky Bag".

## JOHN R. ARWOOD

President  
Trans Freight Lines, Inc.

After attending the USNA until a badly broken shoulder acquired in football practice ended his aspiration to become a naval aviator, John graduated from North Carolina State University with an industrial engineering degree. His first corporate position in the distribution industry was with Union Carbide Corporation in the late 50's and involved the design and development of physical distribution systems for application within the company and with its customers. Prophetically, the highlight of his time with Union Carbide was the creation of a lift-on/lift-off container system made possible by a reciprocal trade of information between Union Carbide and Pan-Atlantic, the predecessor of Sea-Land. This was the start of John's long association with container shipping.

After three years with Continental Grain Company mastering the bulk cargo business, he returned to his primary interest--container shipping. He joined Sea-Land as one of the architects of its European container service, laid down the organizational framework for the company, and did most of the overseas operations development, both explaining the basic concept of container shipping and its integration into existing distribution systems, and dealing with top-level governmental officials. Following the development of the European service, he established Sea-Land's operations in the Pacific.

John then set up his own consulting business in 1969 and took on the assignment of putting Seatrain into the European market. The value of his contribution led to an offer he couldn't resist to join that company as a Senior Vice-President. After two years, however, with that operation well-established, he again set out to build his own business, this time directly in the operational aspects of the distribution industry. Starting with public warehousing and cargo handling, he soon became closely involved with the container freight station business.



When John moved into local trucking, contract shipping and a ship's agency, his venture soon came to the attention of the highly-aggressive TNT Group of companies. Having established the two major container shipping lines serving the lucrative Atlantic trade, an association with TNT gave John access to the capital necessary to become their most aggressive competitor as an independent shipping line-- Trans Freight Lines, Inc.



Trans Freight Lines today operates a fleet of four new container ships in the Atlantic trade, and John as President is the leading exponent of the cause of the responsible independent shipper. He maintains professional ties through membership in the National Defense Transportation Association and the American Institute of Industrial Engineers, and has published guest editorials and articles in several trade publications, including U.S. Ports Magazines, Container News, Transport 2000, and Traffic Management.

John has also found time for civic activities, serving as Director of Bonnie Brae Boy's Home from 1971 to 1976 and Director of United Way in 1975. He is also a member of the Board of Trustees for the Mountainside Hospital, Montclair, New Jersey.

John is married to the former Mary Lee Hoagland, and has two daughters: Melissa Lee (13) and Susannah Lane (10).

Career Highlight: "Forming a containership line to serve North Atlantic U.S. to Europe markets in 1976 and having it grow to be the third largest carrier by 1981."

## GARLAND OTTIS AUDILET

International Sales Manager  
Digital Communications Corporation

After graduation from the Academy, Audie stayed for "a short 17-year tour" in the Navy in destroyers and submarines. His wife Lorraine passed away in 1967. In March, 1971, with Allison, age 11, and Alex, age 9, he married Devan. He retired as a Commander, USN, in August, 1973.

Going to work for Atlantic Research Corporation, Audie rose to the rank of International Marketing Manager of their teleproducts division. In December, 1980, he took that same position at Digital Communications Corporation for higher pay and better office furniture. During this time, John and Elizabeth appeared on the scene.

In June, 1980, Audie proudly commissioned Allison, age 22, as Ensign in the U.S. Navy. Alex, age 20, is a junior at the University of Virginia. John, age 9, is in the fourth grade, and Elizabeth, age 6, is in the first grade; the Audilets look forward to putting kids through college through 1996.



His civilian career started as a Quality Control Engineer, and later, a Production Supervisor with Container Corporation of America in Los Angeles. In 1962 Bill joined Mattel as a production supervisor, thereafter being assigned progressively responsible jobs in production, warehousing, quality control, industrial engineering and product liaison engineering, culminating in 1970 with his assignment as Manager of Engineering and Quality Control at Mattel's Taiwan manufacturing facility.

Further promotions made Bill Vice President of Mattel Ltd. (Taiwan) and President of Mattel Molds Taiwan in 1972, President of Mattel Ltd. (Taiwan) in 1974, and Vice President of Mattel Toys in 1980.

After resigning his regular commission in 1960, Bill was active in the Marine Corps Reserve as a Weapons Platoon Commander and later as Commanding Officer of the 4th Force Reconnaissance Company in San Bernardino, California. He retired from the Marine Corps Reserve in 1970 due to physical reasons.

## WILLIAM C. AUER, JR.

President, Mattel Ltd. (Taiwan)  
and Mattel Molds, Ltd.

Vice-President, Mattel Toys

Bill's first assignment following graduation was to Basic School at Quantico, Virginia. After Basic School, Bill saw duty with the 2nd Marine Division at Camp LeJeune, North Carolina, as a rifle platoon and reconnaissance platoon commander, which included embarkation with the Sixth Fleet in the Mediterranean. This was followed by a year of the USS Forrester as Executive Officer of the Marine Detachment. In 1959 Bill attended Jump School and Pathfinder School at Fort Benning, Georgia, and was assigned as a Pathfinder team leader in the 2nd Force Reconnaissance Company at Camp LeJeune, where he served until he resigned his commission in 1960 to enter civilian life.



## CHARLES C. BAGGS

Research Associate  
Colorado State University

Charlie's first duty station was at Bainbridge, Maryland, a CEC orientation tour, followed by 18 months of postgraduate school at RPI, Troy, New York. Following tours in Florida and Washington, D. C., he returned to postgraduate school at Princeton. Then came a year in Vietnam, a tour in Seattle, Washington, and a four-and-a-half-year tour with COM-CBLANT, Davisville, Rhode Island. His last two tours of active duty were at the Naval Shipyard, Charleston, South Carolina, and with the Marines at Parris Island, South Carolina.

Following his retirement, with the rank of Commander, in September, 1975, Charlie worked as an engineer for regional government for one and a half years. He then went into private engineering practice in Beaufort, South Carolina. While retaining a major place in this business, he has returned to school at Colorado State University, contemplating research and teaching careers in the near future.

Charlie and his wife Barbara have six children. Susan, 23, is living in Florida with her husband and two children. David, 22, works in Washington, D. C.; Karen, 20, works in Hilton Head, South Carolina. Scott, 21, is a Colorado State University senior; Diane, 18, is a Colorado State University sophomore; and Ellis, 7, is a first grader.



Career Highlight: "Planned the initial construction on Diego Garcia Island in 1970. This included an amphibious landing of a Seabee battalion plus construction equipment and materials, and the building of a runway and other facilities in 90 days' time."



## MAX. M. BALDWIN

Vice President  
Heidrick & Struggles, Inc.

Max went from Annapolis to flight training at Pensacola and at Kingsville, where he was designated naval aviator in single-engine jets. From 1957 to 1959 he served as a flight instructor for the Advanced Training Command at Kingsville, and from 1959 to 1960, he served briefly with RAG/174, VF/103, and VA/43.

In 1960 Max resigned from the Navy to sign on with IBM. For the following 20 years, a series of promotions kept him moving up and down the East Coast. While a marketing representative in the data processing division in Norfolk, Virginia, Max became president of the 100% Club, a national sales leaders group. In 1964, he moved to Baltimore, Maryland, as Marketing Manager of the Data Processing Division, and in 1967 made an excursion to San Mateo, California, to serve as Assistant District Manager, Data Processing Division. He returned to Washington, D. C., in 1968 as Director of Marketing --U.S. Navy Accounts, and then Director of Marketing --Department of Defense.



Max was transferred to IBM Corporate Headquarters in Armonk, New York, in 1970, where he became Administrative Assistant to the Chairman of the Board. From 1971 to 1974 he served as Director of Organization and Director of Industry Marketing (Media Industries) in White Plains, and then returned to Armonk in 1975 to become Director of Headquarters Administration in the Real Estate and Construction Division Headquarters. In 1979 he became the Executive Assistant to IBM Chairman of the Executive Committee I.J. Watson, Jr.; on the side, he attended the Harvard Graduate School of Business's Advance Management Program.

Max left IBM for his present position in 1980. As Vice-President of Heidrick & Stroggles, Inc., a worldwide management consulting firm with 17 offices in the United States, Mexico, and Europe specializing in executive recruiting, Max "...personally covers all industries, functions and geography."

## GLENN F. BALL

General Manager  
Dole Company of Hawaii

Glenn's service career ended with his resignation from active duty in July of 1962. By that time he had served on three ships, USS Jenkins (DDE-447), USS Blackfin (SS-322) and USS Bluegill (SS-242), and was a Submarine Division 72 Engineer.

In August of 1962, Glenn was hired by Dole Company of Hawaii as an engineer. Shortly afterward, he worked in the production division, moving from Foreman to Manufacturing Division Manager in 1972 in the Hawaiian pineapple cannery.

Glenn was transferred to Thailand in September, 1973, to assist in the establishment of a plantation/cannery complex near Hua Hin, which is 125 miles southwest of Bangkok. In 1977 he became the Managing Director, which position he held until July, 1979, when he was transferred as General Manager of the fruit and vegetable cannery in Salem, Oregon. Glenn anticipates a further move to San Francisco, California, to become the Director of Processed Pineapple Operations, requiring involvement with the Dole pineapple divisions in the Philippines, Thailand, and Hawaii, as well as the cannery in Korea. Glenn and Loling expect retirement years to be spent between Michigan and Hawaii (Loling's home).



## ALLEN E. BARLOW

Manager, Computer Technology Division  
Exxon Corporation--Communications  
& Computer Science Department

Allen and Betty Barlow were married the day after graduation; Allen's first duty station was Barksdale AFB, as an Agent Trainee for the Office of Special Investigations (OSI). He spent a year at Barksdale following graduation from Special Agent School, then transferred to Misawa AFB, Japan, in January, 1958. He spent three years in northern Japan in counterintelligence, and daughter Catherine Ann was born there.

On his return to the United States, Allen was selected for graduate school, and attended the University of Michigan from September, 1962, to October, 1964, receiving a M.S. in Management Sciences. He was then assigned to Headquarters, USAF, Air Force Command Post at the Pentagon, where he worked on computer command and control systems. Allen, Jr., was born in 1962 at Fort Belvoir, Virginia, and in 1963 Allen was awarded the Air Force Commendation Medal for his work at Headquarters AF. A new assignment in October, 1964, took Allen to National Military Command Systems, Defense Communications Agency, to work on JCS command and control systems.

Allen resigned from the Air Force in September, 1966, and joined Standard Oil of New Jersey (now Exxon Corporation) as a member of the technical staff. He was named Section Head in Computer Sciences in 1968, Manager of Commercial Systems Division in 1970, and has moved through three other management positions on his way to his current job--managing the corporate division which he originally joined in 1966. This division, the Exxon Corporation Computer Sciences Group, is "essentially a central research and development group responsible for supplying whatever computer technology is needed by Exxon to solve business problems."

The Barlows have lived in the Morristown, New Jersey, area for the last 15 years. Cathy attended and graduated from Lawrence University, and is a computer programmer. Allen, Jr., is a freshman at the county college, pursuing computer sciences.

Career Highlight: "Tough question!! I believe it's that I and my wife are happy with life.... Betty and I celebrated our 25th anniversary last June--almost with amazement. We're happy--I've been professionally successful--great kids--what else counts?"



## HARRY R. BARNES

### Judge/Attorney

Upon graduation in 1956, Harry went to Basic School at Quantico, Virginia, and from there joined the 1st Marines in California as an infantryman. At the 1st Division he later became a member of the 1st Force Recon Company, where he was schooled as a diver and jumper. Following two and a half years of recon work, he was transferred to the USS Princeton (LPH-5) and in 1961 resigned.

Harry accepted a reserve commission and entered law school in Arkansas. Upon graduation he moved to Camden, Arkansas, still his home. In 1975 he was elected Municipal Judge of Camden and Ouachita County, Arkansas, and serves in that capacity today. He also served an appointment in 1976 as a Special Associate Justice of the Arkansas Supreme Court, which appointment expired that same year. He is currently also Juvenile Judge, is serving as President of the State of Arkansas Juvenile Judges, and is a candidate for the position of Circuit Judge in the 13th Judicial District of the State of Arkansas.

Harry became active in the Marine Corps Reserve in 1964 and has remained active to date. He has served as an artilleryman in the reserves, and has commanded two 105 Howitzer Battalions, one in Texarkana, Texas, and one in Dallas, Texas. He later commanded the 2nd Battalion of the 14th Marine Regiment and thereafter served as Executive Officer of the Regiment. He is currently serving as Commanding Officer of a Mobilization Training Unit in Little Rock, Arkansas, and spends approximately four to five weeks each year on active duty.

In 1959 Harry married Mary Mann of Marion, Arkansas. They have four children: Danny, age 27; Michael, age 18; Betsy, age 13; and Patrick, age 11.

Career Highlights: "Elected Municipal Judge of Camden and Ouachita County, Arkansas. Elected President of Arkansas Juvenile Judges Association in 1981. Served as a Special Associate Justice of Arkansas Supreme Court in 1976."



## H. DUANE BARNHART

### Commander, USN, Retired

Duane's first post-graduation duty was on board the destroyer USS Samuel B. Roberts (DD-823). (As an extracurricular activity, he had skippered the USNA Yawl Vigilant in the 1956 Newport-Bermuda Race, placing third out of seven USNA boats entered.) He then proceeded to flight training, and after designation as a naval aviator, he served as a pilot in four attack squadrons from 1959 to 1969. His service included extensive combat duty in support of operations in Southeast Asia, and for this duty he received many awards, including the Distinguished Flying Cross, 20 awards of the Air Medal, the Navy Commendation Medal with combat distinguishing device, and the Republic of Vietnam Cross of Gallantry. The Distinguished flying Cross was awarded for "heroism and extraordinary achievement" while serving as a flight leader of three A4E aircraft in a major assault on a highway bridge at Haiphong, North Vietnam, where, despite heavy and accurate enemy aircraft fire, he "fearlessly pressed" the highly successful attack.



Duane's final Navy tour, as the senior Operations Duty Officer for Commander in Chief U.S. Pacific Fleet, began in June, 1980. He retired on December 1, 1981.

Duane married the former Minerva Bayani Arcilla on March 11, 1972, at Treasure Island Chapel, San Francisco.

## HAROLD STEPHEN BAUDUIT

### Attorney

The ten years of attack squadron duty was followed by staff duty with Commander Naval Air Forces, Pacific and with the Seventh Fleet Cruiser-Destroyer Group. In December, 1971, he returned to sea duty, this time as Safety Officer in the nuclear-powered aircraft carrier USS Enterprise (CVN-59). With the Enterprise he once again returned to Southeast Asia Combat Operations, for which he received a second award of the Navy Commendation Medal while also contributing to the ship's being awarded the Navy Unit Commendation for "exceptionally meritorious service in 1972 and 1973.

In July, 1974, he began six years of overseas duty, first serving on the Staff, Commander Fleet Air Western Pacific at Atsugi, Japan, and then as Operations Officer at Naval Air Station, Cubi Point, Republic of the Philippines. While in Japan, he served as President of Toastmasters International in 1977.

Hal was commissioned into the Air Force upon graduation from USNA, and served as a navigator and electronic warfare officer. His Air Force years included duty in Air Training Command (flying training), Strategic Air Command (B-52 aircrew duty), post-graduate education at the University of Colorado (M.A./M.S. in Management Economics, 1967), and Tactical Air Command (EB-6C aircrew duty, Takhili, Thailand). During his tour in Thailand, Hal sustained serious injury to his left knee; he spent nine months in the Air Force Academy Hospital, Colorado Springs, Colorado, after returning to the United States, and was retired in 1969 for disability.

Hal married Martie Elizabeth Branche at the Academy on June 3, 1956. The Bauduits have three children: Harold III, born April 15, 1957; Lianne, born February 15, 1960; and Cheryl, born August 15, 1962. After retirement, Hal entered Law School at the University of Colorado, Boulder, Colorado, where the family has lived since 1965.



## RON BEAGLE

General Manager  
Butler-Johnson Corporation  
Sacramento

Ron's Marine career took him to Quantico after graduation, Okinawa from 1957 to 1958, and Camp Lejeune, North Carolina, from 1958 to 1960, where he served as Maj. Gen. James Riseley's Aide. Combining pleasure with business, he played football while in the service, and was selected to the all-service teams in 1956 through 1959. Resigning in 1960, Ron tried out for the Oakland Raiders, but a knee injury ended his football career.

Ron accepted a position with Scott Paper Company, Atlanta, Georgia, where he worked up the sales ladder to Senior Sales Rep and was transferred to Louisville, Kentucky, in 1963. Ron also married Jo Ann Jones, a Navy nurse, in 1960, and three children followed: Patricia Elizabeth, born October 3, 1960; Ronda Jean, born February 16, 1962; and Joseph Charles II, born November 7, 1963.

After resigning from Scott Paper Company in 1965, Ron joined Butler-Johnson Corporation in San Jose, California, as a sales rep. Butler-Johnson is a California wholesale building material distributor, with branches in Sacramento, Fresno, Los Angeles, San Diego, and Phoenix, Arizona. After working in San Jose for four years, Ron transferred to Sacramento in 1969, and has remained ever since. He was promoted to General Manager, Sacramento Branch, responsible for internal operation of the firm, in May, 1981.

Career Highlight: "No real achievements, just working hard. In 1969 Sports Illustrated selected an all-century football team and all decades teams in honor of the first 100 years of football. I was selected on the all decade team of the fifties."

## JOHN ROBINSON BELLINGER

Department/Program Manager  
VSE Corporation

John received training first as an aviator, receiving his designation in September, 1957, and proceeding then to an assignment as Administrative Department Head, VP-42. He received a second B.S. in Air/Ocean Environment from Naval Postgraduate School, with subsequent assignment as an oceanographic/meteorological forecaster. In 1966, he was assigned as Administrative Department Head, VA-50, and two years later became Assistant Chief of Staff for the Commander, ASW Forces Pacific fleet, stationed at Ford Island, Hawaii.

Nineteen seventy-one saw another assignment, this time as Operations Officer, Information Systems Sub-specialist: Organization of the Joint Chiefs of Staff. He remained in this position until 1974, took the Senior Course at the Naval War College, and was then assigned as Command and Control Systems Analyst, Management Information Systems Specialist, Office of the CNO: OP-91, OP-942. His final Navy assignment was as a computer systems analyst (under the supervision of Jack Wilbern, Class of 1956) in the Command Control Technical Center Defense Communications Agency. John retired on February 1, 1980.

John married Johnnie Mae Thomas on June 1, 1956; there are three children: Frank (1/17/59), David (7/10/60), and Mary (2/09/65). John is currently Department Manager of VSE Corporation, and Program Manager for systems engineering of integrated logistics support of air-launched weapons. The Bellingers live in Fairfax, Virginia.

Career Highlight: "Staying married to the same beautiful woman for over 25 years (and still crossing fingers hoping she will put up with me for another 25)."



## EDWARD I. H. BENNETT, JR.

Vice President/finance  
Okabena Co.

After attending Naval Intelligence School, Ted took charge of the submarine desk for OP 922Y (ONI). Subsequently, he was stationed in London, England, as U.S. Navy Liaison Officer with British Naval Intelligence, and in Long Beach, California, as Officer in Charge of the field Intelligence Office there. Ted resigned in October, 1964.

After one year as Manager of Security for Pfizer, Inc., Ted began an investment career in 1965 as a petroleum analyst with Morgan Guaranty Trust Co. in New York. In 1967 he joined Waddell & Reed in Kansas City in the same capacity, progressing to management of several stock mutual funds and eventually becoming Vice President and Director of Research. In 1972 he moved to Minneapolis as a partner and Vice President/Investments for Regan-Melamed, an investment counseling firm. Unfortunately, this firm did not succeed, and in 1974 Ted moved to Pittsburgh, Pennsylvania, as a Vice President with Federated Research Corporation. During his seven years with Federated Research, the assets under management grew from \$400 million to \$15 billion.

Ted married (for the second time) in 1974, and while in Pittsburgh, his wife, the former Mary Jo Tuomisto of Minneapolis became a \$1 million producer in real estate. Ted also obtained a real estate license. In May, 1981, he moved back to Minneapolis as Vice President/finance for Okabena Co. Okabena is the personal family office for the Dayton family, founders of Dayton Hudson Corp., which is the seventh largest retailer in the U.S.; Ted handles all investments for the family, which range from stocks to oil and gas, real estate, barges, venture capital--"you name it." Currently, Ted is also a director and audit committee chairman of the Denver-based Quantum Corp. and Quantum Resources Corp. (an oil and gas company). The latter plans to go public in March, 1982.

Extracurricular affiliations include the Minneapolis Club, National Association of Petroleum Investment Analysts, Financial Analysts Federation, President of the Mews of Towne North (1979), Downtown Club of Pittsburgh (1974-1981), Vice President, Kansas City Ballet (1969-1971), football coach (junior high level) in Kansas City (1968-1970) and in Pittsburgh (1973-1977).

The Bennetts live on Sweeney Lake, which is just five miles from downtown Minneapolis. The family includes two daughters and a stepson from Ted's first marriage: Karen (18), Anne (10), and Anthony Benson.

Career Highlights: "Military--Being responsible for discovering the existence of Soviet nuclear subs and where they were being built as well as where Soviet subs were test-firing ballistic missiles. Related to this was being the youngest delegate to the joint Canada-U.K.-U.S. Intelligence conferences at which these findings were presented. Civilian--Coming out the winner in the five month, nationwide search for the individual to occupy the position I currently hold. In addition, finding and marrying my wife--Mary Jo."



## PETER CLARK BENNETT

Director, Employment

Pete had twenty years in the Surface Navy--mostly with Amphibians and the Marines. His final tour was as Navy Liaison Officer to MCDEC, Quantico, Virginia, "which I thoroughly enjoyed. Teaching, advising, and staying alive with the Marines at Quantico was a fabulous experience."

For the past four years Pete has been a headhunter, recruiter, and personnel type, with trips around the country recruiting, interviewing and hiring people for his corporation. His present title is Director, Recruitment for EG&G, with offices in Rockville, Maryland, and Crystal City, Arlington, Virginia.

Pete has been married for twelve years to Nancy Bailey Bennett from Haverford, Pennsylvania. The Bennetts have an 11-year-old son, Pete, Jr., whom Nancy calls Pete's "clone."

"We live in a large house in Vienna, Virginia (10 minutes off the beltway) and all classmates are invited to stop by, raise glasses filled with Virginia bourbon, and spend the night(s). Also can head over to country club for golf, tennis, swimming, drinking and eating. It was wonderful to see everyone at the 25th. By the 30th, Nancy will know port, starboard, head, amidships, etc."



Tom's first duty station was Pensacola, Florida for flight training. He moved from Florida to Kingsville, Texas, for advanced training in 1957, received his wings in 1958, and was transferred to Norfolk, Virginia, assigned to Antisubmarine Squadron 36, which became part of Task Group Alpha. The Squadron operated out of Norfolk on the carriers Valley Forge and Randolph. Tom was promoted to the rank of Lieutenant on June 1, 1960.

After resigning his regular commission in June, 1960, Tom joined the Michigan Bell Telephone Company and moved to Southfield, Michigan. At the same time he joined the Navy Reserve in order to keep flying. In September, 1961, he was recalled to active duty because of the Berlin Crisis and stationed at South Weymouth, Massachusetts. At the completion of one year, he was released from active duty and decided at that time not to continue with reserves.

Tom returned to Michigan Bell Telephone Company and received a series of promotions, reaching the level of District Plan Manager. A three-month training course in Cooperstown, New York, on data transmission created an interest in computers and data processing, so he left Michigan Bell in 1967 and join-

## THOMAS C. BENSON

Vice President of Service Operations  
Mitsubishi Motor Sales of America, Inc.

After graduation, Tom married Lois Ruth Whyte on June 30, 1956. They have two sons: Thomas, Jr., born on January 24, 1958, and currently working on his Master's degree at the University of California (Berkeley), and John, born on October 8, 1964, a high school senior.



ed Chrysler Corporation to work in their data processing center. While at Chrysler, Tom held a variety of jobs in the Data Processing and Service Departments. The latest job was Manager of Customer Satisfaction, in which Tom was responsible for all service training, customer relations and service development.

In 1979 Tom joined Nissan Motor Corporation in the United States as Director of Consumer Support, and moved to Carson, California. The whole family enjoys living in Southern California, playing tennis, and going snow skiing whenever they get the chance. Recently Tom accepted the position of Vice-President of Service Operations for Mitsubishi Motor Sales of America, Inc., and began his new job in January, 1982.

## LAWRENCE W. BERGER

District Manager  
Waddell & Reed, Inc.

Larry and Lois went first to Marana Air Base for Primary Pilot Training. Daughter Sheree was born in Davis-Montham AFB hospital on September 19, 1956. Larry was the first person in his section to solo --"I don't know if that was any reflection on my flying ability or if the instructor just got tired of my taxiing to the wrong runway for takeoff." Continuing to Big Springs AFB, Texas, for Basic, Larry contributed much to the early separation of several of his instructors because of his formation flying, but received his wings in August, 1957.

During advanced pilot training he flew F-84's at Luke AFB, Arizona, where he was promoted to 1st Lieutenant, and F-100A's at Nellis AFB, Nevada. In March he received orders to Seymour-Johnson AFB, North Carolina, to fly F-100C's with the 333rd Tactical Fighter Squadron. While enroute to Seymour Johnson AFB, the Bergers gained daughter Connie at Mercy Hospital in Hamilton, Ohio, on May 2, 1958.

This "permanent" assignment wasn't; SAC's mailed fist was looking for eager young pilots, and in February, 1959, Larry received orders to the 4039th Strategic Wing at Griffiss AFB, New York, to fly B-52G's. Enroute he stopped at (1) nuclear weapons training at McConnell AFB, Kansas; (2) survival training at Stead AFB, Nevada; and (3) B-52 ground school at Castle AFB, California.

Larry arrived at Griffiss in July, 1959, for a long (5 years), cold, and white (most of the time) stay. Picked to fly on a select crew, with certain "perks," he was promoted to Captain in October, 1961. Son Larry was born on February 3, 1961. TDY'd to SOS, Larry survived the flickerball, volleyball, and soccer at Maxwell AFB and returned to Griffiss in August, 1962.

In August, 1964, Larry accepted the challenge of studying for a Master's in Aerospace-Mechanical Engineering at the AF Institute of Technology, Wright-Patterson AFB, Ohio--after not picking up a textbook in eight years. On receipt of his degree in June, 1966, he expected his first engineering assignment, right? Wrong!! The assignment consisted of flying C-130E's out of Ching Chuan Kang AFB, Taiwan. After completing appropriate flight and survival training, Larry got to CCK in October, 1966. The "trash-hauling" business wasn't all that bad (hours of boredom interrupted by seconds of terror, etc.) and the time passed rather rapidly. While at CCK, he was promoted to Major (May, 1967) and received a couple of Air Medals.

In November, 1967, Larry returned to the Space and Missile Systems Organization in Los Angeles, California--close to an engineering assignment, but relatively short. In January, 1970, he left for the Armed Forces Staff College in Norfolk, Virginia, followed by an assignment to the Pentagon. As Program Element Monitor for the laser and electro-optical guided bombs that had some success in Southeast Asia (more a managerial than an engineering position), Larry served his most-enjoyed non-flying tour, and was promoted to Lt. Colonel.

After four years at the Pentagon, Larry traveled to the Air Force Test and Evaluation Center at Kirtland AFB, New Mexico. At AFTEC he was responsible for the long-range plans associated with the operational testing of the Air Force's major weapons systems.

Since retirement on July 1, 1978, Larry has been working in Albuquerque, New Mexico, for Waddell & Reed, Inc., a national financial planning organization, as a registered representative dealing in securities and life insurance. On January 4, 1982, he was promoted to District Manager.

"In March, 1981, our daughter, Sheree, gave birth to a little girl, Kristin. She is a jewel and we feel very lucky to be grandparents.

"By the way, I'm still looking for that engineering job. Do they still use slide rules?"



## ROGER SHERMAN BETTS

Captain, USN

On graduation from USNA, Roger went to Newport for duty in USS Benham (DD 796). Deploying to the Med, South Atlantic, and Norwegian Sea as well as the Caribbean and North Atlantic, he served as Second Division Officer, CIC Officer, and Navigator before going to Submarine School in January, 1958. In

June, 1958, he joined USS Rock (SSR 274) in San Diego. There he served as Supply Officer and First Lieutenant, made a WestPac deployment, and Qualified in Submarines. Next stop was San Francisco where, during the summer of 1960, he was Engineer for the reactivation and transfer to Argentina of USS Macabi (SS 375). From there he went to USS Bashaw (SS 241) in Pearl Harbor. WestPac deployments, duty as Communicator, Operations Officer, Navigator, and Engineer culminated in Qualification for Submarine Command and transfer in July, 1962, to shore duty at the Defense Intelligence School in Washington.

While attending Intelligence School Roger took graduate courses at American University and had the rare good fortune to perform additional duties as Social Aide at the White House. Graduation from DIS was followed by duty as a Naval Intelligence analyst at the Navy Field Operational Intelligence Office at Ft. Meade.

In March, 1964, Roger married Sally Jean Sneed "(the best thing he ever did)" which terminated his duty at the White House. In July, 1965, they moved to New London where Roger served as Navigator and Operations Officer in USS Tench (SS 417) and Executive Officer in USS Bang (SS 385). Following a short tour of TAD in USS Skipjack (SSN 585) he left the Submarine force for duty in Viet Nam in the Intelligence Division of USMACV Staff in Saigon. For service there, from January, 1968, to January, 1969, he was awarded the Legion of Merit.

In January, 1969, Roger reported to the CINCPAC Staff, where he served as Executive Assistant to the Assistant Chief of Staff for Intelligence. For that service, he was awarded the Meritorious Service Medal. Returning to sea in March, 1971, as Executive Officer in USS Point Defiance (LSD 31), Roger and Sally moved to Long Beach. Two WestPac deployments later they crossed the continent and Roger took command of USS Plymouth Rock (LSD 29) out of Norfolk in January, 1973. Unable to find a conventional home to their liking there, they bought a 45-foot-long sloop-rigged motor sailer named Sunshine and moved aboard. Life afloat was so pleasant that when Roger was relieved of Command in September, 1974, to attend Attache School, they simply sailed up the Potomac to Washington.

In June, 1975, Roger and Sally left Sunshine and flew to the Mediterranean island state of Malta, where Roger took up his duties as Defense and Naval Attache. As the only US officer and the only mili-

tary attache of any country in Malta, Roger's four years there were unique and rewarding. With the departure of the last of the British Forces from Malta in March, 1979, the Defense Attache Office was dis-established and Roger and Sally left Malta in April of that year. For that tour, Roger was awarded the Defense Superior Service Medal. Returning to Norfolk as a Captain, Roger joined the Staff of the Commander in Chief, Atlantic, and Atlantic Fleet as Deputy Assistant Chief of Staff for Intelligence.

Recovering Sunshine and rehabilitating her after the four year hiatus was a major undertaking but it was finally accomplished. Meanwhile, Roger became involved in the wonderful world of computers and successfully implemented the initial phases of the Atlantic Command's Intelligence Data Handling System Modernization. With that accomplished, Roger and Sally left Norfolk in December, 1981, for duty in Washington with the Defense Intelligence Agency as Chief of the West/South European Division of the Directorate for Attaches and Training.

Career Highlights: "Awarded Legion of Merit for duty in Viet Nam. Awarded Meritorious Service Medal for duty CINCPAC Staff. Awarded Defense Superior Service Medal for duty as Defense and Naval Attache Malta. Commanded USS Plymouth Rock (LSD 29). Managed the implementation of the Atlantic Command's Intelligence Modernization Plan."



## WILLIAM WALTER BIGLER

Captain, USN

Wally's naval career has included a variety of duties since his commissioning. He began with submarine assignments, culminating in command of the USS Trutta (SS 421). He earned a Master's degree in international affairs from George Washington University as well as attending the Armed Forces Staff College and the Naval War College, and commanded the ROTC unit at Purdue University. His present position is Director, Plans & Readiness (C-41) on the SACLANC Staff at Norfolk, Virginia.

Wally married the former Collene K. Coof of Honolulu, Hawaii. The Biglers have two children: William, Jr., an 18-year-old freshman at Arizona State, and Heidi, a 14-year-old high school freshman.

Career Highlight: "I took Pete (Chopper) Spink on his first fishing trip."



## GEORGE EMERY BILES

Director, Personnel and Industrial Relations Program; Associate Professor, Business Administration

From the 1980-1981 Who's Who in the East:

Biles, George Emery, educator; b. Charlotte, N.C., November 5, 1934. B.S., U.S. Naval Academy, 1956; M.A., George Washington University, 1963; Ph.D., Ohio State University, 1969; A.A. (Art History), Northern Virginia Community College, 1979; M.A., American University, 1981; m. Sloane Yates, March 24, 1958; children--George Emery Biles II, Spencer Yates Biles. Commissioned ensign, U.S. Navy, 1956 --advanced through grades to Commander, 1969; Commanding Officer, USS Nimble, 1964-1966, MineDiv 81 1970-1971, MineDiv 21 1971-1972; Head, Manpower Programming Office, Dept. of the Navy 1973-1976, Retired, June, 1976. President, Commanders Four, Inc., Bethany Beach, Delaware, 1970-; Owner and Manager of George Biles & Associates, human resource consultants, Washington, 1973-; Professor, Personnel Administration, American University, Washington, D. C., 1972-; Director, Personnel and Industrial Relations Program, 1976-. Decorated, Bronze Star Medal with "V", Meritorious Service Medal, Vietnamese Medal of Honor. Member and Diplomate of the American Society for Personnel Administration, American Society for Training and Development, Industrial Relations Research Association, Academy of Management Washington Personnel Association, Southern Management Association, Washington Technical Personnel Forum, Sons of the American Revolution. Clubs: Army-Navy Country and Masons. Author: Book on Strategic Human Resource Planning, 1980. Book on Preretirement Planning, 1980. Numerous professional articles in such journals as Employee Relations Law Journal, Personnel Administrator, Personnel Journal, American, Today's Executive and others. Home: 1647 Anderson Road, McLean, Virginia 22102. Office: College of Business Administration, The American University, Washington, D. C. 20016.

Updating that biography, George notes that his marital status has changed from "married" to "legally separated." His older son, George, graduated from Marietta College, Marietta, Ohio, in 1981 and is now in the Management Training Program at Garfinkel's in Washington, D. C. Younger son Spencer is a junior at Marietta College. George's wife, Sloane, is a Clinical

Psychologist at the Washington Psychiatric Institute, Washington, D. C. George is involved in consulting with numerous clients, private and public sector; recent clients include the U.S. Army, American Speech, Language and Hearing Association, Disabled American Veterans and American Association of Retired Persons. He is currently working with the U.S. Army in instituting a Performance Appraisal Training System for civilian employees as well as doing basic research on Army employees.

George's hobbies are jogging, writing, and travelling. He spent the last summer in England and Norway, touring art museums and mountain climbing, and will take a sabbatical next year to travel on a Fulbright grant.

Career Highlight: "Running 45,000 meters on my 45th birthday."



## JACK R. BINNS

Senior Foreign Affairs Fellow  
University of California

Jocko has mellowed--some might say "matured"--but has been true to his motto while at Canoe U., "never let your studies interfere with your education." After marrying Marty (now Martha) Buck shortly after graduation, which many friends believe was his smartest move ever, he plunged into a career in the Supply Corps. After four years of sea and shore duty in Southern California, Jack and Martha were assigned to Japan. That experience sold them on life in foreign climes. Successfully (and surprisingly) passing the exam, Jocko entered the Foreign Service in 1962.

After successive, if not successful, assignments in Guatemala, Bolivia, El Salvador, Great Britain (five beautiful years in London) and Costa Rica, Jocko was named American Ambassador to Honduras in July, 1980 (skeptics may obtain written affidavits from Gordon McGarry, who witnessed the swearing-in ceremony).

A Carter appointment, Jocko's nomination rekindled suspicions that the "Black Dragon Society" was alive and well. Perhaps, but if so St. Ronald slew the dragon when he replaced Jocko at the end of October, 1981. Jack and Martha settled (temporarily) in the San Francisco area shortly before Christmas, completing their twentieth full move in 25 years of marriage. Jocko will be a Senior Foreign Affairs Fellow at the University of California's Institute of International Studies for the next 12 months. This move also reunited Jack and Martha with their two daughters, Kathy and Mimi, who are studying in the Bay Area and readjusting to life in the U.S. after many years overseas.

The free-spirited Kathy is completing her final year at the San Francisco Art Institute, while Mimi is in her first year at Mills College in Oakland. Jocko plans to regale undergraduates and graduate students at Berkeley with tall tales from the Foreign Service and perhaps do some writing; Martha will try to complete her epic sociological study of the same life as viewed from the distaff side. Her book is tentatively titled Paying Your Dues--libel lawyers are reporting already scenting a new bonanza

The Binnses welcome inquiries from the curious or others through the Institute.



## RALPH G. BIRD

Rear Admiral, USN

Ralph entered the U.S. Naval Academy from Dearborn, Michigan. His first tour after graduation was a year in USS JOHN R. CRAIG (DD 885) homeported in San Diego. He then attended Submarine School and subsequently qualified in submarines in USS SEA CAT (SSN 399) in Key West.

He entered a year of nuclear power training in 1959, then served for five years in the nuclear powered submarines USS SNOOK (SSN 592) and USS PERMIT (SSN 594) homeported in San Diego. In 1965, he was assigned as Engineer Officer on the Staff on Commander Submarine Squadron FOURTEEN in Holy Loch, Scotland, where he remained for two and a half years. Subsequent assignments were as Executive Officer of the Gold Crew of the Polaris submarine USS DANIEL BOONE (SSBN 629) homeported in Pearl Harbor, followed by study at the Naval Postgraduate school in Monterey, California, where he received a Master of Science Degree in Computer Systems Management.

Following Prospective Commanding Officer's training at the Division of Naval Reactors in Washington, D.C., he reported to the Pre-Commissioning unit of ARCHERFISH in December 1970 and served as Commanding Officer of USS ARCHERFISH (SSN 678) until April 1974. During this period, he was twice awarded the Legion of Merit, ARCHERFISH was awarded the Navy Unit Commendation and the Battle Efficiency "E", and he was selected for promotion to Captain.

After his Command tour, Ralph was the senior member of the Pacific fleet Nuclear Propulsion Examining Board for two years. In March 1976, he was assigned to establish the Chief of Naval Operations Senior Officers' Ship Material Readiness Course at Idaho Falls, Idaho. He was the senior naval officer on the instructional staff for the first three classes of flag officers and captains who attended this course enroute to duty in major sea commands or in operational staffs.

From August 1978 until April 1979, he was Chief of Staff, Commander Submarine force, U. S. Pacific Fleet. During this tour, he was awarded a gold star in lieu of a third Legion of Merit and was selected for promotion to Rear Admiral. From May 1979 to July 1981 he was the Director for Logistics and Security Assistance (J-4), Headquarters Pacific Command where he was awarded the Defense Superior Service Medal.

In August 1981, he reported as Deputy Chief of Naval Material for Logistics, Naval Material Command, Washington, D.C.

Ralph and his wife, Martha, have four children and presently reside in Springfield, Virginia.

Career Highlights: Successful command of USS ARCHERFISH (SSN 678) and promotion to Rear Admiral.



J. W. BLANCHARD JR.

After graduating from Sub School, Doc was ordered to the USS Tang (SS-563), homeported in Pearl Harbor. That tour was the beginning of a love affair for Carol and Doc and Hawaii. In a second tour in Pearl, now as a Lieutenant, Doc served as Flag Lieutenant and Aide to Commander, Submarine Force, U.S. Pacific Fleet. By now, the Blanchards had two sons, Jim, born in 1959, and David, born in 1961. Time out from Hawaii found the Blanchards in Monterey for PG School, and an early selection to LtCdr, and in Vallejo, California and Idaho Falls for a year of nuclear power school. Then it was back to Hawaii.

Doc served in USS Tunny (SS-282) for almost a year before reporting to USS Wahoo (SS-565) in May, 1966, as Executive Officer. Wahoo was a Pearl submarine, Doc's fourth tour there. At this point, add Elizabeth, born in 1965, to the family. It gets better. Twelve years after leaving USNA, the Blanchards went to the East Coast for duty for six months at the Armed Forces Staff College in Norfolk.

What next? In July, 1968, now as a newly selected Commander, Doc returned to Hawaii and took command of USS Bonefish (SS-582), the last diesel submarine built for the U.S. Navy. The sixth and final tour of duty in Hawaii of the now well-tanned Blanchard family was from September, 1970, to July, 1972, when Doc served as Assistant Prospective Commanding Officer Instructor for COMSUBPAC in Pearl Harbor.

It was now pay the piper time. Everyone trundled off to Washington in the summer of 1972 while Doc attended the Industrial College of the Armed Forces. It was a great tour and Doc took advantage of the opportunity to get a Master's degree from George Washington University. By now the gang had become used to wearing shoes and was enjoying the four seasons. An abbreviated tour in the Bureau of Naval Personnel where Doc was the manager of 25,000 enlisted submarine sailors ended rather abruptly when he was summoned "home" to Mother Bancroft, U.S. Naval Academy, in 1974.

The job was Deputy Director of Athletics--and one which was to shape Doc's future years far more than he expected when he first reported aboard. Three years, now at Captain's rank, in the "jocks and socks" business ended when Doc was summoned by the Superintendent to serve as the Deputy for Operations of the Naval Academy from 1977 to 1979. What a job --mayor of the joint! It was during this five-year

period at USNA that Doc served as the Corresponding Secretary for Shipmate for the class, served three years as an elected ("thanks, Classmates") Trustee of the Alumni Association, and along with Rog Lyle has served as a Co-Chairman of the Class Executive Committee since 1975.

Duke University was Doc's home in 1979-1980, as Commanding Officer of the NROTC Unit. But, shades of Hawaii, USNA beckoned once again, and Doc went back to Annapolis, where he retired in January, 1981, and assumed the position of Assistant Director of Athletics as a civilian. A dream? How about this--a Naval Academy West for warm water sailors located on the banks of the Waipio River in sunny Hawaii--with Doc the head jock.



## EMIL N. BLOCK, JR.

### Consultant

As a brand-new USAF Second Lieutenant, Emil attended pilot training at Marana AB, Arizona, and Vance AFB, Oklahoma, and received his wings in 1957. His first assignment was as a C-124 pilot for the 7th Logistic Support Squadron at Warner Robins AFB, Georgia. In September, 1959, he began two years of graduate studies at the University of Michigan, receiving M.S. degrees in instrumentation engineering and aeronautical and Astronautical engineering in 1961. He then served the next four years at Wright-Patterson AFB, Ohio, with Air Force Systems Command's Aeronautical Systems Division. In 1961, he was an aeronautical research engineer in the Directorate for Advanced Systems Studies and Analysis. In 1962 he became a member of the Research and Technology Division Re-alignment Task Force, and from 1964 to 1965, served as design concepts officer for the Advanced Manned Strategic Aircraft Program.

Upon graduating from Air Command and Staff College in September, 1966 (concurrently earning a M.S. in business administration from George Washington University), Emil was assigned to the 460th Tactical Reconnaissance Wing, Tan Son Nhut AB, Republic of Vietnam. He served as an EC-47 pilot and as special assistant to the 834th Air Division (Airlift) commander. Returning to Washington, he was assigned to the Strategic Division, Directorate of Operational Requirements and Development Plans, Headquarters U.S. Air Force, from September, 1967, to August, 1970, as air staff project officer for the B-1.

Following graduation from the National War College in August, 1971, he was assigned to Norton AFB, California, where he was deputy chief of staff for operations, 22nd Air Force. He served as assistant deputy chief of staff for operations at Headquarters Military Airlift Command, Scott AFB, Illinois, from June, 1973, to January, 1974.

Emil spent two and a half years at McGuire AFB, New Jersey, first as commander of the 438th Military Airlift Wing, and then as vice commander of 21st Air Force. In August, 1976, he was assigned to Headquarters, U.S. Air Force as special assistant for B-1 matters, Office of the Deputy Chief of Staff, Research and Development, and in May, 1977, became the deputy director for Strategic Forces in the Directorate of Operational Requirements. He left this position in November, 1978, to become chief of staff for Military Airlift Command at Scott AFB. He also served as director of the Air Force's C-X Task Force from November, 1979, until July, 1980. In August, 1980, he became director of plans in the Office of the Deputy Chief of Staff, Operations, Plans and Readiness, Headquarters U.S. Air Force, Washington, D. C., where he served until retirement on August 1, 1981.

Emil is a command pilot with more than 4,000 hours flying time. His military decorations and awards include the Distinguished Service Medal, Legion of Merit with two oak leaf clusters, Distinguished Flying Cross, Bronze Star Medal, Meritorious Service Medal with one oak leaf cluster, Air Medal with four oak leaf clusters, and Air Force Commendation Medal with one oak leaf cluster. He is a recipient of the Order of the Sword.

Emil retired as a major general, with date of rank September 1, 1975.

Emil is married to the former Marian Lou Davis of Oldtown, Maryland. They have two children: Eric (16) and Emil Darin (9).

Career Highlight: "Directed airlift operation for return of our POW's from Hanoi."

## FRANK L. BOEBERT

Director, Quality Assurance  
Dataproducts

The first six years of service after graduation involved three sea tours for Boe, the first on the destroyer Douglas H. Fox lasting two and a half years, then six months at Submarine School and the next three years on submarines (the USS Corsair, stationed at New London, Connecticut, and the USS Picuda, at Key West, Florida). In the fall of 1962, Boe received his first shore assignment to the Naval Training Device Center, where he spent two years as a Project Engineer for the Special Products Branch, involved with the FBM and attack submarine trainers at New London, Charleston, and Hawaii.

In January, 1965, Boe was transferred to the USS Redfish in San Diego. He was then sent to Vietnam in September, 1966, as a member of the newly formed Mobile Riverine Force. He departed from the Mekong Delta south of Saigon in January, 1978, to report as Navigator on the Guided Missile Cruiser USS Canberra off the DMZ. After spending two lengthy tours off Vietnam on the Canberra with only a short period in CONUS, the ship reported to Mare Island Naval Shipyard for deactivation.

Boe was transferred in October, 1979, on arrival at Mare Island, to Washington, D. C., as the Head, Naval Postal Affairs Branch working for OP 09B in the Pentagon. During four years with OP 09B, he obtained a Master's in Business Administration at George Washington University, then reported to Joint U.S. Military Missions at Ankara, Turkey. After two years in Foreign Military Sales, in Turkey, Boe was transferred to Headquarters European Command in Germany, taking over the Middle East and Africa Branch for Foreign Military Sales. He spent three years of interesting travel throughout Europe, Africa, and the Middle East, and then returned to New York City for a final tour of duty with the Defense Contract Administrator System Region Office.

Boe retired in June, 1979, as a Commander and found employment as the Director of Quality Assurance for Dataproducts, New England, located in Connecticut. Boe is married, with four children.



## PETER B. BOOTH

Rear Admiral, USN

Upon graduation from the Naval Academy in 1956, Pete served aboard the USS Buck (DD-761) for 14 months in various billets including Navigator, before taking flight training. He then reported to Fighter Squadron 114 and flew the F3H-2 Demon from USS Hancock (CVA-19) for two years, after which the squadron transitioned to the F-4 Phantom and deployed aboard USS Kitty Hawk (CV-63).

Pete reported to Stanford University in 1963 as a student in the Graduate School of Business, and received a MBA degree after two years of study. He then served in a succession of fighter squadron positions including instructor pilot in Fighter Squadron 101 at Key West, Assistant Maintenance Officer in fighter Squadron 74 aboard USS Forrestal (CV-59) during its tragic fire off Vietnam in July, 1967, Maintenance Officer in Fighter Squadron 102 deployed to southeast Asia aboard USS America (CV-66), Officer-in-Charge of Fighter Squadron 101 DET Oceana, and Executive Officer/Commanding Officer of Fighter Squadron 11 aboard USS Forrestal. Following two years in Washington in OP-05 and as CNO Aide, Pete then served successively as Commanding Officer of the USS Sylvania (AFS-2) and USS Forrestal, and as Chief of Staff, Commander Third Fleet.

With a rank of Rear Admiral, Pete is presently Deputy Director, Strategy, Plans, and Policy Division, Office of the Chief of Naval Operations. He is married to the former Carolyn Rhodes of Lexington, Tennessee, and resides with his wife and two daughters in Arlington, Virginia.

Career Highlights: "Surviving 550 hours in the F3H "Demon"; quit smoking at the age of 44; marrying Carolyn in 1960; two neat daughters."



## STANLEY LEWIS BOOTH

Group Manager, Western Operations  
Unified Industries, Incorporated

Stan was commissioned in the Navy Supply Corps, and his first assignment following Athens was on the ammunition ship USS Vesuvius (AE-15), which was then in WESTPAC. "(We had a screwy C.O. who thought he could take a fully loaded ammo ship anywhere he wanted to without telling anyone, something that is frowned upon by Navy higherups. He drove it from Subic Bay to Manila one night while he and all the officers were stoned. Luckily he didn't hit anything.)" His next tour was on an old destroyer, USS Ammen (DD-562), which had an unfortunate collision shortly after he left her--totalled the poor thing. Stan then had his first shore duty at MCAS El Toro, which was "delightful even though there were too many Marines around." It was a "honeymoon" tour, since Stan had recently met Susan hiding behind a potted palm at the Admiral Kidd Club on Brasshat-ter's night. After El Toro, he returned to the Navy for a two-year tour on a brand-new guided missile destroyer, the USS Robison (DDG-12) The first seven months were spent at the builder's yard in Bay City, Michigan. Following commissioning at Boston in 1961, he took her to San Diego and had one full WESTPAC tour before he was reassigned to the Ordnance Supply Office in Mechanicsburg, Pennsylvania.

After two years at OSO, Stan got to try duty with the Army in the U.S. Southern Command, Canal Zone, as a logistics planner. Deciding that this tour was the best in his entire career, he was able to extend one year to make four full years there. He visited Guatemala, Honduras, El Salvador, Costa Rica, Nicaragua, Colombia, Ecuador, Peru, Chile, Argentina, Uruguay, and (best of all if you're in the contraband business) Paraguay. In 1969 he asked to be transferred to California, so he was sent to the Pentagon. "Turned out to be another great tour; I was the only porkchop in the CNO strategic plans and policy office, OP-605. I had three exciting years there, working joint papers and ganging up with the Army against the Air Force, and then was ordered to another Army command, the Military Traffic Management and Terminal Service, also in the Washington, D. C., area." Stan didn't care so much for several jobs in the "personal property,"

or household goods, area; so, after two years, he retired as a Commander in 1974--two years ahead of most of his classmates, thanks to some enlisted time.

Within two weeks Stan was working again, this time for his current employer, Unified Industries Incorporated, which was then a small business and is now a medium-size business that provides management and engineering services to the government. After three years with UII in Northern Virginia, Stan volunteered to journey to Southern California to open a Western Operations office in San Diego. This office now has 45 employees, most of whom are engineers and technicians with extensive Navy backgrounds. An office has opened in Honolulu, and another will soon open in the San Francisco Bay area. UII currently provides engineering training services to all of the Pacific Fleet, and Stan travels a little on these contracts. The latest work includes development of training materials for the USS New Jersey, which Stan expects to hold their attention for the next year.

Wife Susan is struggling with a real estate career and is associated with Century 21 in Del Mar, California. Daughter Leslie is in the hotel business, working at The Inn in Rancho Santa Fe. Son Adam is a freshman at UCLA, and son Peter is a junior at Torrey Pines High School, Del Mar. Both sons are excellent golfers; Adam led his high school team to the California state championships this year at Pebble Beach, and Peter is expected to follow in his footsteps.



Career Highlights: "(1) Retiring from the Navy two years before most classmates. (2) Building the UII organization on the West Coast to its current size and revenue (about \$2 million/year). (3) With Susan, 'building' our family to the point where our children are all well on their way to an interesting and fulfilling life. (4) Learning to play the string bass at USNA, which, although it contributed to my being in '56 instead of '55, continues to give me much pleasure and not a little income, if I want to hustle for it."

## PAUL HART BRADTMILLER

Borough Manager  
Middletown, Pennsylvania

Following direct commission into the Civil Engineer Corps upon graduation, Paul spent 21 years on active duty in various facilities and financial management work. This included earning a degree in civil engineering at Rensselaer Polytechnic Institute and took him to Newport, Key West, on deployment with the Atlantic Seabees, then to Davisville, Pearl Harbor, Vietnam, Dahlgren, and Washington, D. C. He retired June 1, 1977.

Since retirement, Paul served as Secretary-Treasurer of Pennsylvania Municipal Electric Association before assuming his present position as Borough Manager, Middletown, Pennsylvania. He is a member of the American Public Works Association, the American Society of Civil Engineers, International City Management Association, Founders Society of Hartford, Connecticut, First Families of the Ohio Geneological Society, and the Homeland Society of Schaumburg-Lippe, Buckeburg, West Germany; and holds engineering licenses in Pennsylvania, New York, and Vermont.

In 1958, upon graduation from Rensselaer, he married Nancy Orr Robinson of Ithaca, New York, a graduate of St. Lawrence University; she is presently employed in the Admissions Office at the Capitol Campus of Pennsylvania State University. The other members of the family include Gindee Rae, born August 15, 1960 in Key West, presently a senior at Muhlenberg College in Allentown majoring in psycho-

logy and elementary education; Lee Anne, born October 5, 1961, in Ithaca, a junior at Lycoming College in Williamsport majoring in mass communication and engaged to Stuart Chesney McCracken of Westfield, New Jersey; and Eric Paul, born August 1, 1966 in Kailua, Oahu, a sophomore at Middletown Area High School majoring in soccer, band, drama, and tennis, and an Eagle scout candidate.

Residence at present is a nineteen-room brick Victorian "castle" of Greek Revival architecture, complete with carriage house, ruled by two most royal hounds, Gretchen and Klaus.

Career Highlights: "A principal organizer and one of the original five trustees of the Pennsylvania Local Government Trust; presently a Trustee and Treasurer of the Trust."



## THOMAS C. BRANDT

Brigadier General, U.S. Air Force

Tom attended the Basic Installation Engineering Officer Course, Air Force Institute of Technology at Wright-Patterson AFB, Ohio, prior to his initial assignment as a civil engineer at Wurtsmith AFB, Michigan, in October, 1956. He then attended graduate school at AFIT, receiving an electrical engineering degree, and subsequently was assigned to Vandenberg AFB, California, in April, 1960. Here he served as instrumentation officer, guidance officer for the Atlas Program, test evaluation officer for the Minuteman Program, and, finally, as launch director for Minuteman testing.

In 1964, he was assigned to the United States Air Force Academy, Colorado Springs, Colorado, beginning as an instructor in the Department of Astronautics, then assistant professor, associate professor, and executive officer in the same department. He next became deputy director of counseling and scheduling, and then director.

Tom left the Academy in October, 1970, for an assignment as civil engineer staff officer, Headquarters 7th Air Force, Tan Son Nhut Air Base, Republic of Vietnam, where he served as director of operations and maintenance, deputy chief of staff civil engineering and assistant DCS for civil engineering. He then returned to student life at the Industrial College of the Armed Forces, Fort McNair, Washington, D. C., where he received recognition as a Distinguished Graduate.

In June, 1972, he returned to Colorado Springs as director of programs, deputy chief of staff for civil engineering, Headquarters Aerospace Defense Command, Ent AFB, and then director, plant engineering in the same deputate. In July of 1973 he became commander of ADCOM's 1st Aerospace Control Squadron and NORAD's director of space and warning operations. In March, 1976, he was assigned to Headquarters U.S. Air Force, deputy chief of staff research and development, as the deputy director for planning, programming and analysis, and the following year was appointed as director. In March, 1978, he became assistant for special projects in the same deputate directly serving the deputy chief of staff as his representative for special manage-

ment and resource activities. In this capacity in the summer of 1978, he was the Air Force representative to the Defense Science Board's special study of NATO.

In July, 1979, Tom was assigned to Headquarters North American Air Defense Command/Aerospace Defense Command as assistant deputy chief of staff for space operations and subsequent to the reorganization of Headquarters Aerospace Defense Command became the director of space and missile warning operations, prior to assuming his present position on March 1, 1980. As assistant deputy chief of staff/operations for combat operations for the North American Air Defense Command, and the Aerospace Defense Center, with consolidated headquarters at Peterson AFB, Colorado, he is responsible for the operational management of the underground command and control facility located in the Cheyenne Mountain Complex near Colorado Springs. He was promoted to Brigadier General on February 4, 1980, with the same date of rank.

Tom is married to the former Claudette Faglie of Niteroi, Rio de Janeiro, Brazil. They have one child, Andrea, and Tom has three other children: Mary, Catherine, and Christopher.

## CHARLES J. BROCKWAY

General Engineer (GS-14)  
Naval Sea Systems Command

Hoss became a Navy pilot, serving with Attack Squadron 93 based at NAS Alameda, California, and aboard the Attack Carrier USS Ranger, before resigning from active duty in March, 1961. He retained a commission in the reserves, eventually attaining the rank of Commander.

His first venture in the civilian world was as Field Service Engineer for General Electric Company in the X-Ray Department in Milwaukee. After a year, however, he entered the civil service, working as a mechanical engineer (GS-11) at AFIC,

MON, Operating Ground Equipment Section, Brookley AFB, Alabama. He remained in this position until March, 1965, when he formed his own business, Brockway Supply Co., Inc. As President and General Manager, Hoss procured merchandise and supervised sales and warehouse personnel in the distributing of pet and garden supplies in a three-state area. Experience here led to the formation of another business, and from September, 1970, to March, 1973, Hoss owned and operated the Bel Air Pet Shop in Mobile, Alabama.

Hoss sold his business in April, 1973, to re-enter the civil service as a general engineer (GS-9) for SUPSHIP Pascagoula, in the Claims Office. He progressed to Industrial Engineer (GS-11) in March, 1974, and then to General Engineer (GS-12) Supervisor of Shipbuilding, New Orleans, Louisiana. In July, 1975, he moved to his present position, General Engineer (GS-14) for the Naval Sea Systems Command, O2B Contracts Administration Division, Engineering Support Section. Here he provides guidance to personnel at all SUPSHIP locations concerning claims processing and claims avoidance, and does extensive reviews of disputes, claims, business clearances and Technical Analysis Reports. He served as Head Team Engineer on the settlement of the Todd Shipyard claim on the AGOR-16, the National Steel REA on the AOR-7, and the Boland Marine claim on the DLG-10.

Hoss is married, with two children: Molly, born January 4, 1965, and Dawn, August 16, 1958.

## NICHOLAS BROWN

Tactical Destroyer Squadron Commander  
US Navy

After a tour as 1st Lieutenant aboard Mitscher under the well-remembered Cdr Sheldon Kinney, which followed his graduation, Nick has been Executive Officer or Commanding Officer in all subsequent sea tours. These included Mine Force duty in Sasebo, Japan, followed by a globe-circling cruise in Ingraham (DD-694); Tonkin Gulf duty in Jouett (CG-29); and his CO tour in Talbot (FFG-4), where he worked on the development of the weapons systems ultimately installed in the Oliver Hazard Perry (FFG-7) Class.

Along the way, Nick was named an Olmsted Scholar and studied in Paris from 1963 to 1965. A year at ICAF and the inevitable engineering course as SOSMRC in the desert of Idaho completed a rich menu of Navy schooling. Nick also had his share of wearing "loafer's loops" as flag lieutenant aide to (then) RAdm Ricketts, Adm McClain, and Gen Haig, plus tours on the CNO's personal staff under Admirals Holloway and Hayward. He has served as COMDESRON 26 since August, 1980.

Nick married the former Diane Vernes of Paris, France, in 1957. Daughter Sylvia was born in Japan in 1961, John arrived in Newport in 1965, and James came along in London in 1969. James lives with the Browns in quarters on the Norfolk Naval Station; the two older children are away at school.

Nick is "a nut for sailing," but finds his opportunities for racing or even cruising increasingly limited. As a replacement, he and the entire family share in horseback riding enthusiasm, flat saddle and jumping preferred. Nick also finds working in the kitchen vastly preferable to lawn mowing or "executing other items of the 'honey-do' list."



Career Highlight: "Furthering a branch of surface ops that has lain fallow since World War II: surface to surface strike. Because carrier air has been our offensive punch, replacing the battleship and the gun cruiser, we in the surface line have now to relearn old tricks to use harpoon and tomahawk...."

### ROBERT HAMILTON BROWN III

Flight Officer  
Eastern Air Lines

After flight training, Mickey enjoyed a series of fighter squadron assignments with several East Coast air wings and made numerous deployments. He married the former Mary Lynn Patterson of Tallahassee, Florida, in 1962, and the marriage has been blessed with three children: John (Georgia Tech junior), Bob (high school senior), and Caroline, 12.



After resigning in 1967, Mickey became a pilot with Eastern Air Lines, spending the first eight years in the New York area and moving, happily, to the Atlanta area in 1976. Mary Lynn is co-owner of a thriving children's shop in the area.

Mickey professes to fond memories of past shipmates. He is happily adjusted and thoroughly enjoys his ever-changing schedule, his family, home and hobbies, but deep inside there'll always be a "fighter pilot" heart.

## DAVID BROYLES

President--Haass & Broyles Excavators, Inc.

After graduation, Dave quickly married Betty Haass of University Park, Maryland, and headed to Supply Corps School, Athens, Georgia, and then on to the unheard of, quiet Indochinese city of Saigon for a year's tour (little did we know what was coming). From Saigon, he went to two tours of Navy Exchange duty--NAS Brunswick, Maine (1958-1959) and NAS Glynnco, Brunswick, Georgia (1960-1961); then, with two daughters (Carla, 1958, and Beth, 1959), he was assigned to Washington, D. C.

Dave received an interservice transfer to the Air Force in 1962--a Lieutenant to Captain overnight--and was sent to the F-105 Program Office at Wright Patterson AFB, Ohio. From Ohio the Broyles returned to Washington, now with three daughters (Lydia added in 1962), to the University of Maryland, an MBA, and on to New Jersey, where Dave managed defense contracts in Northern Jersey. Heeding the advice of a Chief in Boot Camp to "keep going to school," he applied and was selected for a doctorate and was sent to the University of Alabama, now with a fourth daughter (Valerie, 1968). Graduating in December, 1970, he was transferred back again to Washington in the Pentagon as the Military Assistant to the Assistant Secretary A.F. (Installations and Logistics) where, for four years, he traveled to every A.F. facility in the world working for three Secretaries in his "most delightful assignment."

When Dave's 20 years came around in 1975, he retired as a Colonel (O6) and went to work with a family business in the Washington area engaged in excavation and grading. Currently he "moves the earth" as President of Haass & Broyles Excavators, Inc., with some 50 pieces of heavy equipment and trucks engaged in commercial and residential construction. Chances are, if you have been Washington, you have seen Haass & Broyles working somewhere.

"Now, pushing 50, grey head, lovely wife, four daughters, I fondly remember those 25 years and thank my Maker for the good times and for bringing me through the bad times. I rest in the hope I will be able to continue this odyssey when we again pen our 50th Lucky Bag."

Most Notable Achievement: "Culminating education with Ph.D. (dissertation: 'An Analysis of Cost Growth in Weapons Systems Programs'; excavation of over 600,000 cubic yards of earth for new Defense Intelligence Agency--Bolling Air Force Base site, Washington, D. C."



## JAMES W. BRUNNER

Director, Developmental Engineering  
Combustion Engineering Inc., Oil and Gas Group

Jim served as a line officer in the U.S. Naval Submarine Service until 1961. He then participated in the Gemini and Apollo Manned Space Programs in Project Engineering roles at both Aerojet General Corporation in Sacramento, California, and Hamilton Standards Division of United Aircraft in Windsor Locks, Connecticut.

In 1967 he joined Lockheed Ocean Systems Division in Sunnyvale, California, as a Project Engineer for the development of the One Atmosphere Subsea Production System, and later was Manager of Business Development for establishing a commercial line to provide high-technology engineering services to the offshore oil and gas market.

Jim joined C-E Crest Engineering, a subsidiary of Combustion Engineering, in Houston, Texas, as Vice-President, Marketing and Sales in 1978. Crest also provided engineering services to on and offshore oil and gas production, and Jim was responsible for the planning and development of expanding Crest's position in the international market by establishing engineering and sales operations in Kuala Lumpur, Malaysia; Maracaibo, Venezuela; and Calgary, Canada. In addition, he established a worldwide network of company registrations, agents and representatives to promote Crest's international business activities in the local markets. He was also instrumental in developing major joint venture and consortium arrangements for entering into the expanded engineering, procurement, and construction market for large turn-key construction jobs.

Jim transferred to Vetco Offshore, Inc., also a subsidiary of Combustion Engineering, where he undertook a special assignment for the management of several key engineering development programs associated with Vetco's subsea oil and gas production systems. He is currently Director of Development Engineering for Combustion Engineering Inc., Oil and Gas Group, also located in Houston. His duties include technology transfer and R & D programs within the Group companies serving the offshore drilling and production; wellhead, connector, and valve; production processing; controls; and gas processing markets.

Jim's wife, the former Bonnie Jowers, works at Zapata Corporation, Houston, Texas, in administration. They have five children. James, Jr., 24, lives and works in Cupertino, California, in audio-visual systems. Stephen, age 22, is a student at San Diego State University majoring in engineering. Peter, 21, is a student at Pacific Lutheran University, Tacoma, Washington, majoring in business administration. Elizabeth, 19, is a student at the University of Southern California, Los Angeles, in communications and international relations; and Sarah, 17, is a student at Kingwood High School.

Career Highlights: "To have been blessed with good health, a loving wife, a fine loving family, a challenging and interesting job, and the rewards and blessings that go with all of the above."



## JAMES W. BRUSO

Insurance Agent

Jim served a tour aboard the USS Tarawa (CVS 40) as Assistant Navigator and Signal Officer following graduation, and before reporting to Submarine School in January, 1958. He then reported to the USS Chopper (SS 342), where he held several jobs, until commandeered by the USMA Superintendent's Office in June, 1961. He returned to sea duty in July, 1963, aboard the USS Medregal (SS 480), first as Operations Officer and then as Navigator.

A second visit to the Submarine School came in May, 1966, this time as Director of Enlisted Training. Jim then served as First Lieutenant aboard the USS Saratoga (CVA 60) before completing his Navy career with two tours in Alaska, as Commander in Chief, Alaska Staff from September, 1969, until July, 1975, and then as the Liaison Officer to the Commander, Alaskan Air Command, CINCPAC, until his retirement in July, 1976.

Jim remained in Alaska with the John Hancock Mutual Life Insurance Company until July, 1980, when he transferred to Seattle, Washington, serving as agent and manager. He is married to Binnie L. Peterson of Memphis, Tennessee, and has raised seven children: James, Jr., Robert, Scott, Alan, Lara, Brandon, and Benjamin. Benjamin was born on March 11, 1981, and Jim throws out a challenge: does anyone in the Class of 1956 have a younger child?



## THOMAS E. BRUYERE

Captain, USN

Tom reported to flight training in July, 1956, and after being designated a Naval Aviator in August, 1957, reported to Guided Missile Group One at Barbers Point, Hawaii, where he flew the FJ3D, Fury, as a Regulus I Control Pilot and made one deployment to the western Pacific. His next tour of duty was in Fighter Squadron 193 flying the F3H Demon, where he deployed to the western Pacific in USS Bon Homme Richard.

Tom then taught at the Naval Reserve Officer Training Corps Unit at Yale University. This was followed by training in the F4 Phantom II and two combat cruises with Fighter Squadron 92 in USS Enterprise, after which he reported to Fighter Squadron 101 in Key West, Florida, as an Instructor Pilot in the Phantom.

Tom returned to San Diego and Bon Homme Richard as Aircraft Handling Officer in early 1969 and completed two more deployments to the Vietnam area. After refresher training in the F-4, he reported to Fighter Squadron 142 as Executive Officer and became Commanding Officer in May, 1972. Again deployed in USS Enterprise, he completed two more combat cruises, which made a total of six deployments to the Vietnam area in a period of just over seven years.

Tom's next tour of duty was at Air Test and Evaluation Squadron 4, where he served as Executive Officer for two years prior to returning to Enterprise as Navigator in the fall of 1975. He then became the Commanding Officer of Navy Recruiting District New York in May, 1977, and spent four very successful years recruiting in the "Big Apple" area for the All Volunteer Navy. Since August of 1981, Tom has been attached to the Office of the Chief of Naval Operations on the staff of the Naval Inspector General.

During Tom's 4200 flying hours, he has accumulated almost 800 carrier arrested landings and flown nearly 380 combat missions. Decorations and medals include the Distinguished Flying Cross, Bronze Star, Meritorious Service Medal, two individual and 21 strike/flight Air Medals, three Navy Commendation Medals, the Navy Achievement Medal, three Navy Unit Commendations, three Meritorious Unit Commendations,

the Republic of Vietnam Navy Distinguished Service Order, Cross of Gallantry with Gold Star, and numerous campaign and service medals. Additionally, he was selected by the Naval Academy Association of New York as the 1981 Man of the Year.

Tom has three sons: Brett, Trent, and "T.J."

Career Highlights: "Having made four combat deployments flying from USS Enterprise and never having serious damage done to my F-4 or to my wingman's airplane. Anyone who went out on a flight with me, came back!!!---I felt very honored to have been selected "Man of the Year" by the Naval Academy Association of New York."

## RICHARD G. BRYANT

Engineer, Phelps Dodge Corporation  
Owner, Ajo Dairy Queen

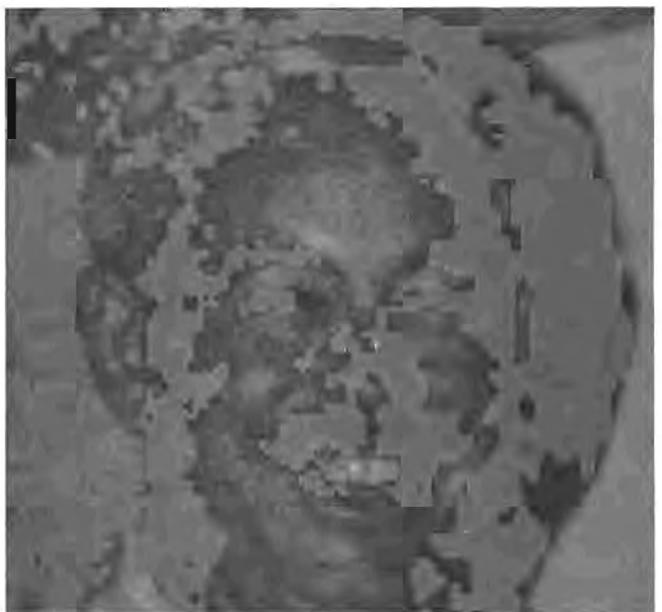
Dick attended USAF flight training at Marana, Arizona, and Big Spring, Texas--but did not survive formation flying. He graduated No. 1 in his navigator class at Harlingen, Texas, in August, 1958, and with his wife, the former Sue Hunter, went to Burtonwood RAF Station in England as a line navigator in WB-50 aircraft in a weather reconnaissance squadron. The squadron was transferred to RAF Alconbury, then to RAF Mildenhall, and finally deactivated in April, 1960. Reassigned to a C-130 squadron in Evreux AFB, France, Dick saw very active flying throughout Europe, the Middle East, and Africa, and participated in the Belgian Congo Airlift beginning in August, 1960.

Returning to the U.S., Dick was assigned to AFII at the University of Arizona in September, 1961. He graduated with an M.S. in Aero/Mech and reported to the Space Systems Division, Los Angeles, in January, 1964, as Assistant Chief, Test Operations Division, Prime Program (SV-5P Lifting Body Spacecraft). This was the world's first maneuvering re-entry spacecraft (now in the Smithsonian); and was the forerunner of the current space shuttle.

Dick left the Air Force and became a member of the technical staff, Launch System Integration Department, Hughes Aircraft Co., in November, 1968. He remained active in a C-124 Reserve Squadron at March AFB, making numerous flights to Hawaii, Alaska, and Vietnam. Leaving Hughes in 1970, he attended Mt. St. Mary's College in Los Angeles to qualify for a California secondary teaching credential. He then taught math and science in the Los Angeles inner city (Watts) and William S. Hart Junior High School until August, 1972, when he was divorced. Two children adopted in 1960 and 1961 in Germany, Robert and Kathy, remained with their mother.

Dick signed on with Facilities Management Corp. on Wake Island, working as operations dispatcher, postmaster, real property superintendent, and Director of Administration until August, 1974. Additional duties included notary public and U.S. Passport Agent for Wake Island. He brought Robert and Kathy for a month's visit to Wake and Hawaii just prior to returning home in August, 1974.

Returning to his home town of Ajo, Arizona, Dick became manager of Malin Lewis Distributing Co. in October, 1974, and married his high school sweetheart, Nancy, in March, 1976. He served as District Commissioner, Boy Scouts, in 1976 and President of the Ajo Rotary Club in 1977. Dick and Nancy bought the Ajo Dairy Queen in 1980, and Dick took a job as an engineer for Phelps-Dodge Corporation in December, 1980. He had also remained active in the reserves through the years, and retired with the rank of LtCol in June, 1981. His last assignment was USAF Liaison Officer.



Dick and Nancy have three grandchildren, all children of Nancy's daughter Suzanne, who lives in Ajo with her husband Pete. Nancy's son, Robert, is an optician in Nogales, Arizona. Dick's daughter, Kathy, is a junior at the University of Arizona, and his son Robert is on his own in California.

"Ajo isn't exactly on the world's major thoroughfares, but if any of you ever happen to find it, we live at 1158 W. Snyder Rd., and would be pleased to see you. We have bought a home and plan to settle here for a while, if the price of copper will just come up a little."

## CHARLES A. BUCHANAN, JR.

Counselor, Foreign Service  
Department of State

After leaving the Navy in 1960 Buck returned to graduate school at Johns Hopkins School of Advanced International Studies (SAIS) with the intention of entering the Foreign Service. However, upon graduation, before being accepted into the Foreign Service, he took a job with the Agency for International Development (AID) and was sent to Argentina for an assignment. He liked the work with the foreign assistance program so much, he made it his specialty within the Foreign Service, and that's what's been keeping him busy.

The Service sent Buck to Argentina (also Uruguay and Paraguay) from 1963 to 1967; to Peru from 1967 to 1969; to Brazil from 1969 to 1972; to Central America (five different countries) from 1973 to 1975; and to Portugal from 1976 to the present. He spent the interval from 1972 to 1973 at MIT under a fellowship to obtain a MBA.

Cristina (Buck's wife since 1967) and Buck have loved Portugal so much that he keeps asking for extensions of his present assignment (and they keep getting approved). Maybe the State Department will pull them out at the end of '82 and send him back to Washington (ugh!). Their two children (Bruce, 20, and Amy, 22) are studying in the D. C. area.

Career Highlight: "Hard to say--nothing very exciting comes to mind--I suppose sticking it out and recently being elected to the so-called "Senior Foreign Service" is a source of pride to me."



## JOHN EDWIN BUCKLEY

Department Manager, Systems  
Analysis and Design Department  
C.A.C.I., Inc.--Federal

Buck attended the U.S. Naval Supply Corps School for nine months after commissioning, then served in USS Saint Paul (CA-73) as Disbursing Officer and aboard USS Hanna (DE-449) as Supply Officer during the period 1957 through 1959, before reporting as the Assistant to the Supply Officer at the Naval Shipyard, Mare Island, in January, 1961. He lost his heart in San Francisco to Lorraine Dionne, married in June, 1960, and left for a three-year honeymoon in Hawaii in January, 1961.

The Buckleys departed Pearl in January, 1964, for SPCC Mechanicsburg, Pennsylvania, with number one son, Patrick, in tow. Timothy arrived in September, 1964. In March of 1966, Buck left mother with boys and expecting and reported to SUPSHIPS, Bath, Maine, as a part of the nucleus crew for a new construction ship, the USS Biddle (DLG-34). Kelly Ann arrived on the scene in May and in June we all made it to Bath, where the family remained while Biddle outfitted, deployed on Shakedown and underwent PSA in and out of the Boston Naval Shipyard. Finally, everyone moved to Norfolk until April, 1968, and then to the U.S. Naval Postgraduate School in Monterey for a year. This tour yielded Kevin and an M.S. in Business Administration.

Buck next reported to the staff of CINCLANTFLT in Norfolk until June of 1972. He subsequently attended the senior course at the Naval War College in Newport, Rhode Island, and then reported to the Defense Electronics Supply Center in Dayton, Ohio, in June of 1973. During this tour, he was selected for O6 and given three choices for next assignment-- Washington, Washington, or Washington. In June, 1977, he was assigned as the Director, Production Division, Material Acquisition Directorate, in NAV-ELEX, until he retired in June, 1979. Since then, employed by C.A.C.I., Inc.--Federal in the Rosslyn, Virginia offices as Manager of the Systems Analysis and Design Department, he has tried to make time for his hobbies of flying, boating, and fishing.

Patrick is now a member of USNA Class of 1984; Timothy is a high school senior; and Kevin is in sixth grade.



## JAMES W. BUDDLE

Vice President  
The Wayne Group Ltd.

After graduation, Jim served in the Air Force as a Meteorologist and later as an Aerial Weather Reconnaissance Officer chasing typhoons in the Western Pacific in a WB-50 (converted B-29). He resigned in 1960 while in Japan, returned to the United States, got married, and went to graduate business school in Pittsburgh at the Graduate School of Industrial Administration of Carnegie Institute of Technology (now Carnegie-Mellon University). He received his M.S. in 1963.

Jim joined McKinsey & Company, Management Consultants, in New York in June, 1963, remaining three years, and then left to join the International Division of Corning Glass, where he held a number of financial and general management posts in the U.S. and Europe. In 1970, while in Brussels, he left Corning to join Levi Strauss as Director of finance and Administration--Europe. He was transferred to San Francisco as International Controller, but returned to Europe as Chairman and Managing Director of Levi Strauss (UK), Ltd.

In 1974 George joined USV International in Paris as their Vice President--Finance and Administration, later becoming Vice President--Business Development. Following the better part of nine years in Europe, he returned to the U.S. and a position with Max Factor & Company as Senior Vice President--Finance in the International Division in April, 1977. Two years later he was promoted to Senior Vice President and Area Director with responsibility for Max Factor's businesses in Europe, Canada, Hong Kong, and Australia plus business development responsibility for the People's Republic of China. He left Max Factor in July, 1981, to set up his own consulting practice; George assists small and medium sized companies in planning and financing their growth and, through his association with The Wayne Group Ltd., Human Resource Consultants, is engaged in executive search and recruitment.

In 1976 George divorced and remarried. His wife, Helen, is from London, England. They have a son, Nicholas, born December 30, 1978, who, he thinks, must be one of the youngest children of a '56er.

"After many years of working for large multi-national corporations and traveling and living all over the globe, I am delighted to be 'doing my own thing' and enjoying life in Southern California."

Career Highlight: "finally becoming a father at age 45."

## HOWARD FREDERICK BURDICK, JR.

Captain, USN

Howie stayed at USNA after graduation for duty as Ocean Sailing Instructor before reporting for a sea tour in USS Hailey (DD 556), visiting the Atlantic, Caribbean, Mediterranean, Red, and Arabian Seas. In 1958 he married Jane Knight Peavey of Stonington, Connecticut, and in 1959 reported to the commissioning crew of Cruiser USS Providence (CLG-6). With the Providence he served in the Atlantic, Caribbean, and the eastern and western Pacific, making Lieutenant in the process. Daughter Susan was born in Boston, Massachusetts in 1960.

In 1961 Howie became a student again at the Defense Intelligence School, Washington, D. C., followed by Hebrew language training in 1962. He then reported to the American Embassy, Tel Aviv, as the Assistant Naval Attache with residence in Haifa. Son Joshua was born there in 1964.

In 1965 it was back to sea, aboard the Cruiser USS Boston (CAG-1), deploying in the Atlantic, Mediterranean, Caribbean, and western Pacific (for combat operations in the Gulf of Tonkin). Howie was promoted to Lieutenant Commander, and in 1967 reported to Destroyer Forrest Royal (DD-872) as Executive Officer. This was followed in 1969 by assignment to Staff, Commander in Chief Pacific, in Logistics Plans and Operations. Here he was promoted to Commander and awarded a Meritorious Service Medal. He became Commanding Officer of Destroyer USS DeHaven (DD-727) in 1971, winning a Navy Commendation Medal before being assigned briefly to the Staff, Mine Flotilla Three as a Special Assistant in the Pacific, and then reporting to Naval War College in 1973.

Following graduation, Howie went to the Office of CNO as Anti-Submarine Warfare Intelligence Officer and Surface Weapons Programs Coordinator. In 1974 he was transferred to the Staff, Commander in Chief Atlantic and Atlantic Fleet as Deputy Assistant Chief of Staff for Intelligence, and was promoted to Captain. A 1978 assignment as Executive Assistant to Deputy CINC Atlantic and Atlantic Fleet, during which he won the Legion of Merit, preceded two tours as Commanding Officer, the first in 1980 aboard the Cruiser USS Harry E. Yarnell (CG-17), and the second from 1981 until the present as Commander, Destroyer Squadron 10, deploying in the Atlantic, Caribbean, Mediterranean, and Indian Oceans.



## EDMUND BURKE

Lawyer

After graduation Ed served aboard USS Toledo (CA 133) as deck division and later assistant special weapons officer until June, 1959. Buddies on the Toledo were classmates Hal Lewis, Chan Medwedeff and Bill Styles. Ed's last year of active duty was spent as Executive Officer of the mine sweeper USS Lucid (MSSO 458).

Ed considers that his best sea duty was spent at special weapons school in Albuquerque, where he encountered a senior from the University of New Mexico named Martha Bengé. They were married in Long Beach in 1959, and this later resulted in Anna (18), Tom (16) and John (13). Anna is now a freshman at the University of California--Santa Barbara, and the boys are Hawaiian surfers, sailors, and some-time students.

After three great years at Berkeley, where Ed received his LLB in June, 1963, the Burkes moved to Ventura, California, where Ed started practicing law in a 9-man firm. During the California days the Burkes would see Ed's old roommate Jim Johnson and wife June from time to time. After three years in Ventura, the temptation to live in Hawaii became overpowering, and Ed moved out during the summer of 1966, joining a large firm. In 1980 he was part of the formation of a new law firm known as Burke, Ashford, Sakai, McPheeters, Bordner & Gilardy. Ashford refers to Buck Ashford, USNA '57. Currently the firm has 10 attorneys, and Ed specializes in civil litigation, principally defending doctors and hospitals in medical malpractice suits, admiralty and aviation. A few years ago Ed's other roommate Charlie Chavarria and wife Becky ventured out to Hawaii and joined the Burkes for a nice reunion.

"For the past couple of years I have been CO of Poakela (I32), and would be happy to give a ride to any classmates coming this way."



## MATTISON A. BURT, JR.

President, Raup Lumber & Construction Co.

Matt spent the two years following graduation as Assistant Fire Control Officer and later Deck Lieutenant aboard USS Rochester. In 1958 he became Flag Lieutenant, COMPHIBGROUP, and remained in this position until he resigned his commission in July, 1960.

For the 22 years following, Matt lists four occupations for himself: employee and, since 1965, President of Raup Lumber & Construction Company, Shamokin, Pennsylvania; Director of Pennsylvania National Bank & Trust Company and a member of the Bank Appraisal Committee, 1969 to present; Director, The Plumbing Outlet since 1981; and "gentleman farmer." He is also heavily involved in community affairs, as is demonstrated by his activity in civic organizations. He was President and Director of the Shamokin Kiwanis Club (1969-1971), Chairman of the Shamokin Building Codes Committee (1973), Chairman of the Coal Township Building Codes Committee (1974-1979), Chairman of the Coal Township Planning Commission (1977-1979), a member of the Coal Township Zoning Hearing Board (1978-1980), a member of the Finance Committee, Northumberland County Republican Committee (1980-present), a member of the Shamokin Area Vo-Tech Advisory Board (1977-1980), Chairman of the Shamokin-Coal Township Welfare Committee (1969-1979), Director of the Shamokin Area Chamber of Commerce (1976-present), a member of the Middle Atlantic Lumbermen's Association Legislative Committee (1980-present), a life member of the USNA Alumni Association, and a member of Elks, Air Line Hinting Camp, Union County Sportsmen Association, Erdman Sportsmen Association, V.F.W., and the East End Fire Company.

Matt and his wife, Rubyann, have two children: Victoria, age 20, and Mattison III, age 16.

**Career Highlight:** Serving as Chairman of a voluntary construction trade project to install a coronary care unit at Shamokin Hospital, at no labor cost to the community (1976-1978).



## WHITMORE SPENCER BUTTS, JR.

Commander, USN

After graduation Slug attended the Navy Supply Corps School for six months in Athens, Georgia. He then reported to a Navy icebreaker, USS Burton Island (AGB-1), homeported in Seattle, and made one trip to the Arctic. This was followed by a November, 1957, assignment to the USS Chevalier (DDR-805) as Supply Officer. Chevalier was homeported in San Diego and made two deployments to WESTPAC.

In July, 1959, Slug reported to the Naval Air Station at Pensacola, Florida, for a two-year tour. At Pensacola he met and married Sally Wilcox, who was from Chittenango, New York. Sally was a third class radioman attached to NAS Pensacola communications and a member of the Navy Starflights, a trampoline team that traveled throughout the United States accompanying the Blue Angels flight demonstration team. Sally was the junior National trampoline champion in 1959.

Son Spencer was born in March, 1961, and the three Buttses departed for Yokosuka, Japan, in October, 1961. Slug had a three-year tour at the Naval Supply Depot in Yokosuka and the family lived in Navy housing there. In December, 1964, he came back to the U.S. for a four-year tour of duty in Washington, D. C., at the Naval Supply Systems Command. Daughter Suzanne was born during this tour in 1965. Slug then went to the Naval Postgraduate School, Monterey, California, for 18 months and became a specialist in Computer Systems Management.

In January, 1970, Slug went to Norfolk, Virginia, for a four-year tour as Officer-in-Charge of the Fleet Material Support Office, Norfolk Branch, supervising personnel responsible for computer programs in support of the Navy's Stock Points worldwide. In November, 1973, he received orders to Headquarters, U.S. European Command, Stuttgart, Germany. Highlights of that tour were vacation trips to Norway and England. In 1976 he returned to CONUS for another Washington, D. C. tour at the Defense Fuel Supply Center, and in July, 1979, he received orders to his present assignment as Executive Officer, Navy Regional Data Automation Center, Pensacola, Florida. NARDAC provides data processing services to all Commands in this area of the country, employs over 400 personnel, and has facilities in Orlando, Florida; Corpus Christi, Texas; and Great Lakes, Illinois.

Slug and Sally built two homes their first year, a permanent home and a vacation beach home at Pensacola Beach, one of the finest beaches in the world. Sally works as a volunteer for the Pensacola Historical Society, is active in a women's bowling league, and keeps busy with her friends and all of her household chores--housekeeper, gardener, chief cook, etc. Young Spencer is a midshipman at USNA (class of 1983), majoring in Ocean Engineering. Suzanne is a student at Escambia High School (class

of 1983), an active member of the Anchor Club, and presently undecided on her college plans. The family cat, Cinder, is the center of attention at home, and all he does is eat and sleep.

Slug plans to remain in the Navy through 1983, retire in Pensacola, enjoy the good life there and work at something else for a change. "I have my boat and shrimp troll ready to go and I recently bought a metal detector to use as a recreational hobby in looking for relics in this historical area (which was discovered by the Spanish in 1528). I may find that treasure yet that was mentioned in my 1956 Lucky Bag biography. If not, I still have the best treasures anyone could hope for—a wonderful wife and two great children."

Career Highlight: "A Whitmore Spencer Butts graduates from the Naval Academy every 27 years:

Whitmore Spencer Butts	1929
Whitmore Spencer Butts, Jr.	1956
Whitmore Spencer Butts, III	1983."



## WESTON H. BYNG

Captain, USN

Ham recently completed a tour as Commanding Officer, NAS Whidbey, and is now "batching it" with COMNAV-AIRPAC Staff in San Diego. Wife Carol and daughter Betsy, 16, are living on Whidbey to pursue career and high school, respectively. Son Robert, 22, is the Byng family's newest Ensign. Susan, 27, works for a publisher in Sun Valley, Idaho.



## JAMES R. CANNON

President  
Triture Water Incorporated

With several classmates on hand, Jim married Alice Jefferson at the chapel just four days after graduation. Since that glorious event, Jim completed 22 years in the Navy before his retirement in September, 1978. His tours of duty included USS Compton (DD 705) division officer, USS Blandy (DD 945) department head, USS Utina (ATF 163) Commanding Officer, USS DuPont (DD 941) Executive Officer, USS Shangri La (CVA 38) Engineer Officer, USS Mullinnix (DD 944) Commanding Officer, USS Saratoga (CV 60) Engineer Officer, and Commander, Destroyer Squadron 10.

Shore duty included Postgraduate School at Monterey and a year at the Naval War College. Jim taught engineering and navigation at the University of Virginia in the NROTC program, and received his MS in International Affairs from George Washington University. He helped establish the Propulsion Examining Board on CINCLANTFLT staff as Deputy Senior Member. In addition to being early selected to Captain (1975), Jim was awarded two Bronze Star medals, two Meritorious Service Medals, a Joint Services Commendation Medal, and a Navy Commendation Medal.

Jim, his wife Alice, and their three children reside in Virginia Beach, where Jim manages a marine engineering firm and a bottle water business.



## ROBERT W. CANTRELL

Fitz-Hugh Professor and Chairman,  
Department of Otolaryngology  
--Head and Neck Surgery

Bob resigned from USNA to study medicine in January, 1955. After receiving his M.D. from George Washington University in 1960 and completing a surgical internship at the New York Hospital-Cornell Medical Center, he re-entered the Navy (Medical Corps) in 1961. He spent the next three years as a Navy doctor attached to the Third Marine Division in Okinawa, then returned to the National Naval Medical Center, Bethesda, where he took residency training in Otolaryngology--Head and Neck Surgery. In 1969 he arrived at the Naval Regional Medical Center, San Diego, where he became Chairman of the Department of Otolaryngology in 1970, and remained in that position until 1976 when he was recruited by the University of Virginia to become the Fitz-Hugh Professor and Chairman, Department of Otolaryngology--Head and Neck Surgery.



Along the way, Bob has become a member of more than 30 national professional medical organizations, and he is an officer or member of the Board of Directors of seven, to include the 25-member American Board of Otolaryngology, the certifying body for the specialty. He is on the editorial board of five national medical journals and has authored more than 70 professional publications.

Bob has a national reputation for the treatment he renders to patients with cancer of the head and neck and in addition is a nationally known expert on the physiological effects of noise on humans.

For research work he performed at the Naval Underseas Center, San Diego, on the effects of noise on submarine crews, Bob received the coveted Harris P. Mosher Award in 1974. This award, which is highly competitive, is given annually for excellence in clinical research by the American Laryngological, Rhinological and Otological Society.

In addition to his clinical and research responsibilities, Bob teaches medical students, and has nine resident physicians learning Otolaryngology --Head and Neck Surgery under his direction. He maintains his ties with the Navy as a Captain in the Naval Reserve, as the Medical School Liaison Officer at the University of Virginia, as President of the Blue Ridge Chapter of the Naval Reserve Association, and as a member of the Navy League. He was listed in Who's Who in the World in 1981.

Bob enjoys woodworking, bonsai growing, music, backpacking, camping, canoeing, and fishing, and he raises cattle on his 85-acre farm located west of Charlottesville.

A committed Christian, Bob is a member of the Order of St. Luke, on the Board of Directors of the Christian Aid Mission and the Advisory Board of the Christian Medical Foundation.

Bob is most proud of his family. His lovely wife Lee is a professional artist and they have four children: Mark (24), Elizabeth (16), Victoria (14), and Robert W., Jr. (12).

Career Highlights: "Christian--husband--father--physician and specialist, in that order."



## WALTER G. CARLSON

Captain, USN

Upon graduation, Walt entered flight training at Pensacola, Florida, and Hutchinson, Kansas. After receiving his wings in 1957, he completed the photographic reconnaissance course at Pensacola prior to his first operational tour with Heavy Photographic Squadron 61 in Guam flying the RA-3

A tour in electronic reconnaissance with Fleet Air Reconnaissance Squadron 1 took him to Atsugi, Japan; then, on shore duty, Walt earned a Bachelor's degree in electronics and served as the Electronic Warfare Flight Test Branch Chief at the Pacific Missile Test Center, Pt. Mugu, California. Various staff billets in electronic warfare followed at Whidbey Island, Washington; Alameda, California; and on Carrier Division Five Staff in Southeast Asia.

Next Walt served with a NATO Staff in Northern Italy. During this period, he was knighted by the government of Italy for heroic action. The next eight years were spent as a project manager for electronic warfare systems with the Naval Air Systems Command. The current system under development is a common self-protection device for Navy, Air Force, and NATO aircraft. For his performance as a project manager, Walt was awarded the Manager of the Year (1977) medal from the Association of Old Crows, the electronic warfare professional society.

Walt has been married since 1963 to the former Charlene Antos of Bemidji, Minnesota. They have two sons, Stephen (1968) and Christopher (1969).

Most Notable Achievement: "Eight years in one assignment without moving."



## DAVID M. CARRÉ, JR.

Principal Analyst  
Atlantic Analysis Corporation

David married Lynn Reeder in New Orleans, Louisiana, on June 16, 1956, and spent the next year and a half as "B" and "F" Division officer on the USS Philippine Sea (CVS-47). He qualified EOOD and OOD at flight ops, and in 1958 departed for Submarine Officer's School. During his subsequent tour as Communicator and Torpedo Officer aboard USS Atule (SS 403), daughter Cathy was born in Key West. In 1959, qualified in submarines, David attended Nuclear Power School in the First Officer's Class at Mare Island, and in 1960 he was assigned to the nuclear power prototype at West Milton, New York. Also in 1960, daughter Debby was born in New Orleans.

Nineteen sixty-one brought assignment to the USS Patrick Henry (SSBN 599) (Gold) as Supply Officer, A Division, E & RC Division. During the next two years, David was involved in five deterrent patrols in the Atlantic, including the third SSBN patrol in history and the first overseas refit ever at Holy Loch, Scotland. David III was born in New London in 1962.

David used his experience as new construction Gold crew Engineering Officer for the USS Tecumseh (SSBN 628) at Electric Boat Division of General Dynamics. Tecumseh was the first SSBN in the Pacific with Polaris A-3 missiles when it passed through the Panama Canal in November, 1964, and made two deterrent patrols in the Pacific from Guam. David then spent 1966-1968 at OPNAV OP-31 as Assistant for Intelligence and Operations, and in 1968 became Executive Officer of USS Puffer (SSN 652) during construction at Ingalls Shipbuilding, Pascagoula, Mississippi and the shakedown. Puffer sailed to Pearl Harbor, and made the first proof firings of the MK 48 torpedo in Carr Inlet, Washington.

David's first command came in 1971 with the shakedown ops for USS Tecumseh (SSBN 628) (Gold), including the launch of a Poseidon missile off Cape Canaveral, Florida. Six deterrent patrols from Holy Loch, Scotland, followed, including an operational test of four Poseidon C-3 missiles fired from the open ocean in the Atlantic. He then assumed a staff position in 1975 with Strategic Operations Branch of CINCLANT, with responsibilities for sub-

marine-launched ballistic missile targeting and command and control and communications of the Atlantic SSBN force. His final assignment was as CINCLANT representative to the Director of Strategic Target Planning at CINCSAC HQ, Offutt AFB, Nebraska, coordinating CINCLANT policy with DSTP, and as CINCSAC and USCINCEUR rep at the Joint Strategic Target Planning Staff.

David retired as a Captain in July, 1979, and accepted a position as principal analyst with Atlantic Analysis Corporation in Norfolk, Virginia. He conducted the analysis of the new Navy VLAD Sonobury, and is presently analyzing and upgrading U.S. SSBN security in coordination with COMSUBLANT staff in Norfolk. David is a member of the Kiwanis Club of suburban Norfolk.

Career Highlight: "Command of USS Tecumseh (SSBN 628) (Gold) for 43 months, completing six successful two-month deterrent patrols by meeting all operational commitments."



## STANLEY GUY CATOLA

Rear Admiral, USN

Upon commissioning in 1956, Stan was assigned to the USS Southerland (DDR 743), where he served as Fire Control Officer, First Lieutenant, and then Gunnery Officer during two six-month WESTPAC deployments and an overhaul. It was during this tour that he met Helen Ivancic in San Diego; upon completion of the tour, Stan and Helen were married and left for Submarine School. He was assigned to the USS Bluegill (SSK 242) in Pearl Harbor for his first submarine tour, one of three '56-ers on Bluegill at that time--Herb Schick and Bob Jaeger were also on board. Bluegill deployed to WESTPAC for seven months, and it was during this deployment that Stan had the experience of being submerged at the epi-center of a major earthquake, an experience he would not like to repeat.

Bluegill and Pearl Harbor were too good to last; after only fifteen months, Admiral Rickover called Stan back for nuclear power training. Six months of nuclear power school at Mare Island was followed by six months of prototype training at West Milton, New York. His first nuclear submarine assignment was the USS Triton (SSN 586), the world's first dual reactor plant ship. When he arrived on Triton, Stan found another classmate there, Jim Vanmeter. Stan had a long tour on Triton--three and a half years, including two deployments and a 20-month overhaul. He served in the engineering department, then became the ship's Weapons Officer, and also qualified for engineer officer of a nuclear powered ship.

Stan reported aboard the USS Andrew Jackson (SSBN 619-Gold) as Engineer Officer in 1964 and completed five strategic deterrent patrols in two and one half years on board. During this tour, he qualified for command submarines. In 1967 he was assigned as the first Executive Officer of the USS Tautog (SSN 639), which was being built in Pascagoula, Mississippi. Upon commissioning, Tautog was assigned to the Pacific Fleet in Pearl Harbor, completed a very successful deployment in 1969, and was awarded the Navy Unit Commendation. Stan was awarded the Navy Commendation Medal for this tour.

After six months of PCO courses at Dam Neck, Virginia, Mare Island, California, Pearl Harbor, and Admiral Rickover's office in Washington, D. C., Stan's first command, the USS Andrew Jackson (SSBN 619-Blue), came in 1970. This was a highly successful two and one half year command tour during which five strategic deterrent patrols were completed and Andrew Jackson was awarded the Providence Plantations Council of the Navy League award as the most outstanding SSBN of 1971-72 and the Meritorious Unit Commendation.

Stan's second command was the USS Henry L. Stimson (SSBN 655-Gold), 1972-1974. He picked the ship up in Newport News as it completed Poseidon conversion. Under his command it underwent shakedown operations and one strategic deterrent patrol. He was awarded the Meritorious Service Medal for this tour.

Stan was promoted to Captain in June, 1974, and assigned to the Nuclear Propulsion Examining Board (NPEB) of CINCLANTFLT. He became the Senior member of the NPEB in 1975, conducting exams of all nuclear powered ships in the Atlantic fleet, including the first exam of the USS Nimitz.

In 1976, Stan was assigned to Command of Submarine Squadron 14 in Holy Loch, Scotland, where for two and a half years he cemented US/UK relations and kept his ten SSBN's making strategic deterrent patrols. This was a most successful tour during which, among other notable achievements, he staged the search and recovery of the Phoenix missile lost from the USS Kennedy off the northern coast of Scotland. Stan was selected for Flag Rank during this tour, the first '56-er to be selected to Rear Admiral. COMSUBRON 14 received the Meritorious Unit Citation under Stan's command, and Stan was awarded the Legion of Merit.

Stan's first real tour of shore duty came as a flag officer. He was assigned to the Naval Sea Systems Command as the Deputy Commander for Fleet Support and later as the Principal Deputy Commander for Logistics (NAVSEA-04). Stan was awarded his third Legion of Merit for his contributions during this tour. At this writing, Stan is the Trident System Project Manager (PM-2) in the Naval Material Command. Stan and Helen live in Crystal Towers, Arlington, Virginia, with their son Steven, who was born September 23, 1970, while Stan was in his first command.



## ROBERT S. CECIL

Vice President, Marketing  
Motorola

Bob was commissioned into the Air Force, and from 1956-1960 as an F-100 pilot with assignments to George AFB, Spain, and Japan. After resigning in September, 1960, he entered Harvard Business School for graduate work, receiving his Master's in 1962 in Finance.

Bob joined Teledyne in 1963, but moved to IBM Corporation in 1964. He served in sales and marketing management with IBM through 1977, leaving to join Motorola in 1978.

Bob and Louise Cecil were married on November 30, 1963, and have two sons, Scott (August 30, 1967) and James (June 20, 1969).



During the period 1965-1968, Chuck served as Inspector and Quality Assurance Officer at the Bay City, Michigan, Office of the Supervisor of Shipbuilding during construction of DE-1040 class and DDG-2 class destroyers. He was ordered to Washington, D. C., in 1968 and spent the remainder of his career in the Washington area. During 1968-1970 he served in Defense Contracts Administration Services as Deputy Director for Quality Assurance, Engineering and Plans and Programs Division. The Joint Services Commendation Medal was awarded during this tour. From 1970 to 1973 he worked at Headquarters, Naval Material Command, as Deputy Director of Engineering Logistics and Integrated Logistics Support Divisions. The next four years found Chuck in the Naval Ship Engineering Center as Ship Design Manager for DDG (AEGIS) Destroyer, CSGN, Nuclear Strike Cruiser, and conversion of CGM-9 to Nuclear Strike Cruiser, plus miscellaneous cruiser and destroyer studies. From 1977 to 1979 he was assigned to the Naval Ship Engineering Center as Hull Division Director, earning a Meritorious Service Medal, and from 1979 to 1981 he served as Deputy Engineering Officer and later Engineering Officer in the Military Sealift Command.

Chuck retired on June 1, 1981, and is currently employed by the CDI Marine Company as Chief Engineer. for their newly-opened Washington, D. C., office. Chuck and Jane's family comprises four children: Andrew, born July 30, 1957; Catherine, born September 5, 1958; Maureen, born February 12, 1960; and Ellen, born August 26, 1962.

## CARLOS M. CHARNECO, JR.

Chief Engineer, CDI Marine Co.  
Washington, D. C.

After graduation Chuck was married to Jane Elizabeth Clopton on July 28, 1956, in Washington, D. C., and reported for three years' duty on USS Shields (DD-596) homeported in San Diego, California. Billets included Damage Control Assistant and Engineering Officer, and he qualified as OOD underway.

Selected for Postgraduate School, Chuck then spent three years (1959-1962) at MIT earning an M.S. in Naval Architecture and Marine Engineering and the degree of Naval Engineer. Upon graduation, he was ordered to Long Beach Naval Shipyard, where he served in billets of Ship's Superintendent, Docking Officer, and Assistant Planning and Estimating Superintendent for destroyer and cruiser overhauls.



## DAVID P. CHARTRAND

Specialist Engineer  
The Boeing Company

Dave married Gina in 1956 and took off for USAF pilot training. After completing training in 1958, he served as a pilot, becoming an Aircraft Commander in T-29 transports at Mather AFB, California, before resigning his commission in 1960. He then accepted a position with The Boeing Company, Seattle, Washington. Beginning as a Field Service Engineer (5 years), he progressed to Contract Administration Supervisor (2 years) and then Customer Engineer (2 years).

Following a divorce in 1967, Dave took custody of his two children, Sabra (born May 24, 1961) and David, Jr. (born November 14, 1963). He was remarried to Laurie in 1969, and one stepson was added to the family.

When he was laid off by Boeing in 1970, Dave entered Law School at the University of Santa Clara, California. He graduated with a Juris Doctor in 1974. Between 1974 and 1980, he worked in the construction business as a field engineer and contract administrator until skyrocketing interest rates forced the business into extinction. Also during this period, Dave went through a second divorce and remarriage. Along with Janet, he gained two more stepchildren.

Dave was rehired by Boeing in 1980 as a Maintenance and Ground Operations Systems Engineer for 707, 727, and 737 aircraft. "(May pursue law career at later date when no longer in need of money--ha!)"

Career Highlight: "Survival!"

## SCOTT ALBERT CHESTER

Director of Ship Management  
American Marine Industries Inc.

Scott used his 60 days post-graduation vacation to put 6000 miles on a car, spend all his money, usher at three classmates' weddings, and have a great time. He was ready to go to work when he reported to USS Fremont (APA-44) in Charleston Naval Shipyard in August, 1956. Here he developed his life-long aversion to martinis (after 13 of them in one evening), and had his first case of Asian Flu while navigating Fremont from Piraeus to Crete.

Scott gave up the "gator navy" life to go to sub school, where he roomed in a "snake ranch" with Bob Harris and Ed Covey. Like many others, they incurred the wrath of the authorities from January, 1958, to June, 1958, by partying instead of studying. Assigned to USS Cutlass (SS-478) in June, 1958, Scott followed the usual pattern for junior submarine officers, spending six months each as First Lieutenant, Communicator, Supply Officer, and Assistant Engineer. Although invaluable experience for learning the ins and outs of all departments, Scott deplored being always in a new job with too much to learn and too little time in which to do it. At one point, "Hoyle Miller and I were turning over the supply job on the way to the usual Med deployment. I got all the torpedoes ready while Hoyle counted cans of food. Unfortunately, we got deployed (further) to Karachi, India, for a SEATO Exercise, and all we had to eat on the 30-day return through the Suez Canal to Gibraltar was 500 cases of C-rations that Hoyle had scrounged in Karachi. World War II beef stew was the menu for breakfast, lunch, and dinner for the last five days before Gibraltar. Hoyle's reputation as a purveyor of culinary delights was destroyed."

Assigned as Engineer to USS Barbel (SS-580), Scott relieved Ken O'Dwyer on the newest diesel submarine the Navy had in 1960. Here he found that even submarine interiors can be wet--when a five-inch cooling water line pulled apart at a depth greater than 400 feet.

Scott married Frances Matlock on March 30, 1961, and went to Postgraduate School, where from July, 1961, to May, 1964, he studied physics, went sightseeing with his new wife, and studied more physics. He qualified for M.S. degrees in physics and E.E. in

spite of spending a few hours walking son Scott (born in 1962) through "the colic."

Drafted for nuclear power training in 1963, he finished school in a rush and went to a year of training in the Rickover program. Daughter Frances was born in Vallejo in 1964. Reporting to USS Scorpion (SSN-588) as Navigator, Scott served with Connie Stevenson (Ops) and Jack Apple (Engineer). With that much talent on board, the Scorpion deployed almost continuously to every corner of the Atlantic theater. Reassigned after 18 months to CINCLANT staff in a Polaris Operations job, he devised weapons testing exercises and led reliability analyses for the J.C.S. "Faced with the varying problems of Polaris usage, I devised the most effective tactic of all: don't shoot. This strategy so impressed the Air force minuteman force that they immediately adopted a similar tactic."

In 1968 Scott reported to USS Van Steuben (SSRN-632) as Executive Officer, Blue crew, homeported in scenic Charleston, S.C., with Polaris patrols out of Rota, Spain. "I can't say that Rota was scenic because I saw it maybe three times during my four refit periods there." Scott was then assigned as Executive Officer for USS Simon Bolivar, Gold Crew, for a year before the planned shipyard overhaul. Convinced thereby that the uneventful life was not for him, he proceeded to deluge the Submarine Detail Officer with requests for a Fast Attack command. In August, 1970, he started "Charm School" for Admiral Rickover, and found that everything that is said about it is probably not exaggerated. No challenge that he faced during his subsequent command of Pollack (four years and seven months) ever approached in intensity the pressure he felt he was subjected to here. "There is something to be said for a system that can prepare you so well, psychologically, for the stresses of the job!"

When he took command of USS Pollack (SSN-603) in Rota in April, 1971, Scott found that the old bro-mide "The ship reflects the captain's personality" was too true. After some dramatic changes in Pollack's personality during the summer of 1971 he deployed very successfully in the fall-winter of 1971 and the spring of 1972. Pollack entered Charleston Naval Shipyard in May, 1972, for a planned 24-month refueling overhaul, completed 33 months and much agony later. Shift to Pacfleet, shakedown, preparation for reactor safeguards examination, and preparation for deployment followed. When Scott left, the crew had turned over three times and he was the long-time crew member on board.

Assigned to Sublant Staff as Training Officer, Scott found the training community to be a dedicated one "without whom all of our hotshot skippers would not be hotshots." Scott, now divorced, was selected for Captain, but decided against accepting the appointment in favor of raising his children, and retired on January 31, 1977. An extensive job search turned up a job at Burns and Roe of Oradell, New Jersey, on the Clinch River Breeder Reactor Plant. Scott headed up the steam plant design effort, directing the activities of 21 mechanical engineers. At this time he took the professional engineer's exam and became licensed as a P.E. The accident at Three Mile Island and subsequent performance of the Nuclear Regulatory Commission convinced him that the nuclear industry has not sold itself in this country, regardless of the absolutely overpowering need for the industry, and he decided to change careers.

Starting at Macy's Herald Square Store in April, 1979, in engineering planning, he was advanced to Building Manager of this, the largest store in the world. "Running that old building must be like being the skipper of an aircraft carrier. You keep the platform going while the main deck is a three-ring circus. I've never had so much fun in a responsible job."



Scott's current job as came about when his brother needed support managing a group of 12 cargo ships owned by his company that regularly ply the Caribbean basin in trade. Scott joined American Marine Operations in April, 1981, and has since been promoted to Vice President of Marine Operations, based in Miami, Florida. Both of Scott's children are in college; son Scott is attending Miami-Dade Junior College studying engineering, and daughter Frances is attending the University of South Carolina studying biology.

Career Highlight: "Commanded USS Pollack (SSN-603) for four and a half years through deployments, shipyard overhaul, and change from LANTFLT to PACFLT, and remained sane."

## GEORGE G. CLARK

Vending/Food Service Management  
and Operations Manager  
Kentuckiana Food Service

During summer leave, 1956, George became a volunteer counselor for the Herald Tribune Fresh Air Fund, winning promotion to Village Leader within 30 days. His task: inspire and motivate kids off the streets (he still has a few scars). He then proceeded to Pensacola to begin flight training. He served one and a half years as flight instructor in T28 and T2V aircraft, basic and radio instruments, at NAS Memphis, before traveling to Oceana, Virginia, in November, 1959. From here he made three back to back cruises to the Mediterranean on USS Independence (triple Centurian plus on these three cruises), compiling 1500-plus hours in A4 series aircraft.

In February, 1963, George reported to USM Test Pilot School. He was assigned on graduation to Carrier Suitability Branch of the Flight Test Division as Primary Project Test Pilot for the new, now non-existent RA5C. He performed single engine, APC, high sink and minimum end airspeed testing, both ashore and afloat. He also performed initial carrier suit tests on TA4 aircraft at Palmdale, California, and limited testing of the F4 aircraft in its infancy. James Flatley was a fellow-worker.

Being the veteran RA-5C pilot with in excess of 250 hours in this aircraft, George then attempted vainly to get back into the A4 program. Instead he was assigned in March, 1966, to RVAH-3 (RAG) at Sanford, Florida. Following a short refresher course in survival (in the RA5C) he was assigned to RVAH-7, where he served with the USS Enterprise in the South China Sea, winning a Distinguished Flying Cross, Air Medal, and other decorations. In 1968 and 1969, he deployed on USS Indy for a Mediterranean cruise.

In February, 1969, George was assigned to RVAH-3 as an instructor, awaiting discharge. On May 8, 1969, his DC-3 airplane crashed. George survived the crash and a chicken flight in July, 1969, and was discharged in August.

In October, 1969, George found employment with ARA Food Service Sales in Cincinnati, Ohio, in the area of vending/Food Service Management. He has remained in this field, moving to Canteen Corporation, Louisville, Kentucky from February, 1972, to August, 1975, and in September, 1975, becoming Route Service and Operations Manager for Kentuckiana Food Service Sales.

From January, 1970, until September, 1972, George maintained a reserve commission, affiliated with NAF Detroit, Mt. Clemmons, Michigan. As a Lt. Commander, he commuted from Cincinnati, Ohio, to Michigan monthly for drills. In June, 1972, he went into non-pay status; for this reason, and due to a previous move another 90 minutes down the road, he terminated his affiliation with the reserves. "In February of 1974, I received an out-of-the-blue phone call from a fellow who identified himself as a Navy/MC radio operator. He was in possession of a 'Z' gram stating I had been selected for promotion to Commander effective 8/73. I told him he was crazy but thanked him and requested a copy. Lo and behold it was true. I crawled on my hands and knees to the local surface reserve center and begged for affiliation."

George was assigned to the NR Group Command from April, 1974, to October, 1974 as Project Director, in non-pay status. In November, 1974, a new unit was formed, now known as COMSIXFLTDET 109. Yep, it had a spot for a 1300 Commander in pay. George served as Operations Officer and Executive Officer through December, 1979. Highlights of this tour included two ACDOTRA periods with the 6th Fleet Staff. He spent summer of 1976 aboard the USS Little Rock, and participated in the evacuation of

Lebanon. The fall of 1979 found him aboard USS Albany for two weeks with Chief of Staff Skip Furlong and ship Commanding Officer Rod Flannery.

In January, 1980, George was selected for promotion to Captain, effective in June, 1980, and is currently on his second year as CO of VTU 0909. "In case you don't know what VTU stands for, that's Volunteer Training Unit (non pay). It's a real challenge attempting to motivate these fellows as well as more senior captains who are shooting only for 30 years and retirement. My first year of command and an annual 'ADMAT' produced the following comment: 'Best VTU in the Readiness Command.'"

Career Highlights: "Current 'crop' of children were raised Catholic and attended St. James School. As a Protestant, I was elected President of the PTA which resulted in the most successful year (financially) this PTA had had since its existence. Secondly--as a salesman for Canteen, made Million Dollar Sales Club; Proposal of the Year, and Salesman of the Year (1974)."

## JAMES M. CLARK

Owner, Tugboat Realty  
President, Harbortown Realty

Jim graduated on June 7, 1956, and was married to Suzy, the former Suzanne Gunn of Ashland, Ohio, the very next day in St. Andrew's Chapel at the Academy--right next door to John Paul Jones. He and Suzy enjoyed a leisurely summer together travelling over a goodly portion of the Continental U.S. before coming to rest in Long Beach, California, where Jim's first ship, the Worcester (CL-144) was homeported.

Upon reporting aboard, Jim was assigned to the Engineering Department, where he progressed from Assistant Boiler Officer to Main Propulsion Assistant during the two years he was aboard. Fred Adams of Class of '56 was also a shipmate in the Gunnery Department at that time. When we put the ship out of commission in '58, she had 43 different "E's" of various types--a possible record.

As a slightly wet-behind-the-ears jaygee, Jim was the first member of the class to be sent to Surface Nuclear Power School in Idaho, where he had duty under instruction and participated in the first dual reactor operation in history. Upon completion of his tour at Jackrabbit U., he was ordered to the Murray (DDE-576) in Norfolk, as Operations Officer. The Murray chased submarines as a part of Task Force Alpha for the better part of 1960-1961, cruised to Richmond, Virginia, once and up the St. Lawrence to Quebec twice. Of course, they would not admit to having been at the Bay of Pigs, but if they had, there might have been some interesting stories about the rehearsal for the modus operandi for the Vietnam fracas to recount.

Having just constructed a house in Virginia Beach, the then Lieutenant Clark was naturally thrilled to be ordered to Postgraduate School in Monterey in early 1962 for a couple of years in the Ordnance Engineering curriculum, thus gaining another B.S., this time in Electrical Engineering. Suzy now knew he was qualified to turn on a light. The Clarks really enjoyed that tour! Two convertibles and Suzy could make Union Square in San Francisco in 45 minutes. Don't ask how, folks, them days are gone forever--but she did it in the slower car!

Summer of 1964 brought a pass through Nuclear Weapons School and a reassignment as the Missile Officer of the Bainbridge (CGN-25), where Jim fleeted up to Weapons Officer by Christmas. At about that time, the ship's doctor diagnosed a couple of diseases in Jim for which there was no cure. Playing hardball, he continued at his tasks to see how things developed. Don't know why, but everything cleared up eventually and that rascal is the healthiest guy on the block and still with us. The year 1965 saw Jim's first of two deployments to Vietnam on Bainbridge and promotion to Lieutenant Commander. Jim and Suzy were barely able to shake hands during his tour on that ship, but he did leave with orders to NAVORD and Bainbridge OOD Qualification Card #1 in early 1967.

Jim and Suzy really enjoyed the tour in Washington, being one of two NAVORD officers actually to live in D.C. All the attractions and amenities of our nation's capital were enjoyed to the fullest, while Jim saw to the health of the Terrier Fire Control System.

The first day of 1970 saw the Clarks headed for California again, this time so that Jim could take over

the Combat Systems Department at the Naval Ship Weapons Systems Engineering Station (NSWSES), Port Hueneme. They located a nice little place on the water in Ventura, where they still live 12 years later. While at NSWSES, Jim became the officer with the third longest tenure, serving six and a half years before his retirement in the summer of 1976. He headed three departments, including the largest.

Since retirement from the Navy, Jim has been busy in other fields. He entered the Real Estate profession, was associated with Merrill Lynch Realty and its predecessor firm, and in late 1981 founded his own firm, Tugboat Realty. He is currently also the President of Harbortown Realty.

Jim and Suzy are both active in civic affairs. She is the past president of the Ventura Community Hospital Auxiliary. Jim was a charter member of the Channel Islands Chapter of the Retired Officers Association, of which he is now past president; a charter member of Trout Unlimited of Ventura County, of which he is past president; and also a charter member of the Ventura Port District Advisory Committee, of which he is the first and only Chairman. He is a member of both the Professional Standards Committee and the Political Action Committee of the Ventura Board of Realtors, and the Governmental Affairs Committee of the Ventura Chamber of Commerce. He is also on the Board of Directors of the Ventura Yacht Club.

The Clarks enjoy cruising and sportfishing. In the Channel Islands Invitational Broadbill Tournament, Jim has caught only one swordfish less than the total caught by all other anglers for the past five years. There is no conclusive evidence of foul play, but just before the last tournament his boat was blown up at the dock. The Clarks are now searching for a worthy successor to Ah Choo.

In early 1981 Jim was presented with the Merrill C. Allyn Memorial Trophy by the Mayor of Ventura, the Ventura Port Commission, and the Ventura Yacht Club, for outstanding service to Ventura Harbor during 1980.

In a somewhat more social vein, Jim is a member of the Consumer Tasting Panel of one of California's oldest and proudest wineries. He samples and comments upon new releases before their general introduction.

Career Highlight: "Validated need for, had designed and built, accepted, tested, and placed into service the Navy's first class of Anti-Ship Missile Defense (ASMD) Test Vessel. This 95-foot craft can mount weapon systems under test, proceed to station under remote control, and engage on a real shoot-out against incoming threats. It is powered by 12 engines. When conducting acceptance trials, Jim set five World Records with the vessel which still stand. They are: fastest Speed over Measured Mile, fastest Quarter Mile Run, Longest Unrefuelled Voyage, Operated Furthest North, and Operated Vessel at Highest Altitude above Sea Level. All runs were observed by the official testing organization of Bolus and Snopes from their dirigible, the Gräf Bolus, on one of its last flights before decommissioning."



## RICHARD V. CLOCK

President, CBS of Kakaako, Inc.  
President, Transactions, Inc.  
General Agent, GCL

Dick, Jean and family have lived in Hawaii for 12 years. Sheryl, age 19, is a sophomore at Baylor University in Waco, Texas. Lori, age 17, is a freshman at Biola University in La Mirada, California. Russell, age 12, is very active in sports.

Dick is in the accounting and business consulting business, has his own computer plus a larger one that he uses, and is a work-a-holic. He does the accounting for about 50 businesses and maybe another 200 individuals. However, his first love is his love for ships and the sea.

Career Highlight: "Three hole-in-ones and eleven eagles--scratch golfer."



## NORMAN M. COHN

Director of Engineering

After leaving the Navy, Norman held a succession of engineering positions, beginning as junior engineer on fire Control Radar, Environmental Testing Laboratory, with Westinghouse Electric, Air Arm Division. This position was followed by three project engineer positions with RCA, Airborne Radar Division: for the MA-10 Radar (F-104), for ballistic trajectory of surveillance missiles, and for communications in Thule, Greenland, and the Design Project Engineering Search Radar Cabling Program. He then worked on communications projects in Southeast Asia, the Caribbean, and elsewhere for Phila-Ford, working as Senior Engineer on the Reliability Final Report from Iran Com Systems, before moving to Burroughs as Computer Systems Use Group Supervisor.

Norman's second civilian career field was education, which he first entered as Assistant Professor in the Rutgers University Extension Service Union County Program (4-H agent). He left to join HUD as a construction engineer during the Agnus Disaster (1972), but returned to teaching with the New Jersey Secondary schools, holding nine teaching certificates (for electricity, electronics, science, mathematics, design and engineering, and cooperative education, in both vocational and academic disciplines).

Norman has returned to engineering in general construction work, working with houses, offices, heating and air conditioning, plumbing, and solar development. He has worked as an environmental safety engineer for Asbestos Remover, and has authored a teaching guide and educational course for contractors, architects, engineers, building owners, mechanics, and communities. A partnership was lost to the partner due to bad legal advice, so Norman formed his own consultant company, Asbestos Abatement Consultants and Engineering Association, and is presently consulting with a contract holder of Region II GSA.

Norman married June Mae Cullen, an RCA confidential documents librarian, and subsequently begot and raised Deborah Paulette (June 8, 1959, now a head cashier); Bernard David (February 13, 1961, an EM-3 in the Nuclear Power Program presently at Orlando and seeking a USNA appointment); Adele Alysia (Aug-

ust 26, 1962, now a partner in a ceramics shop); Wendy Cheryl (July 6, 1965, a student at Rancocas Valley Regional High and contemplating an Academy appointment); Rebecca Elizabeth (October 29, 1968, presently a student at Hainesport P.S. who plays the "oompah machine" in band and orchestra); and Jacob Elijah (August 16, 1971, also a Hainesport student who plays tuba and drums). Not counted among the children are the dogs, cats, horses, goats, rabbits, chickens, ducks, parakeet, and ferret which complete the Cohn family.

In time left over from work and family, Norman serves as a Boy Scout leader for the Retarded Blind Unit (training and camping committee), as a Girl Scout Leader for the Junior Troop Training and Camping Committee, as a 4-H Leader instrumental in the Seeing Eye Puppy Raising Project and developer of the Electronic and Modeling Design Project material, and as the developer of a camping program titled "Survival Skills for Four Seasons of Comfort."

Career Highlight: "We are surviving...."



## CHARLES F. COKER

Physician

After graduation in June, 1956, Charles remained at the Academy with the varsity crew team and trained for the IRA Regatta. At the Regatta, in Syracuse, New York, Navy placed second behind Cornell.

On July 21, 1956, Charles was married to Bonnie Jean Meyer in West Middlesex, Pennsylvania, and in August he reported to Lawry AFB, Colorado, to enter Guidance Systems School. From there he reported to the 589th TAC Missile Group in Orlando, Florida, for one year. In May, 1958, he was transferred to Osan AFB, Korea, and after one year was assigned to 3421 Student Squadron as Branch Chief.

Charles resigned from the Air Force in July, 1961, and entered the University of Oklahoma School of Medicine. After four years he graduated with a Doctor of Medicine degree and completed a year's internship at St. John's Hospital in Tulsa, Oklahoma. He then entered the residency program at Oklahoma Medical Center, completed training there in 1968, and entered private practice of anesthesiology in Oklahoma City, Oklahoma. He has been practicing in this location for the past 13 years, and served as departmental chairman of Baptist Medical Center from 1978 to 1980.

Charles and Bonnie have four children: Cheryl Lynne (21), Melissa Jeanne (18), Janette Laureen (14), and Charles Preston (11).



## JOHN B. COLLINS

Instructor Pilot  
Saudi Arabia

After graduation from USAF flight and gunnery schools, Jack was fortunate enough to spend the next 16 years in fighter flying assignments. Reasonably well-traveled, he was stationed in Arizona, Florida, California, Hawaii, Libya, England, Vietnam, Italy, Japan, Okinawa, and Spain. Terminating his fighter flying career in Arizona, he was assigned to a major air command where he discovered excessive, non-productive paperwork and general officers; and Jack didn't coexist very well. He subsequently retired from active duty and is pursuing his flying career (and a lot of our gas money) in Saudi Arabia.

Jack has three children: Gary (23) and John, Jr. (19) are hacking their way through college, while Janice (17) will graduate from high school in 1982.

Career Highlight: "Probably that I survived 20-plus years (and 400 hours of combat) without dinging myself or an aircraft. Or perhaps a Silver Star and three DFC's for 'letting it hang out excessively.'"



## LEROY COLLINS, JR.

President, Financial Transaction Systems, Inc., and Dynamic Realty of Tampa, Inc.

Roy served over ten years as a US Navy line officer, with primary duty in submarines, including two Polar-ice deterrent patrols, and qualified for command of submarines. He spent two years as submarine analyst for Naval Intelligence in Washington, D. C. and authored a classified authoritative text on Soviet nuclear submarines for U.S. Fleet Intelligence libraries. He resigned his regular commission in 1966 to enter business, retaining reserve status. He is currently a Captain in the Naval Reserve, and serves as Navy Liaison Officer to the Adjutant General of Florida.

Roy entered business as assistant to the president of Florida Power and Light Company. He participated in FP&L's early studies on industrial development and nuclear power applied to electric utilities. He spent a year as IBM Tampa data processing salesman, 1968-1969, before becoming president of Florida Credit Service Center, Inc. (now Financial Transaction Systems, Inc.) at its inception in June, 1969. FTSI is a not-for-profit association of approximately 150 banks formed for proprietary data processing and data interchange services. He assumed a second presidency with Telacredit Service Center, Inc. (formerly Florida Service Center, Inc.), Tampa, in July 1974, and held this position until October, 1980.

Roy is also a real estate broker active in mortgages and business enterprises, and is President of Dynamic Realty of Tampa, Inc., specializing in commercial, industrial, and multi-family properties.

Roy serves on the boards of Berkeley Preparatory School, Tampa (as Vice Chairman); WEDU-TV, Tampa; and Gulf Ridge Council Boy Scouts of America, Tampa; and he is active on committees of Greater Tampa Chamber of Commerce and on the U.S. Naval Academy Advisory and Selection Committee for Congressman Gibbons (Chairman in 1979-1980). He is a past president of Kiwanis Club of Tampa, a past Board member of the Merchant's Association of Greater Tampa (1975-76), and former Vestryman at St. Andrew's Episcopal Church, Tampa. He holds memberships in the U.S. Naval Academy Alumni Association; Tampa Chapter of the Navy League; the St.

Andrew's Society of Florida, Inc.; Young Presidents' Organization (YPO); Golden Triangle Civic Association; Ye Mystic Krewe of Gasparilla; and the Newcomen Society in North America; and is listed in Who's Who in America and Who's Who in the South and Southwest.

Roy is married to former Jane Sisson of Tampa; they have two daughters (19 and 17) and two sons (14 and 8).

Career Highlight: "Convincing the Mayor of Tampa to accept possession of a U.S. fleet submarine, now being operated as a non-profit public attraction in downtown Tampa. He wanted to convert it into a 'theme' lounge and discoteque!"



## GEORGE S. CONNOLLY

Captain, USN

George graduated from the Naval Supply Corps School at Athens, Georgia, in February, 1957, and was assigned first as Assistant Supply Officer, USS Cimarron (AO-22) and then as Supply Officer, USS Uhlmann (DD-687). In February, 1959, he returned to USNA as Assistant Commissary and Disbursing Officer, responsible for food service and disbursing operations in support of the 4,000 Midshipmen. Working with the food service agreed with him, and in March,

1961, he became a student at US Army Food Management Course, Ft. Lee, Virginia, prior to assignment as Officer in Charge, Western Pacific Field Food Service Team, Yokosuka, Japan, in June, 1961. For the next three years he was responsible for providing food service assistance visits to both ship and shore activities in the Western Pacific.

From March, 1964, to August, 1967, George was assigned as Head, Training and Commodity Coordination Branch, Food Service Division and Director, Food Service Division, Navy Subsistence Office, Washington, D. C. Here he provided technical and commodity direction for all Navy Food Service operations, interfaced with all services and DoD on food service matters, and was responsible for the use of convenience foods at Navy installations and the development and use of the Joint Recipe Service Navy-wide.

After an interlude as a student at Michigan State University Graduate School from September, 1967, to September, 1968, during which time he obtained an MBA, George became Director, Customer Services Issue Control, Inventory Control Division, Supply Depot Department, U.S. Naval Support Activity, Danang, RVN. This was the primary and initial contact point for the numerous representatives of the 190,000 Free World Forces in ICTZ which receive supply support from NAVSUPACT, Danang. Back in the states, he served as Supply and Fiscal Officer, Naval Development and Training Center, San Diego, CA, responsible for the logistical and fiscal support to over 1,000 Naval personnel of technical and artificer ratings in advance ship maintenance and repair systems including the related on-the-job training in repair work and maintenance for fleet ships and units. This was followed from July, 1972, to August, 1974, by a billet as Supply Officer, USS Ajax (AR-6), where he received the FY 74 Supply Efficiency "E" for excellence on a large ship for the Service Force, Pacific Fleet.

George then held three year-long assignments as Branch Head, Hull Mechanical and Electrical Branch, Stock Control Division, Ships Parts Control Center in Mechanicsburg, Pennsylvania; Branch Head, Data Analysis and Training Branch, Planning Division, Ships Parts Control Center in Mechanicsburg; and Director of Management Operations Division, Ships Parts Control Center, before being assigned as Chief, IGRO Northeast, Philadelphia, Pennsylvania, from August, 1977, to June, 1980. His current assignment is Deputy Commander, Defense Depot, Mechanicsburg.



George's decorations include the Bronze Star with Combat Distinguishing Device, Defense Meritorious Service Medal, Navy Commendation Medal, Antarctic Support Medal, Vietnam Campaign Ribbon with four battlestars, the Vietnamese Cross of Gallantry with Palm, and the Vietnamese Civil Action Ribbon with Palm.

George's wife Beverly works as a member representative at Pennsylvania State Employees Credit Union. The Connollys have six children. Karen Ann is a 1980 graduate of Pennsylvania State University employed by Nabisco; Jeanne Elizabeth is a senior special education major at Slippery Rock State College; Alice Mary is a junior at Chestnut Hill College for Women majoring in history and pre-law; Michael George is a freshman engineering student at Notre Dame; Teresa Rose is a senior at Cumberland Valley High School; and Richard Charles is a sophomore at Cumberland Valley High School.

Career Highlight: "A successful career as a Supply Corps officer in the United States Navy, including a November, 1965, logistics trip to Antarctica with a stop at 'South Pole.'"

## JOHN E. CONWAY

### Attorney at Law

John lives in Albuquerque, New Mexico, where he practices law with Montgomery & Andrews. For the most part he does trial work. He spent ten years in the New Mexico State Senate, eight years as minority floor leader.

John's wife is Karen, who works as an artist's agent. The Conways have three boys, Bill, 21, Matthew, 19, and Christopher, 17. Bill and Matthew are attending New Mexico State University; Christopher is a high school senior.



## ROSS E. COOK

### Vice President, Engineering Services Binswanger Glass

Ross was promoted to Lt(JG) while serving on the aircraft carrier USS Bennington (CVA-20) in various assignments on sea duty in the Western Pacific from 1956 to 1959. He then served first as the Gunnery Officer and then as the Operations Officer on the destroyer USS Cogswell (DD-651) during sea duty tours in the Western Pacific, and was selected for promotion to Lieutenant prior to completing active duty in 1960.

As a civilian, Ross became Design Engineer for RDM Division of Essex Wire Corporation in Lancaster, Ohio (October, 1960 to April, 1962), and then Production Engineer for Honeywell Corporation in Minneapolis, Minnesota (April, 1962, to July, 1965), before becoming Production Engineer for Hamilton of Indiana (a subsidiary of Binswanger Glass Company) in Vincennes, Indiana in July, 1965. He has remained with Binswanger ever since, serving as Plant Engineer for Binswanger Mirror Company in Grenada, Mississippi from July, 1972 until June, 1974; Director of Engineering Services for Binswanger Glass Division of National Gypsum in Memphis, Tennessee from June, 1974 until May, 1981; and is presently

Vice-President, Engineering Services for the Memphis office. Binswanger Glass Company, with headquarters in Memphis and 75 facilities located throughout the southern half of the country, is a manufacturer of heavy glass furniture, laminated glass and mirrors. The company also installs and distributes plate glass and auto replacement glass throughout the South. As Vice President, Ross's responsibilities include plant expansions, maintenance and new construction; material handling and plant layout; equipment specifications and selection; compliance with Environmental Protection Agency and Occupational Safety and Health Administration regulations; telecommunications; evaluation of capital investment requests; and acting as a consultant on mirror manufacturing processes.

Ross is a trustee, elder, and Sunday school superintendent in the Presbyterian Church. He is a member of the Administrative Committee of National Gypsum's political action committee, the Mid-South Solar Energy Society, the Retired Officers Association, the Christian Action Council, Citizens for the Republic, The Heritage Foundation, the Vincennes University Alumni Association, and the U.S. Naval Academy Alumni Association. He has been involved in a lengthy list of community, civic, and political activities, including founding Fact Forum, a civic

speakers series on national issues, in Vincennes; co-editing Retrospect, a history of Fritchton Public Schools, in 1972; writing "Profile of a Christian Patriot," a biographical sketch of Patrick Henry, which was published in the national publication Presbyterian Journal in 1977; authoring a weekly political column, "Making Government Work," for West Tennessee newspapers in 1979; and being selected as an outstanding alumnus of Fritchton High School by the Fritchton Alumni Association in 1981.

Ross married the former Patricia Ann Falkenbury of Glens Falls, New York, on July 13, 1957. The Cooks have two daughters: Christine Lynn, 22, and Cynthia Ann, 20.

## DELBERT JASON CORY

Senior Labor Investigator  
Minnesota Department of Labor

Del married Elaine Bradfield on June 23, 1956 in South Bend, Indiana, and set off for USS Algol (AKA-54) to serve as Auxiliary Division Officer, Damage Control Officer, Engineering Officer of the Watch, and Officer of the Deck (in port and underway). The ship was homeported in San Diego but was in the Orient most of the time. He was then assigned to USS Begor (ADP-127) as Gunnery Officer, 1st Lieutenant, and Assistant Navigator before taking a special six-month assignment to USS Bayfield (APA-33) as ships training officer. Here he developed and implemented successful comprehensive ships training plans, including GED training and testing, and recommended updates on some Navy-wide instruction manuals. His final duty was one year as 5" Battery Officer on USS Bon Homme Richard (CVA-31) and as Gunnery Department shipyard representative during overhaul (because of experience in decommissioning two ships and overhaul of a third). Del served as religious lay leader on all ships and in various ministerial assignments ashore for the Reorganized Church of Jesus Christ of Latter Day Saints. He was ordained an Elder for the RLDS church in May, 1959.

Del resigned active duty effective 29 July, 1960, to enter Oberlin Graduate School of Theology, Oberlin, Ohio. He served in the Navy Reserve Training Center in Lorain, Ohio, while in seminary, both as line officer and chaplain; his two-week active duty for training was on USS McNair (DD-679) out of Philadelphia. While in seminary, he also served as volunteer pastor of a local RLDS church, worked part-time as a sales clerk for Sears, and did original research on the history of the RLDS church which was retained by Oberlin library and is still being used nationwide for continuing research. He graduated in June, 1964, and returned to active duty as a chaplain.

Del spent two months in chaplain training at Newport, Rhode Island, and then was assigned for one year at Memphis Naval Air Station as protestant chaplain. Here he wrote "Pacificism, Passiveism, or Fight," which was published in a hard-cover anthology, and wrote a position paper on conscientious objection; both of these were adopted by the RLDS church. He also served as a member on the Committee for Ministry to Armed Forces Personnel, RLDS world wide. He was sent to Viet Nam in August, 1965, by way of a two-week land combat indoctrination at Camp Pendleton, California, to serve as chaplain for various units of the Third Marine Division ashore in Vietnam for one year. During this period he was awarded the



Navy Commendation Medal with bronze "V," Combat Action Ribbon; Presidential Unit Citation; National Defense Service Medal with star; Armed Forces Expeditionary Medal (Taiwan); Viet Nam Service Medal (three stars) with FMF Combat insignia; and the Republic of Viet Nam Campaign Ribbon.

Returning home, Del was assigned to USNTC, Great Lakes, Illinois in September, 1966, selected to directly assist the senior chaplain (who is now Chief of Chaplains). On August 15, 1968, he reported to COMPHIBRON 4 for staff duty aboard flagship USS La Salle (LPO-3), responsible for eight amphibious ships. Here he developed a lay leader training program used by other chaplains, and made one tour in the Mediterranean.

Del was immediately transferred to MCRD Parris Island in July, 1969, when personal esoteric studies uncovered a CIA and FBI plot to persecute a religious group because the religious group was exposing government skeletons in the closet that the public should know about. His further attempts to stop persecution resulted in the government putting pressure on the RLDS church to withdraw endorsement of their chaplain, and discharge from active duty on April 15, 1970. The battle over the persecution is still going on, and it appears Del will be one of the key witnesses in court.

Ministry continues whenever and wherever possible. In esoteric circles Del is known as Brother Jason (which means "healer"), and he is responsible for some healings. He is a second degree Reiki healer and is trained in the use of Dianetics, is a member of the American Reiki Association, and is a member of the Association for Research and Enlightenment. Employment for purposes of economic support over the past 11 years has included: Director of Matthews Center in Minneapolis (an affiliate of Pillsbury-Waite Neighborhood Services), which provided social, recreational, and educational services to a neighborhood of the inner city; Manager of an engineering crib for Control Data in Roseville, Minnesota, providing parts for design engineers; and Investigator for Minnesota Department of Labor and Industry enforcing minimum wage, overtime, child labor, and wage and retirement laws.

One child, Stephen Paul, was born June 29, 1958, while Del was still on active duty. Two were born while he was in Seminary--Nadine Yvonne (September 6, 1961) and Catherine Susanne (February 1, 1964). Karen Christine was born while father was in Viet Nam on January 14, 1966. A fifth child, Michelle Renee, was

full-term stillborn in 1968; cause of death was undetermined but believed to be the result of Del's exposure to agent orange in Viet Nam.

Del has volunteered services as chairman of a Boy Scout troop committee which included planning and executing a week's wilderness canoe trip and a below-zero camping trip, and as a member of Camp Fire camp ground committees and personnel committee. He provides volunteer ministry through the local congregation of RLDS and privately as a volunteer psychic healer. He continues his esoteric studies and is an avid gardener. He is deeply concerned over environmental damage being done by careless or greedy companies, governments, and persons (however, he says Minnesota fishing, canoeing, and camping are still great). His life's goal is an idealistic maximum service for the greatest number of persons possible in spite of obstacles, resulting in freedom, happiness, and prosperity.

Career Highlights: "One of only seven Naval Academy graduates to serve on active duty as a Navy chaplain. First Navy chaplain to represent the RLDS church. Navy Commendation Medal with combat "V" while serving ashore in Viet Nam combat area with First Battalion, First Marines, 7 June to 16 August, 1966. My picture ministering to wounded Marines in Viet Nam on front page of many major newspapers across the nation in May, 1966."

## ROBERT PATRICK CRAVEN

Deputy Director, Procurement Management  
Division, NASA Headquarters, Washington, D. C.

Deputy Director  
Procurement Management Division  
NASA Headquarters  
Washington, D. C.

Following graduation and flight training, Bob did a four-year stint in PATRON Five out of Navy JAX, Florida, and three years at BUWEPS as a Communication Project Engineer. He resigned in June, 1964. Bob's civilian career has included a short stop at the Department of Commerce (1964-1965) and various assignments at NASA in both engineering and management positions. He also has maintained his flying/aviation status in the U.S. Naval Reserve and currently holds the rank of Captain.

Bob has four children: Bob, Jr., Sean, Suzy, and Mary. Bob, Jr. is presently in the Air Force. Sean, Suzy, and Mary live in Falls Church, Virginia.

Career Highlight: "Director, Staff Operations, Office of Procurement, NASA Headquarters, 1972-1978. Captain, USNR-R."

## FORREST W. CRONE

Chairman of the Board  
United Aero Products and  
Beverly Technologies, Incorporated

Squirt took his commission in the Marine Corps, and spent his first twelve years of service accumulating 5000 pilot hours in single, multi-engine, fixed and rotary wing aircraft. In 1964 he became Project Engineer and Project Pilot at the Naval Missile Center, Pt. Mugu, performing R&D and T&E engineering and flight testing on avionics equipment, ground radar systems, ECM equipment and ODL aircraft control systems. He transferred to the Marine Corps Development Center at Quantico, Virginia in 1969, where he spent two years as Project Officer in Aviation Section, responsible for de-

veloping requirements and conducting studies and analyses for helicopter operations.

Squirt's first command came in 1972--doubled. As C.O. of MABS-29, a transportation and engineering squadron with 240 men and \$15 million in equipment, and of HMA-269, a helicopter squadron with 180 men and \$27 million worth of aircraft, he spent two years at MCAS New River, North Carolina. He then was transferred to Naval Air Systems Command as Acquisition Manager for the Iranian AH-1J program, completing the acquisition program for 202 aircraft on schedule and under budget.

Following his retirement in 1978 as a Lt. Colonel, Squirt worked first for Scientific & Aviation Systems, Ltd., as a Business Consultant and International Marketing Coordinator, then as a Management Consultant to the President (CEO) for Macrodyne Industries, Incorporated, and then as a Program Manager of an Electronic Digital Map Generator Project for Harris Corporation. In this position, he orchestrated change orders which increased the contract value by 110%. He also served as Proposal Manager for a major avionics multiplexing proposal for the Hughes AHIP helicopter, for which Harris Corporation was ultimately selected.

In May, 1981, Squirt was appointed Chairman of two companies at the same time, the position(s) he now holds. He is married, with one 21-year-old son.

## TIMOTHY J. CRONIN, JR.

Planning & Control Manager  
HBH Co., Arlington, Virginia

Following graduation, Tim married Jeanne Kowaleski, and after attending Basic School at Quantico, he was assigned to flight training at NAS Pensacola, Florida, from May, 1957, until April, 1958. Daughter Stacie was born in August, 1957. NAS Kingsville, Texas, followed until September, 1958, and then NAS Beaufort, South Carolina from September, 1958, to December, 1959. While Tim was in Okinawa (January, 1960 to April, 1961, son Dan was born in April, 1960, at Bethesda Naval Hospital.



## CHARLES CURTIS

C.E.O.  
Subtract-A-Man Club

Chuck tells his story in economic but forceful style:

1956-1958	Pilot Training
1958-1961	Sheer terror F-100, uneven configura-
1961-1963	Mastering L.A. Freeways 101
1963-1967	Youth Enlightenment--USAF Academy
1967	Invented a machine
1968	Tried to sell the patent
1969	Signed a lot of notes at a lot of banks
1970	Sheer terror 102--the REAL world of business
1971-1974	Sold a lot of machines
1975	Sold the company
1976-1978	Tried on corporate clothes
1979-1981	Hid out in Carter Gold Mine, Gunnison, Colorado
1982	President--Downtowner's Liar's Club

Sandwiched in between the foregoing accomplishments, Chuck married Patricia Morse in June, 1956. Catherine was born in 1957 and Perry in 1958 (perfect planning); Patrick arrived in 1966 (no planning--perfect child).

Career Highlight: "Surviving a 10-day trip through the interior of Iran with an Iranian driver in 1978."

After Tim returned home the family spent three years at Postgraduate School, Monterey, California, where Tim earned his Master's degree in electrical engineering, and son John was born in May, 1964. In June of that year the Cronins planted roots in the Quantico, Virginia, area, where Tim retired as a Lt. Col. in February, 1975, and where the family still lives.

Tim spent three short tours with the FMF (2nd MAW in Conus and 1st MAW in the Far East), the highlight of those tours being assignment as Commanding Officer of HMM-363 in Viet Nam in 1968-1969. More years were spent flying a desk in the RDT&E world at Headquarters, Washington, D. C., and at the MCDEC, Quantico, Virginia.

After retiring, Tim was in business for himself for a while in the advertising and advertising specialties arena, and also in the printing business. In 1979 Tim joined the working world again at HBH Co. in Arlington, Virginia. HBH is involved with the U.S. Navy and the Royal Saudi Naval Forces in the Saudi Naval Expansion Program. Tim is a Conus-based Planning and Control Manager.

Career Highlights: (Contributed by Jeanne) "Husband and human being--there are none better."



## SIDELIGHTS FROM A SPOUSE

Steve: I'll have to give you (or your secretary) credit for being persistent. Charles refused to have me do something serious, and besides, I'd have to go into therapy to understand the last 25 years anyway.

I really can't find a fun picture for you. We must be camera shy. One of the boys in Chuck's office gave him this note paper with his caricature--and it's relatively accurate....God, I just looked at the date and find that this weekend is old C.G.'s last look at the 40's. My, how time flies when you're having fun.

Am sure you are having a ball reading all the wonderful things about wonderful people. We found an old letter from Frank White to CG (pre-USNA) and we are thinking about blackmailing him. In jest, of course.

Come on down South and ice-fish in our pool.

Love--Patti

## LOUIS CHOPIN CUSACHS

Research Specialist  
Exxon Production Research Co.

One of three to graduate not physically qualified for a commission, Choppy spent the summer of 1956 working as an operating engineer at a radio/TV station in Baton Rouge, Louisiana, and taking courses in Spanish literature at Louisiana State University. With a lifetime experience in adjusting contrast for old movies behind him, he headed north to Evanston, Illinois, for graduate study in Chemistry at Northwestern. He elected to try his hand on a problem in quantum mechanics with Professor Arthur Frost, and ended up with the first computer dissertation in the department. One of his less accurate predictions of that era was that Fortran would never displace assembler for serious computer programming.

With just some editorial work remaining on his NU dissertation, Choppy received a Fulbright fellowship and headed for France in 1959 for postdoctoral

work at the Sorbonne under Professor Raymond Daudel. With the help of a renewal fellowship for a second year, he completed a Diplôme d'Études Supérieures in 1961, the year his NU Ph.D. was conferred. "I consider this a great improvement, needing only five years for two graduate degrees after spending seven as an undergraduate!"

Exhausted by all this academic effort, Choppy picked up another Fulbright for a year as a lecturer at the University of Valencia in Spain. Thanks to Navy's dago program, that was extremely pleasant, enabling him to rest up enough to face the idea of working for a living. He arrived at Tulane University in New Orleans in 1962 as a shiny new assistant professor of chemistry, and homesteaded the computer center. Since he still remembered how to fill out the forms, he picked up another Fulbright in 1967 as a visiting professor in Buenos Aires, Argentina, before shifting to Loyola University as professor of Computer Sciences. His four years there included a return visit to Buenos Aires on his fifth, and presumably final, Fulbright fellowship. After fifteen years in the guise of a teacher (a total of 70-odd research papers and a share in a book of very exciting tables of integrals shows that he did more than drink coffee and eat red beans and rice) he "graduated" in 1976 and went to work as a Research Specialist at Exxon Production Research in Houston, Texas.



Choppy's first marriage ended in divorce in 1978; there are three children: Charlotte, born in 1968; PEC, born in 1970, and Kendall, who arrived in 1972, all living in Houston. Choppy was remarried to Carol Lee Evans on August 17, 1980; Charles Chavarria helped keep my party of groomsmen in step. Carol Lee and Choppy enjoy taking courses in Analytical Psychology at the C.G. Jung Educational Center.

The Texas Gulf Coast chapter of the USNA Alumni Association invited Choppy into its series of offices; he was president in 1979. He has recently been re-elected for a third term as Vice-President and Treasurer of the Houston Commercial Bridge League, where he plans to try out his new bidding system, the Armadillo Club. A number of poems, including a few from USNA days, have found their way into print in the last few years.

"Over the last 25 years, I have discovered that a boy from the little town of Natchitoches, Louisiana, can come to Houston and learn to eat Jalapeno peppers, but the thirst for chicory coffee and Dixie beer never dies."

Career Highlight: "President, International Society of Quantum Biology, 1975-1977 (never studied biology!). Also: have held five Fulbright Fellowships."



## PAUL B. CUSICK

Senior Field Engineer

Career Highlight: "I 'survived' a career as a jet fighter pilot and the Viet Nam war."

## VERNON A. DANDER

Senior Staff Engineer  
Martin Marietta Aerospace

Vern took a commission in the Air Force, and reported first to Marana Air Base, Arizona, for primary training, followed by basic training in B-25's at Goodfellow AFB, Texas. He received his pilot's wings in October, 1957, and married Claire Herring, from his hometown of Stockton, California, in November, before departing for advanced helicopter training at Randolph AFB, Texas. Daughter Katherine was born in November, 1958, during Vern's subsequent assignment to Itazuke AB, Japan.

Vern left Japan in April, 1961, to enter the Electrical Engineering Master's degree program at the Air Force Institute of Technology, Wright Patterson AFB, Ohio. He was promoted to Captain while completing this program, and was then assigned to Hanscom AFB, Massachusetts, as Development Planning Staff Engineer, for which service he received the Air Force Commendation Medal.

In March, 1966, Vern returned to flying duty as a helicopter production test pilot at the Hughes Aircraft Tool Companies Plant Representatives Office at Oceanside, California. He received his promotion to Major and a second Commendation Medal before converting to HH-3 helicopter pilot and being assigned to the rescue squadron at DaNang AB in Vietnam. He served as rescue and maintenance test pilot and squadron safety officer from September, 1967 to 1968, receiving the Distinguished Flying Cross, the Air Medal with eight Oak Leaf Clusters, the Bronze Star, and other decorations.



On his return to the United States, Vern was assigned to the Pentagon as R & D Manager for Air Force rescue and advanced V/STOL programs, representing the Department of Defense on several international committees in these areas, and receiving the Meritorious Service Medal. In September, 1972, he became a R & D Director in Development Plans at Andrews AFB, Maryland. Here he was promoted to Lt Colonel and awarded a second Meritorious Service Medal. He returned to Hanscom AFB in September, 1975, as Deputy Director of a major Air Force program supporting NATO operations. He was promoted to Colonel and reassigned to a major Department of Defense joint service program in September, 1977, as senior Air Force Deputy. Upon his retirement on May 31, 1980, he received the Defense Superior Service Medal.

The Danders moved to Denver, Colorado, where Vern joined Martin Marietta Aerospace as a senior staff engineer. He is presently the System Engineering Manager for the development of an advanced system to evaluate military command/control capabilities.

Career Highlight: "HH-3 Crew Commander, Jolly Green Giant Rescue Helicopter, Vietnam (1967-1968): 196 combat missions, 6 combat saves."

## PAUL J. DAVIDSON

North American Sales Manager  
Collins/Rockwell

From his honeymoon with Bea and Will and Jan Rich's wedding, Paul proceeded directly to Pensacola for Basic flight training at Saufley Field. Trying to outsmart the resident cockroaches was as great a challenge as "touch and go's"!

Kingsville, Texas, was home for five months of Advanced Flight Training. Paul returned to Pensacola as a flight instructor for 18 months, then finally received a squadron assignment--VA 81 at Oceana, Virginia, followed by a six month Mediterranean cruise. During this time he made the decision to become a civilian ("just when Bea was beginning to enjoy her role as a Navy wife").

In August, 1960, Paul became a contracts administrator for Sperry in Great Neck, New York, working with sales of aircraft instruments and systems instead of flying. Another opportunity came in 1965, and Paul joined Aztek Instrument Company in Armonk (Westchester County), New York, as sales manager. Contacts in the avionics field proved rewarding and in 1957 he became Airline Marketing Manager for Intercontinental Dynamics Corporation in Englewood, New Jersey. He remained there until 1977, having risen to Director of Marketing during that time.

Another offer--too good to refuse--came from Collins Avionics General Aviation Division of Rockwell International. Now, after three years as Western Regional Manager, located in Los Angeles, Paul is North American Sales Manager, residing in Cedar Rapids where the Division Headquarters is located.

"Moving here presented a change in life-style. When you think of Southern California, you think of Disneyland, Hollywood, warm climate and beaches. When you think of Cedar Rapids--well, not many people think of Cedar Rapids! Sophisticated it is not, but abounding in warmth and the famed Mid-West hospitality it is!"

Two of the three Davidson heirs live at home. Jane, 16, is a high school junior; Beth, 14, is an eighth grader. Paul, Jr., 19, is a sophomore at the University of California at Irvine.



## SIDNEY F. DAVIS III

Vice-President, General Counsel  
and Secretary  
Springs Mills, Inc.

Sid was commissioned in the Navy, and spent his four years of active duty as a Navy pilot. Resigning on June 1, 1960, Sid and wife Susie packed baby Susan, then 2-1/2 months old, into a cardboard box which was placed in the back of an old Peugeot 404 and motored to Toledo, Ohio, to spend the summer with Sid's parents before entering law school at the University of Florida. Sid found a job as a charter pilot for a fixed base operation in Toledo and as a demo pilot for new Piper airplanes.

In late August, this time with a large U-Haul on the back of the Peugeot, Susie and Sid drove to Gainesville and moved into a cracker-box house which they had bought sight-unseen. Entertainment in law school consisted mostly of parties on Saturday night watching Gunsmoke and eating leftovers from the week. Sid worked off and on throughout law school, with some active duty in the reserves every summer, including eight weeks as an instructor at OCS in Newport. His biggest challenge in the workforce area, however, was selling cemetery lots. One call was worth ten bucks, and if the prospect came out to view the lots, there was another ten bucks. Sid learned quite early that he was not destined for a great sales career.

In June, 1962, Kathleen Ann was born. During his senior year, Sid became Executive Editor of the University of Florida Law Review and published a note (an article by a law student) which won a statewide competition for second best real estate publication in 1963.

The family moved to Jacksonville, Florida, in April, 1963, and Sid became an associate with a medium-sized law firm specializing in commercial law and insurance defense litigation. With trial experience early in his career, Sid was made a partner in his law firm in July, 1966. The children enjoyed Jacksonville's proximity to the water, both becoming good swimmers at an early age. Susie took up tennis and the Davises enjoyed a circle of friends whom they stay in touch with even now.

In early 1967 Sid was invited to join the legal staff of Delta Air Lines in Atlanta, which was rapidly growing along with the airline. He moved to Atlanta and commuted to Jacksonville for about four months, while he joined the Delta staff and studied for the rigors of the Georgia Bar Exam. The family joined him in the spring, and Sid began to participate in a wide range of Delta's legal activities, including hearings before the Civil Aeronautics Board and National Transportation Safety Board, and negotiations of major aircraft purchase contracts with Lockheed, Boeing, and the commercial engine manufacturers. In 1968 Sydney Elizabeth was born (she was scheduled to be the boy). In 1969 Sid published an article in Business Lawyer, a publication of the American Bar Association, which won a national first prize award for best article by a young lawyer.

In 1978 Sid was promoted to Vice President-Assistant General Counsel of Delta, the number two slot in what was then a large and stable law department. In mid-1979 he was contacted by a long-time friend and professional colleague planning to retire as the general counsel and secretary of Springs Mills, a large diversified textile company with headquarters just south of Charlotte, North Carolina. The contact resulted in a godfather-type offer to become the vice president, general counsel, and secretary of Springs, so the Davises moved in the summer of 1980 to Rock Hill, South Carolina. Taking the South Carolina Bar Exam 17 years out of law school was hairy!

Sid serves on the Corporate Management Committee of Springs, maintaining an office in Fort Mill, South Carolina, the headquarters of Springs, and in New York, where he travels frequently. Springs operates worldwide with a plant in France, operations in the United Kingdom, and operations in the Far East. Professionally, Sid is active in the American Bar Association and chairs a committee of the Administrative Law Departments Committee of the Corporation Banking and Business Section, a committee comprised of 80 general counsels of the largest companies of the United States. In addition, he is on the National Board of Directors of the American Society of Corporate Secretaries and is chairing the Annual Conference to be held in Vancouver, British Columbia in June, 1982.

The Davises purchased a lovely old home on two acres of English gardens near Winthrop College and are enjoying a new circle of friends. The two older girls still consider Atlanta home; Susie is a senior at



the University of Georgia and plans to enter the management training program of one of the large Atlanta banks when she graduates next spring. Kathleen is an honor student and a sophomore at Vanderbilt and a walking chamber of commerce for that university as well as Nashville itself.

The Davises have taken up scuba diving in the last few years, enjoying exploring places like the Virgin Islands and the Bahamas. Susie and Sid have been fortunate in that they have been able to travel to Europe a great deal, with London being their favorite city away from home.

Sid is a member of the Capital City Club in Atlanta, the University Club in New York, and has been nominated to appear in the forthcoming editions of Who's Who in America and Who's Who in the South and Southwest.

Career Highlights: "(1) Marrying Susie. (2) Becoming chief legal officer of a Fortune 500 Industrial Company."

## AMOS R. L. DEACON, JR.

President  
MDB Systems, Inc.

Amos's post-USMA career (he resigned after failing his flight physical due to deafness in the right ear) includes employment as General Foreman, Hyatt Bearings Division, General Motors; General Manager, Panama Steel Corporation; Program Director, AMA; Division Manager, Hughes Aircraft; and Vice President, Great Southwest Corporation. Currently, he is serving as President, MDB Systems, Inc., in Orange, California (since 1970) and as President, Bowditch Navigation Systems, in Portsmouth, New Hampshire (since 1981).

Amos and his wife, the former Janet Engleson, have two children, Amos III, 24, and Stephanie, 25. At their California home they raise horses (cutting quarter horses and Arabians), oranges, and gophers. Amos also sponsors a Formula Atlantic race car (RT-4) in memory of his former motocross racing days.

## DAVID L. DEBUS

Colonel, USAF

Dave began his Air Force career as Squadron Adjutant, 323rd Fighter Interceptor Squadron, Truxav Field, Madison, Wisconsin and Ernest Harmon AFB, Newfoundland. He took a year out for a special Education With Industry program with AC Spark Plug (AC Electronics) in Milwaukee, Wisconsin, and in 1961 was assigned as Project Officer for Advanced Space Systems Planning, Deputy for Technology, Air Force Space Systems Division, Los Angeles, California. Following this tour, he entered the Master's degree program at the Air Force Institute of Technology, Wright-Patterson AFB, Ohio, earning an M.S. in Systems Management.

In 1965 Dave became Chief of Configuration and Data Management, Joint U.S./FRG V/STOL Tactical Fighter System Program Office, Aeronautical Systems Division at Wright-Patterson. Here he played a key role in developing the program management structure and contract strategy for this early attempt at collaboration with the German government in developing a new weapon system and operational concept. He left this position in 1968 for the USAF Military Personnel Center, Randolph AFB, Texas, where, as first headquarters level career advisor for Air Force scientific, engineering and weapon system program management personnel, he helped launch a new Air Force approach to officer career management. He then returned to Wright Patterson in 1970, initially as Chief of Program Control and later as Chief of Configuration and Data Management, in the A-X/A-10 System Program Office. He was responsible for cost/schedule, data and configuration management of A-X/A-10 close air support aircraft programs. The 26-month competitive A-X prototype program marked the return of prototyping to the Air Force acquisition arena after a 15-20 year lapse; it involved the Northrop A-9 and Fairchild-Republic A-10, the latter being the winner.

From 1974 to 1975 Dave attended the Industrial College of the Armed Forces, Fort McNair, Washington, D. C. He spent the last half of 1975 participating in an Air Force Chief of Staff directed study on improving systems acquisition practices, with a specific assignment in the foreign military sales area. Then, as a Colonel selectee, he was assigned as Chief, Foreign Military Sales Branch, Headquarters, Air Force Systems Command, Andrews AFB, Maryland. He established this new office as a command level focal point for foreign military sales of new weapon systems, before moving on in June to become Chief of Senior Officer Assignments, Headquarters, Air Force Systems Command, responsible for colonel assignments and related matters. From 1978 to the present, Dave has served as Chief, Plans and Management, Deputy Chief of Staff, Contracting and Manufacturing, Headquarters, Air Force Systems Command. He has various headquarters-level responsibilities for contracting and manufacturing activities within Air Force Systems Command and is deeply involved in Command efforts to strengthen the defense industrial base.

Dave and wife Claudia have four children: Lori Joy, a senior at Virginia Tech; David, a freshman at LSU; Linda, a senior in high school; and Marjorie, a high-school sophomore.



## GEORGE M. DECELL, III

Colonel, USAF

George entered the U.S. Naval Academy on a Fleet Appointment after eighteen months in the enlisted Navy; however, after graduation he accepted a commission in the Air Force, began pilot training at Graham AFB, Texas, as an instructor in the ATC Jet Qualification Course, and then transferred to the Instrument Pilot Instructor School for the remainder of the tour.

From 1963 to 1966, George was assigned to the Air Force Academy as an Air Officer Commanding. He then attended Air Command and Staff College at Maxwell AFB, Alabama, graduated in 1967, and was transferred to the RTU at George AFB, California, to check out in the F-4.

Operational flying began in February, 1968, with a combat tour in Cam Ranh Bay, Vietnam, where he flew 275 missions. In 1969 he was sent to the 78 TFS at RAF Woodbridge, UK, as an F-4 Flight Commander, and departed in 1973 as the Squadron Commander.

George then spent four years on the staff at the Armed Forces Staff College in Norfolk, Virginia, before being assigned as Chief, Operations Plans Division at Headquarters Tactical Air Command in 1977. He was promoted to Colonel June 1 of that year. This tour was interrupted in March, 1979, when he underwent coronary bypass surgery. After returning to duty in April, 1979, he completed the tour and was assigned to HQ PACAF in July, 1980. He is presently serving as Director of Operations Plans, Staff Director Operations/Intelligence, Pacific Air Combat Operations Staff at Hickam AFB, Hawaii; is responsible for supervising the development and preparation of concepts and detailed operations plans and orders, development and conduct of PACAF Exercise Program, and the Disaster Preparedness Program; and serves as a key member of Battle/Crisis Management Staff.

A command pilot, George has been awarded the Distinguished Flying Cross with one oak leaf cluster; the Air Medal with 14 oak leaf clusters; and the Meritorious Service Medal with one oak leaf cluster.



George is married to the former Christina Ellen Thomas of Annapolis, Maryland. They have six children: Cynthia Lea (March 11, 1957), James William (September 12, 1958), Craig Steven (August 2, 1959), Damian Lawrence (December 17, 1960), Renee Elise (December 27, 1961), and Stacey Ann (December 16, 1964).



## EUGENE J. DE NEZZA

Division Director  
The Analytic Sciences Corporation

After graduation, Gene entered the Air Force and went to ground electronics school at Kessler AFB in Biloxi, Mississippi. The year spent in Biloxi with Dave Noonan and Steve Soltesz was delightful (having New Orleans only 90 miles away helped). To get even, the Air Force sent Gene to Limestone, Maine, to serve as a Radar Maintenance Officer. He married Nel Hall in July of 1957. Nel was from Pensacola, Florida, and the winter of 1957 was incredible--55 inches of snow over one weekend.

Luckily, in January, 1958, the DeNezzas were sent to San Antonio, Texas, and Gene entered the "spook" world of the USAF Security Service. In April, 1958, Gene and Nel boarded a ship for Tokyo, Japan. Of the

100 passengers aboard the ship, only Gene and a crusty Chief Petty Officer weren't victims of seasickness--USNA would have been proud. After three fine years in Japan, Gene entered MIT, where he received his Master of Sciences in Aeronautics and Astronautics in 1963. The DeNezzas lived next door to the Macans in Watertown, Massachusetts, so they had company being broke for two years. Gene was then assigned to the AF Avionics Laboratory at Wright-Patterson AFB, Ohio, where he spent four years as the Project Manager responsible for development of Electrostatic Gyro technology. Gina (now 17) was added to Rick (24) and John (21) during this tour to complete the family.

From 1967 until 1969, Gene served at Holloman AFB, New Mexico, where he established and managed the Advanced Aircraft Navigation Program Office and was instrumental in guiding the Air Force development effort in inertial, radio, and radar navigation equipment. Traveling next to Maxwell AFB, Alabama, Gene attended the USAF Air Command and Staff College from 1969 to 1970, and also obtained an M.A. in International Relations from Auburn. Upon graduation he returned to Wright Field, where he spent two years as Program Manager in the Avionics Laboratory and three years with the B-1 System Program Office as Deputy Director of Projects. During this time he completed Defense Systems Management College and completed all the course work for a Master's degree in Ancient History from Wright State University.



In 1975 Gene was sent for further schooling to the Industrial College of the Armed Forces in D. C. "We suspect someone evaluated Gene's knowledge after each new school and decided he wasn't smart enough yet--'Better send him to another school.'" After graduation from ICAF the whole family went to London, England, where now-Colonel DeMezza served as Commander of the Air Force's European Office of Aerospace Research and Development. Son Rick entered the University of Manchester (England) and graduated with honors in 1979. The rest of the family didn't get to stay in England until 1979, but moved back "kicking and screaming" to Dayton, Ohio in 1978--Gene's reward for doing an outstanding job, along with a Legion of Merit. He then served as Deputy Program Manager for the Strategic Systems Program Office.

In 1979 Gene retired and went to work for The Analytic Sciences Corporation (TASC) as Division Director of their Dayton Systems Engineering Division. The family is settled down in Dayton for the foreseeable future.

Career Highlight: "As Program Manager for Air Force Navigation System Development, brought electrostatic gyro technology from a laboratory curiosity to operational use on the Air Force B-52 and B-1 bombers and on the Navy strategic missile submarines."

## NICHOLAS J. DE NUNZIO

Senior Project Engineer  
M. Rosenblatt & Son, Inc.

Upon graduation from USNA Nick reported to USS Beatty (DD 756) via the Fleet Sonar School, and served successively as ASW Officer, first Lieutenant, and Gunnery Officer. Then from June, 1959, to June, 1962, he attended MIT, receiving a Master's Degree in Naval Architecture and Marine Engineering and a Degree of Naval Engineer. His first tour/as an Engineering Duty Officer was at the New York Naval Shipyard, where he served three years, first as a Ship Superintendent and then as a Type Desk Officer. This was followed by two years as Force Maintenance Officer on COMINELANT Staff in Charleston, South Carolina.



Nick's next five years were spent in the Washington, D. C., area, the first three years as Assistant Program Manager for the PG's/Minesweeper SHAPM at MAVSEA, and the last two as Deck Inspector on the INSURV Board. He wound up his Navy career at SUPSHIP Brooklyn, first as QA Officer and then as Program Management Officer. He retired in 1977 and is presently working for M. Rosenblatt & Son, Inc., a naval architectural and marine engineering firm, as a senior project engineer at the firm's headquarters in New York City.

Dick married the former Eleanor Brundo of New Providence, New Jersey, in 1964 (Dave Swanson was one of the ushers). Daughter Elaine was born in New York in 1965, # 1 son Nicholas was born in Newport in 1966, and # 2 son Christopher was born at Bethesda Naval Hospital in 1972. The De Nunzios have lived at their present address of 720 Fairmount Ave., Chatham Township, New Jersey, since 1974--only a few miles from Morristown, New Jersey, the town Nick left in 1952 to enter the Academy.

Most Notable Achievement: Received Meritorious Service Medal for work at SUPSHIP Brooklyn.

## KENNETH A. DICKERSON

Captain, USN

Ken was designated a Naval Aviator in 1957; his first operational assignments were with Attack Squadron 54 and Attack Squadron 212, and included two Western Pacific deployments aboard the USS Lexington (CVA-16). In 1961 he reported to the Special Projects Office, Washington, D. C., where he served under the direction of Vice Admiral Raborn on the early development of the Polaris Missile System.

In 1963 Ken became a student at the U.S. Naval Postgraduate School at Monterey, California, and upon completion in June, 1965, was assigned to Attack Squadron 94. During this tour, he completed two combat deployments to Vietnam flying the A-4C Skyhawk aboard the USS Enterprise and the USS Hancock. Following that tour he reported to Commander Sixth Fleet Staff in the Mediterranean, where he served as Strike Warfare Liaison and Conventional Air Warfare Officer aboard the Sixth Fleet Flagship, the USS Little Rock.

In 1969 Ken reported to Air Test and Evaluation Squadron 5 where he served as Operations Officer and Project Pilot. In February, 1972, he reported to Attack Squadron 81 as Executive Officer, and in February, 1973, assumed command of that squadron on board the USS Forrestal deployed in the Mediterranean.

Ken was assigned in April, 1974, to USS Independence (CV-62) as Air Officer and deployed to the North Atlantic and the Mediterranean. In April, 1976, he assumed command of Attack Squadron 122, the West Coast A-7E Fleet Readiness Squadron, and in September, 1977, he reported to Commander Carrier Group 7 as Operations Officer.

In August, 1979, Ken became Commander, Training Air Wing 5 at NAS Whiting Field, Milton, Florida. He served in that position until August, 1981, when he reported to the Chief of Naval Air Training at NAS Corpus Christi, Texas. He presently serves there as the Assistant Chief of Staff for Plans and Programs.

Ken has been awarded the Legion of Merit, Distinguished Flying Cross (3 awards), Air Medal (17 flight



and 4 individual awards), Navy Commendation Medal with Combat V (5 awards), Navy Meritorious Unit Commendation (2 awards) and various other campaign and service medals.

He is married to the former Cecile Lloyd of Alice, Texas. They have three children: Denise, 21; David, 16; and Steven, 13.

## JAMES A. DICKEY

Inventory Control Department Head  
NSC, Jeddah, Saudi Arabia

Following graduation from the Supply Corps School in Athens, Georgia, Jim was ordered to the West Coast surface Navy aboard the USS Columbus. From this assignment he went to a destroyer and from there to the retail sales in Brooklyn, New York. He spent a pleasant tour at the Naval Air Station, Sanford, Florida, and then took over the Navy Exchange with the Joint U.S. Military Advisory Group in Bangkok, Thailand, for a warm and rainy two and a half years. Returning from overseas, Jim spent three years at the

Naval Air Station, Alameda, and then returned to sunny Southeast Asia for a tour in Vietnam. A three-year tour in Washington and a five-year tour at the U.S. Naval Academy led to his last tour at the Defense Logistic Agency in Alexandria, Virginia, where he retired on November 1, 1976.

Following retirement, Jim had his own business until the wanderlust struck. He and Lila agreed it was time to move overseas. The children, Mark (now 23) and Alix (now 21), both in college in Albuquerque, New Mexico, took the news of their departure with mixed emotions, and they departed for Saudi Arabia in December of 1980. Jim now works with the Royal Saudi Naval Forces in Jeddah. The travel urge seems to be infectious; the Dickeys have been to the interior of Egypt, Europe, Syria, India and the Far East. Fortunately, the children have been able to join them on many of their travels. "One of these days we may even visit the U.S. for a change of pace."

October, 1964. During his five years of study, he was promoted to Lieutenant while in the Naval Reserve in St. Paul (he resigned from the reserves in 1963), and worked in architectural firms as a mechanical engineer (registered in 1963) and as an electrical engineer (registered in 1964). He graduated with a professional degree in architecture in June, 1965.



## ROBERT E. DIEDRICH

Architect/Engineer/Associate Professor

Bump married Kathryn Kindley on June 2, 1956 in Baltimore Cathedral. Reporting to USS Forrest Sherman (DD-931) in Boston Naval Shipyard, he served as deck division, electrical/repair, and CIC officer on Forrest before attending DESLANT Engineering and Philadelphia Damage Control schools. Son Michael was born in March, 1957, in Newport, Rhode Island. In 1958 Bump was transferred from the Med at the height of the Lebanon crisis to USS Independence (CVA-62) in Brooklyn Naval Shipyard. Daughter Elizabeth was born in November, 1958, in Newport before the family moved to New York. Bump served as Assistant DCA on the commissioning detail, and took over as electrical officer after Independence commenced operations out of Norfolk, Virginia.

In 1960 Bump left active duty to study at the University of Minnesota School of Architecture. Daughter Kristan was born soon after in October, 1960, followed by Susan in January, 1963, and Julie in

From 1965 to 1977, as chief engineer at Progressive Design Associates, an architectural firm in St. Paul, Bump designed systems for a wide variety of residential, commercial, and industrial buildings including national award-winning St. Mary's Tower in Sault Ste. Marie, Michigan, and St. John's Catholic Church in Hopkins, Minnesota. He began teaching "Environmental Management and Control," an undergraduate course in the School of Architecture at the University of Minnesota, winter quarter of 1966, and was appointed design critic for thesis students in 1972. Daughter Katrina (born February 1967) and sons Paul (January 1969) and John (August 1970) completed the family.

Bump was made a partner in Progressive Design Associates in 1968. As a private venture, he purchased Boom Island, a 14-acre recreational parcel on the St. Croix river (Minnesota/Wisconsin border) and began architectural experiments with a minimal shelter in 1969. In 1973 he resigned partnership at PDA to take a position in a Minneapolis architectural firm; here he designed heat recovery system and energy efficient lighting for the award-winning Oxford Pool Building in St. Paul. He also designed a second experimental shelter, the family cabin on Lake Superior at Bark Point, Wisconsin, and was registered as an architect in 1974. In that year he established an individual private practice which continues, divided between engineering consulting and general architectural work.

Bump designed the family residence in St. Paul, an experiment in energy architecture and construction technology that "became a somewhat controversial exercise in behavior modification" in 1976. He commenced his teaching duties in the graduate school of architecture with the formation of a technology design studio in 1977, and was appointed associate professor. He developed a lighting design studio in 1979, and is participating now in an emerging architectural research program. Riding the new wave of energy consciousness with appointments to various boards, committees, and architectural juries, including St. Paul Mayor's Energy Advisory Committee and the American Institute of Architects' national instruction program for energy design, he won merit awards in the Minnesota Energy Competition the two years it was held (1977 and 1979).

The next generation of the Diedrich family started with the birth of Benjamin in August, 1975; it now includes Jennifer (age 2) and very recent grandson Sean Robert. Daughter Elizabeth is Mrs. Michael Doran and Kristan is married to Thomas Dale in Rochester, Minnesota. Wife Kathryn not only manages a large extended family, but has established herself as an accomplished poet, works with various art programs, and now has a full-time position of member services representative for Group Health, Minnesota's largest HMO.

Career Highlight: "Established a strong commitment to technology education in the School of Architecture at Minnesota."

## HAROLD JOSEPH DOEBLER, II

Electronic Engineer

Joe married Marie Iselin on October 11, 1958, after graduating from Sub School class 106. He served for three years in USS Tusk (SS-426), homeported in New London, Connecticut, and the family has spent most of its time there since.

Joe left active duty in September, 1961, to become a Navy employee at the Navy Underwater Systems Center (NUSC), with areas of expertise in underwater sound propagation, sonar systems, and ASW. The Doebler's have enjoyed two tours of two years each in Naples, Italy, while he was working for the ASW Force, U.S. Sixth Fleet. At present, Joe is responsible for technical programs in Acoustic Warfare, coordination in direct support, and systems analysis.

The Doebler's have a son Carl (born in 1961), a daughter Sarah (born in 1962) and a son Jon (born in 1964). The older two are now in college in Boston, Emerson and Boston University, respectively; the youngest is a junior at Tilton School (New Hampshire).

Career Highlights: "Awarded the Navy Meritorious Civilian Service Award twice: 1971 and 1979."



## BRUCE HAMILTON DOLPH

Instructor  
Systems Science Institute  
IBM Corporation

Bruce resigned from the Air Force in 1958; he joined IBM in January, 1961, and 12 days later son David was born in Syracuse, New York, followed by daughter Laura two years later. He and his wife, the former Alice Johnson of Cornwall-on-Hudson, New York, were divorced in 1965, and he married Jean Moore in Syracuse; their family includes two children, Jennifer (now 16) and Andrea (14) and three step-children: Richard (25), William (23) and Barbara (21). A grandchild is due March 17, 1982.

The Dolphs moved to Vienna, Austria, with IBM in 1967 and lived there until 1969, when they moved to Denver. Bruce worked a year in Czechoslovakia, a year in Yugoslavia, and a short time in Hungary, selling and putting IBM computers to work.



In 1976 Bruce left Denver after a divorce and moved to Manhattan Beach, California, still with IBM. He worked two years (night, day, and weekends) on three major anti-trust lawsuits against IBM. Now he is teaching management level courses to IBM customers--and getting a little travel in, such as three weeks in Malaysia in December, 1981. He still loves sports--golf and tennis, but mostly running--"not a bad marathoner for 49 years young. I'm still single but still looking!"

Career Highlight: "Little League Baseball Coach last three years--championship team!"

## RODERICK ARTHUR DRESSER

President  
Structural Services, Inc.

I think I can say the following about Rod Dresser, being a good friend of his (hopefully not former):

Rod's rearrival in his old hometown (no parade--oh, how soon they forget!) caused him to run into some old brown shoe sidekicks and together they formed a very idealistic organization and entered into a project that almost made instant millionaires out of all of them. Unfortunately (not because Rod was in the submarine service), the project sank.

Rod's next project, in 1968, was Structural Services, Inc., which Rod commenced to be employed by, bought shares in, and became President of, in that order. (See, everyone can rise to the top--the question is, the top of what!)

One day Rod was sitting at his desk, pulling the window blind up and down (he does this to wind his automatic watch) when suddenly he shouted "Eureka!" It was determined that, contrary to first reports, his exclamation had nothing to do with gastritis, but rather with a singularly marvelous discovery. The thought had occurred to Rod that if partnerships were such a good idea, God would have had one. So, he bought out the other corporate shareholders. (No, it's not true that Rod considers himself God-like, but his competitors do refer to him as His Assholiness.) So, now he owns the whole thing and spends his days manufacturing structural trusses.



## DONALD L. DUDROW

Owner/Manager  
Temple Auto Electric

After graduation, Don's first duty stations were Pensacola and Corpus for flight training. He then landed an assignment at NAS, Port Lyantey, Morocco from 1958-1960. From 1960-1962, he was with CVA-59 with VA-85 flying from 1960-1962.

Don then went to work for National Cash Register as EE design for three years, then took a position as Flying Training Instructor with the Air National Guard from 1966-1981.

After retiring in 1981, Don then entered the world of small business as owner/manager of an automotive parts rebuilding operation.

Don and his wife Barbara have two sons, Don, Jr. and Greg, both in college and still single.

Don is presently in Category "B" USAF Reserve position as a Project Engineer with HQ AFLC at Wright-Patterson AFB.

Anyway, Rod's mother and some of his friends are glad that he came back to the Monterey Peninsula, although we have felt that the country was no longer safe or secure since July 1, 1964 (the date Rod separated from the service).

One of the reasons I hang around Rod is that his wife Helga is not only witty and very pretty, but judging from the girth on Rod and the few meals I've mooched, a great cook!

M.Meheen

Career Highlight: "Surviving in the present economy (no thanks to our distinguished fellow alumni!)"

## MICHAEL J. DWYER, JR.

Executive Director, Campus Operations  
University of Arkansas Medical Center

Mike attended Air Force Navigator School upon graduation from USNA, taking time out to marry the former Margaret M. Simmons in Annapolis on December 29, 1956. His first duty assignment after navigation training was as navigator on Tactical Air Command KB-50 tankers. During this four-year tour (1957 to 1961), son Michael J. Dwyer, III, was born on April 16, 1963.

Following graduation, Mike served 18 months as Chief of the Gyro Test Lab, Air Force Missile Development Center, Alamogordo, New Mexico, receiving an Air Force Commendation Medal in the process. He then was assigned to the Air Commandos from 1965 to 1967, with responsibility for all ground training for Vietnam non-jet aircraft. He received a second Air Force Commendation Medal during this tour. Then, adding first-hand experience to theoretical knowledge, Mike served his own year in Vietnam (1967-1968) as Tactical Airlift Liaison Officer (the only non-pilot in this duty) with the Army 9th Infantry Division. He was awarded the Bronze Star with Oak Leaf Cluster, the Army Commendation Medal, the Air Medal with 1-4 Oak Leaf Clusters, and the Vietnam Cross of Gallantry.

Perhaps his association with the Army resulted in Mike's next tour, as Associate Professor of Mathematics and assistant football coach at West Point. Then, from 1971 to 1975, Mike served as Squadron Commander for the 308th MIMS SAC (Titan Two Missiles), and then Deputy Commander of the 308th Titan Missile Wing. He retired from active duty on January 1, 1976.

Since his retirement, Mike has been employed by the University of Arkansas Medical Center, first as Director of Physical Plant (1976-1978), then as Director of Campus Operations (1978-1981), and presently as Executive Director of Campus Operations.

Mike, III, graduated from the University of Central Arkansas, Class of 1980, and is now completing Marine Corps Officer Candidate School. Gregg graduated from Catholic Boy's High, Class of 1981, and is now a second semester sophomore at Memphis State and a member of the U.S. Navy.

Career Highlights: "(1) Served in the Air Force at West Point as a USNA grad--try to explain that to someone. (2) Served as Titan ICBM Wing Maintenance Squadron Commander."

## NATHANIEL B. DYER, JR.

Senior Operations Research Analyst  
Systems Exploration

Following flight training from July, 1956, to November, 1957, Skip served four years with fighter Squadron 74 at NAS Oceana, Virginia, flying the F4D-1 "Skyray" with two Mediterranean deployments in the USS Intrepid (CVA-11), and the F4B "Phantom." He remained at Oceana through two squadron reassignments, going first to Fighter Squadron 101 from May, 1962, to February, 1964. Besides continuing to fly F4B's, he participated in the development of FUBMA-TOPS Manual, served as flight and ground school instructor, and served as Aviation Safety Officer, receiving the CNO Annual Safety Award. He joined Fighter Squadron 102 from February, 1964, until June, 1966, deploying to the Mediterranean in USS America (CV 66).

When a move came, it was a big one, to Fighter Squadron 213 at NAS Miramar, California. Skip deployed to Southeast Asia in USS Kitty Hawk (CV-63), flying 96 combat missions in the F4B. He then returned to the East Coast and Fighter Squadron 101, now located at NAS Key West, Florida, from August, 1967 to July, 1969, as a flight and ground school instructor for F4J's. Skip reported to USS Forrestal (CV-59) in July, 1969, as Aircraft Handling Officer. He made two Med deployments with the Forrestal before joining COMNAVAIRLANT, NAS Norfolk, Virginia, from May, 1971 until November, 1971. He then joined Fighter Squadron 41 from August, 1972, until August, 1974, as Executive Officer and then Commanding Officer, completing two Med deployments in the USS F.D. Roosevelt (CVA 42).

Skip attended Naval War College from August, 1974, until July, 1975, and then spent two and a half years with COMCARGRU 4 Staff, Norfolk, Virginia, as Air Ops Officer, making one more Med deployment in USS America. His final Navy tour was as Assistant for Aviation, COMNAVSEASYS COM from February, 1978, until his retirement in August, 1980. He has continued his association with the Navy, working presently as a Senior Operations Research Analyst with Systems Exploration, Inc., providing technical support to CINCLANT and CINCLANTFLT in U.S. and NATO inter-operability programs.



Skip has been awarded two Distinguished Flying Crosses, the Meritorious Service Medal, six Air Medals, five Navy Commendation Medals, a Navy Unit Citation, a Meritorious Unit Citation, and the Vietnamese Gallantry Cross.

Skip married Ann in the USNA Chapel on June 9, 1956. Daughter Susan (born November 24, 1958) graduated from West Chester State with a degree in Health and Physical Education, and is currently studying physical therapy at Old Dominion University, Norfolk, Virginia. Son Billy (born November 27, 1961) is a sophomore at Virginia Wesleyan College, Norfolk. Ann has kept her hand in nursing working part-time in several nursing homes.

Career Highlight: "Fighter squadron command."

## THOMAS E. EATON, JR.

Vice President, CACI Inc.

Eb was married on June 9, 1956, to Lillian McCrone. After attending Navy Supply Corps School from August, 1956 to February, 1957, he reported to the USS Diamond Head (AE-19). Daughter Lillian Dianne was born October 8, 1957.

Returning to shore duty, Eb was assigned to USNA as a math instructor from July, 1958, to May, 1961. Second daughter Susan Lyn was born August 19, 1959.

He resumed studenthood at the Naval Postgraduate School from August, 1961, to June, 1963, graduating with a Master's in mathematics, and then spent three years at the Naval Supply Depot, Mechanicsburg, Pennsylvania (June, 1963 to June, 1966). Thomas Edward III was born September 4, 1964.

Eb proceeded to COMSUBPAC in June, 1966, for a three-year tour, and followed this with various commands in Washington, D. C. between June, 1969 and retirement in April, 1976. He is presently employed by CACI as Vice President and Division Manager.

Lillian Dianne is now Mrs. Michael Logar; Michael is a class of 1976 P-3 pilot stationed in Montgomery, Alabama, as a Recruiting Officer. Susan is a member of the current class at Officer Candidate School in Newport, with commissioning due in April. Thomas is a senior at South River High School.

Career Highlight: "Twenty-five years of marriage to the one and same woman, three children and one cat!"



## THOMAS R. EDGAR

Professor of New Testament  
Capital Bible Seminary  
Lanham, MD

After graduation Tom had various assignments in the U.S. Marine Corps. He resigned in 1961 while at Marine Barracks, Washington, D. C., in order to go into the ministry. After seven years in seminary, he graduated with a ThD and began teaching New Testament Greek exegesis at Capital Bible Seminary in Lanham, Maryland.

Tom preaches in various churches, teaches in seminary, and has a manuscript on Spiritual Gifts which is scheduled to be published soon. His wife Irene is originally from Detroit, Michigan. Their son Tom just graduated from high school.



## JOE DUKE EDWARDS

Director of Membership  
National Rifle Association  
of America

Duke was married on June 15, 1956, to Dorothy Wayne Toon of Fulton, Kentucky. He was assigned to various sea duty tours for the next five years, mostly in destroyers. Following three years at USNA as an instructor, he attended George Washington University, graduating with a Master's degree in Personnel.

Duke's first command was the USS Tawash. On completion of this duty, he attended Naval War College, then went to the Pentagon on CNO Staff. After four billets as XO, CO (followed by a short staff tour in the Philippines), CO/DO, and CO/DO in the salvage command, Vietnam, he returned to the Pentagon ("ug!") and retired in April, 1978.

Duke retired on a Friday and started work the following Monday as Assistant Director of Membership, National Rifle Association. Seven months later he was selected for the Director's job.

Duke and Dorothy have two sons: Jeffrey J., born December 13, 1958, in New Orleans and presently a manager with U.S. Fulfillment in Washington, D. C., and Gregory W., born May 4, 1962, in Annapolis and presently a sophomore at The College of William and Mary, Williamsburg, Virginia.

Career Highlights: "Four Naval sea commands; NRA membership increased from 936,000 to 2,100,000 in three years as Director; happily married for 25 years to the same person and successfully raised two sons."

## JOHN EGAN

### Consultant

John served with the Marines until August 25, 1960. The family has been living in Houston for the past 13 years, and John, the holder of a Master's degree in Foreign Trade from the American Graduate School of International Management, is now in his 17th year as a consultant to management-executive training.

Eleanor and John have three children: Dana Ann, born February 22, 1964; John, Jr., born August 25, 1965; and Karen, born August 27, 1970.

ing Board, and in June, 1978, became Senior member of the Board. He assumed command of USS Reeves in June, 1979, and following that command, assumed his present position as N6, COMNAVSURFPAC.

Jim's personal decorations include the Meritorious Service Medal, the Navy Commendation Medal with Combat V, the Navy Unit Commendation, the Navy Expeditionary Medal, the Vietnamese Armed Forces Honor Medal 1st Class, and the Republic of Vietnam Meritorious Unit Commendation.

Jim is married to the former Helen Rugland of Appleton, Wisconsin. They have one daughter, Katy.

## JAMES WHITE EGERTON

### Capt, USN

Jim's first sea duty tour was as Main Propulsion Assistant and later Engineering Officer aboard USS Dyess (DDR-880). Successive tours were as Operations Officer for Commander, Destroyer Division 42 and Aide to the Deputy Chief of Staff for Intelligence to Commander in Chief, Allied Forces Mediterranean. In his next tour he served as the first Engineering Officer aboard USS Tatnall (DD-19). He graduated from the Naval Postgraduate School in June, 1967, receiving a Master of Science degree in communications engineering.

Returning to sea, Jim became Executive Officer of USS Garcia (DE-1040), where he remained until December, 1968. He next attended the Armed Forces Staff College in Norfolk, Virginia, and subsequently served as the senior Personnel Advisor to the Vietnamese Navy. Following Vietnam, Jim served as Special Assistant to Commander, Naval Communications Command, Washington, D. C., with subsequent study at the Naval War College. Upon graduation, he was ordered to USS Truett (FF-1095) as the first Commanding Officer. In January, 1976, he reported as Deputy Senior Member of the Atlantic Fleet Propulsion Examin-



## MICHAEL ELINSKI

### Consultant

Mike did a Plebe Summer retake with the Class of 1960 after graduation and followed that by a tour of the Pacific aboard the Brinkley Bass (DD 887) out of San Diego. Sub school preceded tours on diesel boats out of San Diego, Charleston, and Honolulu. The Navy Tactical Data System in San Diego and Virginia Beach gave him his data processing background for subsequent duty with Intelligence Data Processing in Stuttgart, Germany, and then at the Data Processing Service Center, Pearl Harbor.

After retiring from active service in 1977, Mike worked on several projects for the State of Hawaii and then as a management and data processing consultant. For the past two years he has been an associate with an executive search and consulting firm.

Mike has kept physically active also. He got involved with a group of physical fitness freaks at a downtown Honolulu fitness center. That tough Navy training was more than a match for over 500 fat cat executives of all ages that he beat last year in a three-month-long physical fitness challenge at the center. Mike also ran the Boston Marathon in 1976 and through the Grand Canyon in 1980. He has just completed his tenth marathon; is completing his term as President of the 230-member Data Processing Management Association Chapter, Honolulu; and will soon celebrate his 20th wedding anniversary.

Mike found these accomplishments far less challenging than for a retired submariner to make it in Honolulu. Why retire in Honolulu? Well, he always envied those basking in the sun while he froze his buns in the coal mines of Wilkes-Barre, Pennsylvania. Janet and he agree with the saying, "Lucky you live Hawaii."

## JOHN E. ELLIOTT

### Colonel, USAF

John's first assignment was to navigator training at Ellington AFB, Texas, followed by advanced navigator training at Mather AFB, California. He then served with the 77th Bomb Squadron at Ellsworth AFB, South Dakota, as a B-52 navigator. His next assignment was to pilot training at Spence AB, Georgia, and he received his pilot rating from Craig AFB, Alabama, in November, 1959. He has served as a KC-97 copilot with the 307th Air Refueling Squadron at Lincoln AFB, Nebraska, and Selfridge AFB, Michigan, and as a KC-97 Aircraft Commander with the 376th ARS at Ernest Harmon AB, Newfoundland. He completed Squadron Officers School, Maxwell AFB, Alabama, while assigned to the 307th ARS.





John is married to the former Joyce M. Curry. They have three children: Julie Marie, 20, a junior at Georgia Southern College; Janie Beth, 17, a senior at Warner Robins High School; and Jeffery Eric, 14, eighth grade at Rumble Junior High School.

John moved to the C-130E as a pilot and instructor pilot with the 62nd Tactical Airlift Squadron, Stewart AFB, Tennessee, and Little Rock AFB, Arkansas. After serving as Chief of Safety for the 64th Tactical Airlift Wing, he completed Air Command and Staff College at Maxwell AFB, where he also received a Master of Science Degree in Guidance and Counseling from Troy State University. From Montgomery, Alabama, he moved to Phan Rang AB, Republic of Vietnam, serving as Chief of Safety for the 315th Tactical Airlift Wing. From Southeast Asia he moved to CCK AB, Taiwan, and on to Clark AB, Philippine Islands, as Commander of the 374th Field Maintenance Squadron. Upon his return to the U.S., he was Director of Quality Assurance at DCASR Cleveland, Ohio, attended Air War College at Maxwell AFB, and was then assigned to Ogden Air Logistics Center as Division Chief, Weapons Systems and Major Equipment Division. He is presently serving as Director, Contracting and Manufacturing, Warner Robins Air Logistics Center, Robins AFB, Georgia.

John's decorations include the Legion of Merit, the Bronze Star, Meritorious Service Medal, Air Medal with one oak leaf cluster, and the Air Force Commendation Medal. He is a command pilot with over 5,000 hours of flying time.

## FRED H. ERNST

Self-Employed--Investment Field

Fred was commissioned into the Air Force, and spent most of his career flying. He is a graduate of the Air Force Test Pilot School, the Industrial College of the Armed Forces, and the Air Force Institute of Technology, from which he earned a Master's degree in Astronautical Engineering. He resigned from active duty in July, 1979.

Fred and his wife Janice live in Huntington Beach, California.

## JAMES A. EVANS

Program Manager

After graduating from flight training, Jim's first tour of duty was with VF74 at NAS Oceana, flying the Douglas F4D Skyray. Two Medcruises later, VF74 became the first squadron to transition to the Navy's newest fighter aircraft, the F4H Phantom. Jim went on to Postgraduate School at Monterey in 1962 for two years, followed by one year at Princeton University for a degree of Master of Science in Engineering. He then joined VF32 at NAS Oceana as the squadron was transitioning to the F4B in the fall of 1965.

Jim sailed for a tour in Vietnam the following spring while embarked on the USS Roosevelt, and was awarded four strike flight awards and two Navy Commendation Medals. After one more Med cruise and over four hundred carrier landings, he elected to transfer to the restricted line and become an AEDO. His first tour of duty as an AEDO was at the Naval Air Propulsion Test Center, Trenton, New Jersey, for two years, followed by another tour in the Norfolk area on the Airlant staff. He transferred to Navair in Washington in 1972, where he served as Head, Large Turbine Engine Branch, in Air 05 until retirement in 1976.

While stationed in New Jersey in the late sixties, Jim became actively interested in small boat sailing and competed on the Chesapeake and nationally with family crew. In fact, his principle reason for retiring on 20 was to go into the boat business with a sailing associate. They purchased a large 300-slip marina and boat sales business on Maryland's eastern shore, and operated it for over three years until high interest rates and other economic factors forced them out of business.

Jim is now a Certified Professional Logistician working with a management and engineering consulting firm in Annapolis. He was married to Petra Read in St. Abbe's Church, Annapolis, on graduation day, and has four children, three girls and a boy. The oldest daughter, Anne, is married to a "soon to be" Navy doctor, and will be stationed in San Diego this summer. Leslie, 23, is currently residing in Houston and teaching in the field of special education.

Laurie, age 21, is a sophomore at the University of Maryland majoring in business. James Jr., age 17, is a senior at Severna Park High School. Petey is actively involved in real estate sales, and both of the senior Evanses are looking forward to the end of college tuitions.



## JERRY W. FALLIN

Deputy Director  
Information Resources Management  
McDonnell Aircraft Corporation

After resignation from active duty, Jerry served three years in the reserves flying out of Memphis, Tennessee, while working as a chemical engineer for Union Carbide Nuclear Company. He moved to McDonnell Douglas in 1962, where he worked on the Gemini and F4 programs, and went into corporate headquarters in 1967 to assist with the McDonnell-Douglas merger. In 1977 Jerry left McDonnell to assume the General Manager and President position of a computer services bureau in St. Louis. He returned to McDonnell as Deputy Director of Information Resources Management, managing nearly all computer resources utilized by the company.

With his wife Marilyn and sons David (21 and a junior in electrical engineering at Purdue) and Chris (15), Jerry loves to sail, scuba dive, snow ski, and partake of most other water sports. Spending time on the beach in Florida is a favorite vacation.



Career Highlight: "Learning that anything I accomplish on my own without putting the Lord Jesus Christ first is worthless. But with Him in the center of my life seemingly small things take on great significance, like having a Christian wife and children, leading others to Christ and a Christ-like life through teaching and Bible study. Finding out that success in God's eyes is leading a patient and disciplined life listening for His direction, then being willing to go in that direction."

## ALEX E. FAZEKAS

Specialty Advertising Representative

Since that illustrious day on which the Class of 1956 hurled their caps into the air, this "Grunt" served 23 years in the U.S. Marine Corps, retired as a Lt. Colonel, and is now a resident of Albany, Georgia (a far cry from the "Yankee Land" of Cleveland, Ohio). While a Globe and Anchor wearer he commanded a platoon, company, and battalion, and also served in several other billets during his career. Chronologically his Marine Corps career reads as follows:

Basic School at Quantico, Virginia, occupied the year from graduation to 1957; in December, 1957, Al was promoted to 1st Lieutenant. He served with the Third Marine Division, FMF, in Okinawa as Platoon Commander and Company Commander from 1957 to 1958, and then with the Marine Corps Recruit Depot at Parris Island, South Carolina as a Series Commander. Between 1961 and 1963, Al worked as Supply Officer for the Marine Barracks in Philadelphia; he was promoted to Captain in October, 1961. He then was assigned to the Headquarters Marine Corps in Washington, D. C., from 1963 to 1965.

Al attended Naval Postgraduate School from 1965 to 1967, receiving his promotion to Major during his tour there. He spent the year following graduation in Vietnam as S-3 and Assistant for Plans, then returned to Quantico from 1968 to 1970. Following a tour at Subsistence Regional Headquarters, New York, as Director, Supply Operations Division, during which he was promoted to Lt. Colonel, he reported in 1973 as Director, Repair Division and Director, Material Division of the Marine Corps Supply Center in Albany, Georgia. He spent another year in Okinawa as Commanding Officer of the Third Supply Bn., Third Force Services Regiment, FMF, and then finished his military career as Deputy Director, Systems Division, Marine Corps Logistics Base, Albany, Georgia, from 1976 to 1978.

Al and his lovely wife Kathy raised two fine young men who excelled in school, athletics, and scouting. Bill, the older, will graduate from the Naval Academy with the Class of 1982, while Courtney is a sophomore electrical engineering major at Georgia Tech. For the last three years Al and Kathy had to play like the President and formally change sides during half time at the Navy-Georgia Tech games in Atlanta. Since the Navy won two of the games, we can assume that Al and Kathy didn't forget their real loyalties.

As a post script, should any member of the Class of 1956 need a pit-stop in Southwest Georgia (the Pecan Capital of the World), the Fazekas household would more than welcome them.

Career Highlight: "That at my age (50) I am happy, in love with my wife and extremely proud of my two sons."



## JACK FELLOWES

Captain, USN

Jack's Navy career has been spent chiefly as an attack pilot. He has flown A-1's, A-4's, F-9's, and A-6's off carriers Lexington, Antietam, Constellation, Forrestal, and Intrepid, making a total of 450 carrier landings and 100 night carrier landings. His current duty station is PEB at Bethesda Naval Hospital, Maryland.

Jack and wife Pat have four children: Cathy, 24, to be married in May, 1982; Sharon, 22, married on December 5, 1981; John, 20, in his third class year at the Naval Academy; and Tom, 18, a freshman at VPI.

Most Notable Achievement: "Survived 26 years of naval service (two at the Bureau)...Only really big thing is the great family I have. We are all still smiling together."

## LAURENCE D. FILLEY

President  
The Dunamis Corporation

For the last few years, Larry has been an independent contractor producing numerical control programs which are used to produce the tiles on the Space Shuttle. (He makes the ones that don't fall off!) He does all this at the Lockheed plant in Sunnyvale, California, although he isn't a Lockheed employee-- in fact, he owns his own company, the Dunamis Corporation. Anyway, this means a lot of commuting from "home," Issaquah, Washington, where the Filleys have a large home on a mountainside, with about three acres, a two-horse barn and lots of tall timber. Issaquah is about 60 miles due north of Mt. St. Helens, and yes, they heard it go. They were having coffee on the deck one Sunday morning, when there was a horrendous explosion. Larry jokingly said, "there went St. Helens"...and darned if he wasn't right.



Speaking of mountains, shortly after coming to the Pacific Northwest in 1960, the Filleys promptly fell in love with the wonderful mountains here, and got very involved in the outdoor life. Larry soon became a climbing instructor (both snow and rock climbing), and has led many climbs of Washington peaks over the years. He also became a ski instructor, and, much to his regret, this is the first year he's missed instructing. There is excellent skiing less than an hour from home, and the local fanatics even dash up to get in a few runs after dinner.

There are five young Filleys. Oldest son Richard (July 28, 1955) is a writer for Industrial Engineering magazine; daughter Barbara (March 7, 1957) is married and has presented us with three boisterous grandsons; Patti (September 29, 1959) has had a stint as an Air Force Air evacuation Medic and then went on to Bible College; Kathy (July 6, 1961) is still at home, as is Tom, the youngest (December 22, 1962),

who is still in college. Three of the kids--Barbara, Patti, and Tom--also have their own printing businesses. Mom (Bette) is still a writer and cartoonist. Although the five kids are now grown, Larry's latest baby has wings--a sleek little Mooney that he flies every chance he gets. He's got both his Instrument and Commercial ratings and eventually wants to pick up an Instructor rating as well.

Career Highlight: "Larry has some handsome awards for his good work for various projects on which he has worked. However, as his wife, I can tell you what I think his greatest achievement is: he's raised five kids who are super straight, patriotic, extremely hard working, and honest, and he is dearly loved and admired by every one of them, not to mention by yours truly."

## THEODORE A. FISCHER, JR.

### Self-Employed

Ted reported to the USS Yorktown (CVA-10) after graduation, where he served as Assistant Navigator and OOD(r) until the summer of 1957. Next came assignments to the USS Comstock (LSD-19), USS Perkins (DDR-877), and USNPGS (Operations Research). His first command came in 1964--the USS Jerome County (LST-848)--with extensive operations in Canada, Hawaii, and RVN. Other commands included Commander Landing Ship Squadron Three (Guam, M. I.) and USS Pensacola (LSD-38). Shore assignments were OJCS; AFSC; Navy Aide to the Commandant, USMC; Office of Program Appraisal; and Special Assistant to the Deputy Comptroller of the Navy.

Ted was spot-promoted to Commander and early selected for Captain. He was qualified for Command of Destroyers, designated as a Planning/Programming subspecialist, and screened for Captain's major sea command. He holds the Bronze Star, other medals, U.S. and foreign awards and commendations.

Although Ted decided to retire in 1978, he has since been back on active duty for training and designation as Convoy Commodore. He is currently self-employed.

Ted married Charlotte Glee (Jones) June 16, 1956. They have two children: a son, Tracey (9/11/1957), USNA 1980, who is now in nuclear power (submarine) training; and a daughter, Tamara (2/12/59), an RN and college student. The Fischers reside in Vienna, Virginia.



## PETER KAUFMANN FITZWILLIAM

Captain, USN

Pete's Navy career has included 11 years of service in submarines and 15 years on the surface, as well as interludes of study at the Naval Postgraduate School in Monterey, California, from which he obtained a BS in Operations Analysis, and a Federal Executive Fellowship at the Brookings Institution in 1978. He is currently the Commanding Officer of USS Seattle (AOE-3). Pete is married and has four children.

Most Notable Achievement: "Commanding Officer of three ships: USS Mispillian (AO-105), USS Haleakala (AE-25), and USS Seattle (AOE-3)."

## FRED P. FLACK

Facility Planning Manager  
Texas Instruments

Fred went from graduation leave to the USS Los Angeles (CA 135), Long Beach, California, assigned to the Weapons Department. The following April he came ashore to Rensselaer Polytechnic Institute, Troy, New York, for postgraduate schooling in civil engineering, transferring to CEC. This was followed by a month at CECOS at Port Hueneme, California, and then two years at Naval Air Station Pt. Mugu, California, in the Public Works Department.

On April 23, 1962, Fred married Carole Ann Cowen of Independence, Kansas. The newlyweds moved to Bangkok, Thailand, where Fred served as OICC/SEA Bangkok, ARD ICC, and where Jeffrey Jasper was born at Bangkok Nursing Home on March 28, 1963. The family returned to the U.S. in March, 1964, and Fred was assigned to NAS Norfolk, Virginia, as Staff Civil Engineer. Two daughters were born during this tour: Kathryn Ann, on March 28, 1963, and Jennifer Lynn, on August 16, 1965.

In October, 1965, Fred became Public Works Officer at NWS Seal Beach, California. Paul Denney was born December 20, 1966. Fred's final tour was with COM-NAVFORV in Saigon as Assistant Force Civil Engineer, while Carole Ann and family remained in Independence. In October, 1969, Fred resigned from active duty, moved to Richardson (Dallas area), Texas, and joined Facility Operations of Texas Instruments. He retained a reserve commission, serving various billets from 1969 to the present: CO RNMCB 22, CSO 9 RNCR, CO 4th MARDIV NGLC 111, and CO LANTDIV DET EFD 411.



Currently, Fred is at the Texas Instruments, Lewisville, Texas, plant (also in the Dallas area) and Carole Ann is teaching elementary school. Jeff is a freshman in engineering at Rice University with an NROTC scholarship. Kathryn is a senior, Jenny is a junior, and Paul is a freshman at Richardson High.

## DUNDAS I. FLAHERTY

Business Executive

Dan spent 1956 to 1960 in the US Air Force flying fighters and doing various ground jobs. He then resigned, went to Harvard Business School for an MBA in 1962, was elected first year Baker Scholar, and received his MBA with High Distinction. He worked in finances in four manufacturing companies, becoming Chief financial Officer at United Corporation from 1970 to 1981. Following United's merger with Bristol-Myers Company, he joined the Micropolis Corporation as Chief financial Officer in 1981.

Dan married in 1958, and is the father of four children: Kate, Kris, Mark, and Bridget. He was divorced in 1982.

"Am settled in Southern California to stay. For fun, I run, play squash, read, see movies, and other things. Got a Suzuki GS1100E, which is the fastest stock street motorcycle in quarter-mile trials in existence, and so far have managed to keep it and myself from mishap while enjoying it greatly. Have gained only one piece of wisdom: if one isn't flying, he should get a motorcycle."

Career Highlight: "Completed Los Angeles Marathon Run in March, 1981."

## GERARD J. FLANNERY

Captain, USN

Rod received aviator wings in 1957, but then went surface line after an accident. Subsequent assignments saw him serving as Ops Officer, Weapons Officer, and Chief Engineer on a DD; attending Postgraduate School from 1960-1962 (receiving a B.S. in electrical engineering); serving as Executive Officer of an AGR; commissioning weapons on a DDG; traveling to Vietnam for a year; and then becoming Executive Officer of a DLG.

Rod had an interlude in Kiel, Germany, as Officer in Charge of a team assisting the German navy, becoming a translator in German as a result (he was already a translator in French at USNA). Returning to sea, he served from 1974 to 1976 as Commanding Officer of USS Sellers (DDG-11), the first ship to receive a "Hook 'Em" award for excellence in ASW. He then spent 1976 to 1978 as Commanding Officer of Dahlgren Laboratory, after which he assumed command of USS Albany (CG-10) from 1978 to 1980. During this tour the Albany won the Battenberg Cup emblematic of Best Ship in Atlantic fleet, and Rod received the Legion of Merit. In 1981 Rod became NAVSEASYSKOM (SEA 62) Surface Warfare, the assignment he presently retains.



The Flannerys have four children, all boys: Todd, born March, 1967; Mark, born September, 1970; Eric, born April, 1974; and Doyle Patrick, born January, 1976.

Career Highlight: "Commanding Officer of Sixth Fleet Flagship (USS Albany, CG-10). Last C.O. and put her out of commission."

## JAMES H. FLATLEY, III

Rear Admiral, USN

Following a short tour in the Executive Department at the Academy, Jim reported to Pensacola for flight training. In October, 1957, he was designated as a Naval Aviator, reported to Fighter Squadron 33, and participated in three Mediterranean deployments aboard the USS Intrepid (CVA-11). In February, 1962, he received orders to report to U.S. Naval Test Pilot School.

Following graduation from Test Pilot School, Jim was assigned to the Career Suitability Branch, Flight Division, as a project test pilot. He participated in the evaluation and testing of new aircraft systems and extensive carry-on evaluations in all current carrier-based aircraft. He was the project test pilot for the unique and very successful C-130 Hercules carrier trials, followed by a two-year tour as leading signal officer of Attack Carrier Air Wing 3 aboard the USS Saratoga.

In 1967 Jim reported to Fighter Squadron 213, deploying twice to Vietnam waters aboard the USS Kitty Hawk. While operating in the Tonkin Gulf during his second combat tour, he recorded his 1000th carrier landing, only the fifth naval aviator to attain this distinction. He then attended Air Command and Staff College, Maxwell Air Force Base, Alabama, where he coincidentally completed studies leading to a Master's degree in Business Administration from Auburn University.

Reporting to Fighter Squadron 31 as Executive Officer in May, 1971, Jim assumed command in combat waters off Vietnam in May, 1972. During the final eight months of conflict, he guided the squadron in the prosecution of more than 2200 combat missions, the squadron's first exposure to hostile fire since the Korean conflict. The squadron's return to NAS Oceana in February, 1973, with all crews and aircraft, coincided with the return of the first POW's. VF-31 was subsequently designated winner of both the Battle "E" and the CNO Safety Award under Jim's leadership.

Jim then served for eighteen months as the Fighter Training Officer for Commander Naval Air Force, U.S. Atlantic Fleet, prior to assuming command of Carrier Air Wing 7 aboard the USS Independence. Detaching from the Air Wing, having accumulated more carrier aviation cockpit exposure than any aviator in U.S. naval aviation history, Jim reported back to COMNAV-AIRLANT for a short tour as Ship's Training Officer.

Immediately prior to assuming command of the USS Calcasahatchee (AO-98), he attended the Senior Officer Ship Material Readiness course in Idaho Falls. As a result of significant improvements in material readiness, personnel retention, and advancement and operational achievement aboard that 35-year-old fleet replenishment vessel, he was awarded the Legion of Merit for his command tour.

Jim reported to the Office of the Chief of Naval Operations in August, 1978, where he served as Executive Assistant and Senior Aide to the Vice Chief of Naval Operations until ordered to report to and assume command of the USS Saratoga. Following 14 months of training and battle group operations, he sailed Saratoga to the Philadelphia Naval Shipyard for induction into the 28-month Service Life Extension Program. For improving the battle readiness of their ship by a greater margin than any other ship in the Atlantic Fleet during fiscal year 1980, the crew of USS Saratoga was awarded the coveted Admiral Arleigh Burke Award. Jim was coincidentally honored by the Navy League of the United States with its John Paul Jones award for inspirational leadership. One of the personal highlights of Jim's command was recording his 1,500th carrier arrested landing in an F-4 Phantom with his son, Midshipman Flatley, in the rear seat.

In October, 1981, Jim assumed command of the Naval Training Center, Great Lakes, Illinois, his first position as a Rear Admiral.



Personal decorations include the Silver Star, three Legion of Merits, three Distinguished Flying Crosses, the Meritorious Service Medal, the Bronze Star, 30 Air Medals, six Navy Commendation Medals, the Navy Achievement Medal, the Presidential Unit Citation, the Navy Unit Commendation (two awards), and the Meritorious Unit Commendation (two awards).

Jim is married to the former Nancy Monica Christie. They have three sons and three daughters: James H., IV (Seamus), born July 27, 1959; Joseph F. (Joe), born December 15, 1960; Mary M. (Mimi), born November 19, 1962; Michael P. (Pat), born March 18, 1964; Kathleen M. (Kate), born September 14, 1966; and Kara C. (Kara), born October 31, 1967.

Career Highlight: "Marrying the finest Navy wife and mother God ever created, Nancy."

## BILL FLIGHT

Captain, USN

Immediately following graduation in 1956, Bill entered flight training. After receiving his wings, his first assignment was to Air Anti-Submarine Squadron 36 in Norfolk, Virginia, from 1958 to 1962. For the next two years, he attended the U.S. Naval Postgraduate School in Monterey, California, after which he served a tour in the Bureau of Naval Weapons in Washington, D. C. From 1966 to 1968 he was the Maintenance Officer in Air Anti-Submarine Squadron 38 based at NAS North Island and aboard USS Bennington (CVS 20) on a Western Pacific deployment.

The next assignment for Bill was to the staff, Commander Hunter Killer Force, U.A. Atlantic Fleet as ASW Programs Officer. He reported as Executive Officer to Air Anti-Submarine Squadron 29 and served as Commanding Officer from July 1971 to June 1972. During this time the squadron made cruises aboard USS Wasp in the Atlantic and USS Ticonderoga in the Pacific. Following the command tour, he was assigned to Commander Anti-Submarine Group 3 as Air Operations Officer for one year before reporting to Commander Naval Air Force, U.S. Pacific fleet as Aide and flag Secretary.

Bill then became Commander Carrier Anti-Submarine Air Force Reserve 70, an assignment involving operational command of five Naval Reserve squadrons dispersed in four different states. In June, 1976, he began a year's tour at the National Defense College of Canada in Kingston, Ontario, "during the worst winter in living memory." In recompense, he was then given command of the Naval Air Station Barbers Point Hawaii, from August, 1977, to September, 1979. Bill has just completed a tour as Deputy Director, Human Resource Management Division in OPNAV, Washington, D. C. On February 7, 1981, he was assigned to the U.S. Naval Academy as Director, Candidate Guidance Division, Annapolis, Maryland.

Bill is a graduate of the Armed Forces Staff College and the National Defense College of Canada. He is married to the former Anne Sterne of Dinwiddie, Virginia, and is the father of two children, Fred (USNA Class of 1981), and Andie.



## DONALD T. FLOOD

Executive Vice President  
Industrial Dynamics Co., Ltd.

Don left the Air Force at the end of 1959, after three years in Germany, to attend Stanford graduate school. A few years after graduation, he and two classmates founded a small engineering consulting firm in the San Francisco area. Later, they acquired a food machinery company, and Don became manager. It was then he realized he enjoyed management and that is a position he has maintained in one capacity or another over the past 14 years.

As the company grew to over 500 people, Don decided to move on and to accept a job managing a small company in Southern California. He is now Vice President, General Manager of Industrial Dynamics in Torrance, California, which manufactures electronic inspection equipment for the bottle industry. Since he has been with Industrial Dynamics, it has grown substantially; the job has been very rewarding, keeping him traveling around the world overseeing the company sales offices and large accounts. He flies the company's turbo-prop on business and frequently his wife, Betty (who is also his copilot) goes along. Last year they also went to Germany, side-tripping to ski in Austria, and to South America, so being married to a traveling salesman has its benefits.

During these business growing years, the Floods also had two boys who were growing. The older son, Drew, aged 19, is now in his second year at the Air Force Academy. He actually likes it--probably because he fulfills his first two loves, flying and skiing. Drew just earned his commercial license as a glider pilot, and academically he maintains a position on the Dean's List. Their second son is a freshman in high school, runs cross country, and sails a catamaran with his dad (they just started their racing career).

The Floods live in Palos Verdes Estates, on the ocean, and love the weather, community, and its people. Don has been into numerous local activities such as coaching soccer, assisting with scouts and participating in the local marathon for the last five years. Training for these marathons keeps him fit and healthy and almost as trim as when he and Betty were married. Betty comments, "Twenty-five years after graduation, he's not only gotten older, but I KNOW he's gotten better."

Career Highlight: "Nineteen Seventy-Seven Palos Verdes Marathon and five more."

## EVERETT W. FOOTE

Captain, USN

Following graduation, Hoot entered flight training and was designated Naval Aviator in November, 1957. He began his first operational tour with VAW-5, where he flew the A3D Skywarrior. Ordered to the Naval Postgraduate School in June, 1962, he graduated from the Navy Management School. His next orders were to Washington, D. C., for duty as the Assistant Lieutenant Assignment Officer in the Bureau of Naval Personnel. In November, 1966, Hoot deployed to Southeast Asia with Attack Squadron 35, and flew the A6A in combat. At the completion of this deployment, he received orders to Attack Squadron 128 at Naval Air Station, Whittier Island, Washington. Following a short nine-month tour with the new "RAG," he was transferred to Attack Squadron 52, where he served as Operations Officer, and deployed on his second combat cruise to Southeast Asia in September, 1968.



Following this deployment, Hoot received orders to duty with the Chief of Naval Operations in Washington, D. C., where he served in the Office of Aviation Plans and Policies. In August, 1970, he reported to Attack Squadron 75 as Executive Officer and assumed command of the "Sunday Punchers" on June 3, 1971. The year that followed was highlighted by a successful Mediterranean deployment developing the initial CV evaluation aboard USS Saratoga (CV 60). A short turn-around period culminated in an emergency deployment of the squadron to combat operations in Southeast Asia. In three combat tours he has flown 167 combat missions over North Vietnam.

Following his command tour, Hoot was assigned as Attach Air Warfare Coordinator, Command Operations Test and Evaluation Force in Norfolk, Virginia, where he managed the Test and Evaluation of over 35 various Attack Weapons and Systems. In August, 1975, he reported as Commander, Attack Carrier Air Wing 8 (CAG 8) where he deployed aboard USS America (CV 66) Next, he served as Air Wing Training Officer on the Staff of Commander Naval Air Force, Atlantic.

During his tour as Commanding Officer of the USS El Paso (LKA 117), the ship was awarded the coveted Battle Efficiency "E" and all seven Departmental "E" awards.

Hoot assumed his present command of Amphibious Squadron 6 from his position as Assistant Chief of Staff to the Commander in Chief, U.S. Atlantic Fleet for Manpower and Personnel.

During his career, he has been awarded three Distinguished Flying Crosses, the Bronze Star, and 13 Air Medals, the Navy Commendation Medal, two Navy Unit Commendations, a Meritorious Unit Commendation and various Campaign and Service Awards.

Hoot is married to the former Laura Potts of Danville, Virginia. The Footes have two daughters, Carrie (22) and Elizabeth (19), and reside in Virginia Beach, Virginia.

**PAUL R. FOURNIER**



From France the Fourniers went to Stuttgart, Germany, where Paul, Jr., was born on December 27, 1967, and from Europe, to Charleston, South Carolina, where Paul reported to Boulelon as Executive Officer. Joe was born in Charleston on June 16, 1970.

On New Year's Eve, 1970, the Fourniers set off for Massachusetts, where Eleanor and kids stayed while Paul served his year in Vietnam. He relieved Dick Tarbuck as Senior Advisor at the Vietnamese Naval Academy and Naval Training Center at Nha Trong, and roomed with Connie O'Shea (a LCol in the U.S. Army) for six months in Nha Trong.

War College was up after returning to the U.S., then Commanding Officer of Patterson at Mayport, Florida. Paul's last three tours were in San Diego on CONDRO GRU Three Staff, COMNAVSURFPAC Staff, and as Chief of Staff at the Naval Training Center. Paul's final promotion was on December 1, 1977, to the rank of Captain. He retired November 1, 1981, and is still looking for the right civilian billet.

Career Highlights: "Loss of 30 pounds in the past year, stopped smoking two years ago, maintained sanity, Legion of Merit--in any order."



## BOB L. FRANCIS

Captain, USN

Bob is commander of the Air Force Weapons Laboratory, Air Force Systems Command, Kirkland Air Force Base, Albuquerque, New Mexico.

He received his pilot training at Marana Air Base, Arizona, and at Reese AFB, Texas. He was then assigned as a C-118 pilot and assistant operations officer at McGuire Air Force Base, New Jersey, from 1957 to 1959. He served in Saudi Arabia during 1959-1960 as pilot, aide, and administrative officer, and then returned to the United States to the Washington, D. C. area (Andrews AFB and the Pentagon) where he was assigned through 1966 to various positions serving as a pilot, aide, and as assistant executive to the deputy chief of staff for systems and logistics.

Bob picked up a Master's in Business from Harvard from 1966 to 1968, and after graduation served in Southeast Asia as a F-39 pilot from 1968 to 1969. He flew 255 combat missions. His next tour of duty took him to Alaska in 1969, where he served as the joint command pilot and executive officer for the commander in chief, Alaskan Command, at Elmendorf AFB.

Moving back to warmer weather, he next served as squadron commander of the 454th flying Training Squadron at Mather Air Force Base, California, in 1973, flying T-43 aircraft. This was followed by assignment to the Pentagon as executive officer for the deputy chief of staff for research and development requirements, the deputy chief of staff for research and development in 1975, and a move to Kirkland AFB, New Mexico, as chief, Electromagnetics Division at the Air Force Weapons Laboratory in 1979. He then served as commander of the 6550th Air Base Wing at Patrick AFB, Florida, from 1980 to 1981, before assuming his present position at Kirkland.

Bob attended Squadron Officers School in 1962 and the Air War College in 1973. He holds the following awards and decorations: Legion of Merit, Meritorious Service Medal with two oak leaf clusters, Air Medal with seven oak leaf clusters, the Air



## RAYMOND FRANKENBERG

Airport Operations Officer  
Washington National Airport

When Deborah Frankenberg, formerly Deborah Arnhart, met Ray in January, 1969, he had just returned from his third tour of duty in Vietnam, having already had a very distinguished career since receiving his commission in the US Air Force in 1956. Ray had been assigned back to Washington, D. C. as a liaison officer between the Air Force and the National Capital Wing of the Civil Air Patrol. He had a small niche in the Congressional office of the Honorable Lester L. Wolff, where Deborah worked. One day he jokingly bet her dinner that she couldn't find the "2.5" which was concealed in the design of his USNA ring. She found it, and that dinner was the start of what later became a permanent relationship. "It was obvious to me immediately that marriage was the answer; I simply couldn't understand why this was not obvious to Ray. It was to take me three years to convince him."

In 1971, Ray was sent to Frankfurt, Germany, where he worked in the German equivalent of the Federal Aviation Administration. Proving that "absence makes the heart grow fonder," less than a year later he flew back to Washington and married Deborah. While she was preparing to join him in Germany, he was reassigned to Andrews AFB.

On January 25, 1973, Matthew was born. Two years later, on December 9, 1974, Justin was born. And two years after that, on January 12, 1977, Christian was born. On January 1, 1977, Ray retired from the service to take a position as Manager of the Washington area office of an electronics firm. It was an interesting experience, simultaneously frustrating and rewarding, as he was responsible for achieving sales quotas in addition to managerial duties. The job required long hours spent under a great deal of pressure, so he and Deborah were delighted when he was able to take a position with the Federal Aviation Administration as an Operations Officer at National Airport in the early spring of 1980. Since a good many of Ray's years in the Air Force had been spent in the area of operations, this was an excellent opportunity to start a second career in this familiar field.

Force Commendation Medal, the Air Force Outstanding Unit Award, and the Armed Forces Expeditionary Medal. He is a command pilot with 9,000 hours flying time.

Bob is married to the former Martha Grace Turrell of Alexandria, Virginia, and they have three sons. Lawrence is in USAF pilot training; Miller is a junior at the University of New Mexico; and James is a technical vocational mechanic.

The main duty of an Operations Officer is to act as a representative of the Airport Manager, and to carry out day-to-day duties associated with the running of that facility. This includes not only administrative duties, but handling of the inevitable complaints, as well as such problems as bomb threats. It is a unique job--a position where one minute you may be greeting visiting dignitaries and the next minute picking up debris on one of the runways.

After Ray's retirement from the service, the Frankenbergs bought a home in Temple Hills, Maryland, a small suburb of Washington located near Andrews. Ray's mother, Margaret, lives with them and instantly became a valuable asset and friend. Ray has a corner on the hobby market, being interested in golf, stamp and coin collecting, and calligraphy, to name just a few. Both Frankenbergs enjoy cooking, reading, and time spent with good friends and the family.

Career Highlight: "I would have to say that the birth of our three beautiful boys (note the absence of prejudice) has been, jointly, our 'most notable achievement.'"

## GERALD ALBERT FULK

Captain, USN

Upon graduation, Jerry was assigned to USS Walke (DD-723). He served as Electronics Material Officer, Communications Officer and CIC Officer. He married Carol Marie Vanderbilt, his Naval Academy sweetheart, on May 25, 1957, in San Gabriel, California, and was promoted to Lieutenant (junior grade) in 1957.

In 1958 Jerry was assigned to Staff, Commander Destroyer Squadron Three as Communications Officer. Deployment included duties on the Taiwan Patrol. In 1960, he entered Nuclear Power School, New London, Connecticut. While there, he was promoted to lieutenant, and on July 2, 1960, a daughter was born, Kathleen Marie. Jerry next commenced training at Nuclear Power Training Unit, Idaho Falls, Idaho.

In 1961, he reported to the pre-commissioning crew, USS Long Beach (CG(N)-9). He served as B Division Officer and Electrical Officer. A son, John Vanderbilt, was born on August 8, 1961, and a second son, Michael Lee, on August 11, 1962.

In 1964, Jerry reported to USS Bainbridge (DLG(N)-25) as Engineer Officer. From August through November, 1964, he participated in Operation Sea Orbit, the around-the-world cruise of Nuclear Task Force One, and was promoted to Lieutenant Commander that year. In December, 1965, Bainbridge entered Vietnam waters with the first nuclear-powered task group in combat.

Jerry entered the Naval Postgraduate School in 1967, studying Ordnance Engineering with a major in Underwater Physics. He was promoted to Commander in 1969. He graduated with a professional degree of Electrical Engineer and a Master of Science (Electrical



Engineering) degree in that same year, and reported back to USS Bainbridge as Executive Officer. He deployed to Vietnam in 1970 and again in 1971, and in 1972 was awarded the Navy Commendation Medal. Following this tour, he was assigned as a Military Research Associate at Lawrence Livermore Laboratory, where he conducted research in electromagnetic phenomena and nuclear weapons explosive devices.

In 1975, Jerry assumed command of USS Parsons (DDG-33) homeported in Yokosuka, Japan. He was promoted to Captain in 1975 and in 1976 was transferred to the Office of the Chief of Naval Operations (OP-098), serving as Special Assistant and Executive Assistant to the Director, Research, Development, Test and Evaluation. In 1980 he was awarded the Legion of Merit.

From May, 1980, to the present, Jerry has served as Commanding Officer of USS Jouett (CG-29). In October, 1981, Jouett became the first Pacific Fleet CG/SM-2 ship, achieving two direct hits with the SM-2(ER) surface-to-air missile.

## GEORGE M. FURLONG, JR.

Rear Admiral, USN

Following Skip's marriage to Ry in South Carolina five days after graduation, he entered flight training at Pensacola in September of that year. He received his wings in July, 1957, and subsequently participated in three Western Pacific deployments flying F-11 Tigers.

After postgraduate school (1961-1963), Skip served as Special Project Pilot, F-4 Projects Officer and F-111B Program Manager at the U.S. Naval Weapons Evaluation Facility at Kirkland AFB, New Mexico. He next served as Aide and Flag Secretary to Commander, Carrier Division Nine, and then as Maintenance Officer, Executive Officer, and Commanding Of-

ficer of fighter Squadron 142, while deployed with the USS Constellation and USS Enterprise. He was F-14 Project Manager for Commander, Naval Air Force, U.S. Pacific Fleet, during fleet introduction of the Tomcat.

Skip next served as Commander of Attack Carrier Air Wing 14 on board USS Enterprise during the first F-14 deployment. Following a tour as Commanding Officer, USS Ponchatoula (AO-148), homeported in Pearl Harbor, he served as Commanding Officer, USS Independence (CV-62) from March, 1977, to September, 1978. He next served as Chief of Staff, U.S. Sixth Fleet and most recently completed a tour as Director, Air Weapons Systems Analysis Staff (OP-50W), in the Office of the Chief of Naval Operations.



Skip is currently Commander Fighter Airborne Early Warning Wing, U.S. Pacific Fleet, with headquarters located at NAS Miramar, San Diego, California. His command involves 32 different organizations including nine F-14 squadrons, seven E-2 squadrons, two naval air stations (including Miramar, the world's largest and busiest), Topgun (advisory squadron), four F-4 squadrons, VX-4 (experimental fighter), and other units stretching from Arizona to Japan. Skip maintains currency and carrier qualifications in the F-14 Tomcat and other wing aircraft.

Skip holds degrees in Naval Science and Aeronautical Engineering. He was the recipient of the 1971 National Navy League John Paul Jones Award for inspirational leadership while serving as Executive Officer and Commanding Officer of Fighter Squadron 142. He has accumulated over 4,000 flight hours and 900 carrier landings in all types of current Navy tactical aircraft, flew over 200 combat missions in Vietnam, and wears the Legion of Merit and other awards.

Skip is married to the former Ryland Hagoo Blakely of Greenwood, South Carolina. They would enjoy seeing any classmates and their brides who might be visiting in the area. They have two sons, Morgan (July, 1957) and William (February, 1961) who reside in Del Mar, California.

## PAUL R. GAMBARANI

Vice President-Operations  
Chemical Construction Corporation

Upon graduation Paul served in USS Iowa (BB 61) as First Division Officer and Special Weapons Officer until its decommissioning in January, 1958. His next duty station was USS Leary (DDH 879), where he served as MPA and Engineering Officer until he left the Navy in July of 1960.



Paul returned to his native New York City and lived a bachelor's life until May, 1968, when he married the former Barbara Ann Williams of Cambria Heights, New York. His first civilian job was with a structural steel fabricator as an assistant plant superintendent. In 1961 he joined Foster Wheeler Corporation as a Proposal Engineer in their Fired Heater Division. When that company moved out of the Big Apple in 1964, he took up employment with Chemical Construction Corporation in New York City. He has been with them for 17 years, having outlasted five different owners, including EBASCO Services, Boise Cascade Corporation, Aerojet General Corporation, Envirotech Corporation, and lastly, The General Electric Company. Starting as an equipment engineer, he rose progressively to project engineer, project manager, Director of Proposals, and Vice President of Operations in 1979. C.C.C.'s main lines of business have been engineering, design and construction of chemical plants and pollution control systems for the steel and utility industries.

During the late 1960's, Paul found time to pursue and earn a Master's degree in Management Science from C. W. Post College of Long Island University. He currently resides in East Northport, Long Island, with his wife Barbara and their three daughters, Laura, 12; Lisa, 9; and Paula Ann, 6. His leisure time is spent following New York Yankee baseball, Navy football, playing golf, and reading 'Shipmate'. "Although he was never known as a gung ho Midshipman, he savors and is proud of his total Navy experience, and is a staunch supporter of the Naval Academy, its athletic teams, the education it offers, the friendships it developed, and the memories it has provided."

Career Highlight: "Missing Capital Airlines Flight # 26 from Washington, D. C., to Norfolk, Virginia, in January of 1960. Because of weather conditions, his connecting flight from New York City was late arriving in Washington, thus causing him to miss his plane. This flight eventually crashed enroute to Norfolk in Holdcroft, Virginia, with no survivors."

## DANIEL TYLER GARGES

Director of Marketing  
ENSCO, Inc.

After graduation Dan spent two years working his way through the USAF Training Command, becoming a rated Navigator. While in Electronic Warfare School, he played football for the Keesler AFB Base football team (Navy 150-pound football players never give up), and became the fourth person in history to lose a limb (left leg) playing the game of football. Due in part to his great "military training," he landed a job before he was medically retired in 1959. He became a liaison engineer with a small research and development firm working with, what else, Navy shipboard missile delivery systems and NASA space probes. This experience prepared him for the computer field, where he became a programmer for Control Data Corporation, working at Goddard Space Flight Center with satellite data radiation systems.

In 1966, Dan became an information systems analyst on the Director of Data Processing's staff at the Federal Reserve Board, where he later became the Chief of Computer Operations at a Grade 14 level. Then, in 1969, industry beckoned and Dan left the FED for a career with Xerox Corporation as a Computer Systems Marketing Manager where he prospered for six years. Travel included numerous trips to such garden spots of the world as the Caribbean and Mediterranean areas.



Dan changed jobs for the last time in 1975. His present work involves marketing for a research and development firm called ENSCO, Inc., where they worry a lot about scientific problems such as signal analysis and signal processing. In spite of the long hours and occasional travel, he has managed to father four magnificent children: Mary Anna, 19; Damon, 18; Melinda, 14; and Kathleen, 12. Home for the past nine years has been in Rockville, Maryland. Dan's wife is the former Margaret Ann (Peggy) Duncan of Hyattsville, Maryland.

Most Notable Achievement: "(1) Being the father in a God-loving family. (2) Being a member of a business management and engineering team that successfully designed, developed and installed the largest and most advanced flight test telemetry system in the world at Patuxent River Naval Air Station."

## JERRY L. GIBSON

Director of Government Marketing  
MCI Telecommunications, Inc.

Jerry's years in the Air Force included two tours in T-33 pilot training at Webb and Williams AFB's followed by the AFIT program at Malmstrom in the first Minuteman Wing. The subsequent back-to-the-cockpit assignment in the T-38 was his "most enjoyable tour."

Jerry left the Air Force in January, 1967, to become a flight instructor for United Airlines in Denver. A successful part-time business in the sales and management training and motivation business, plus being pretty tired of the cockpit after 18,000 hours, led him to go full-time in the business world. He became Senior Vice President for a very large world-wide sales organization. Then the bottom fell out. The corporation went bankrupt, and Jerry was faced with starting a new career from scratch.



## MICHAEL ROBERT GLUSE

Captain, USN

After graduation, Mike and Barbara were married in Waterbury, Connecticut, with Dick Mosier, Jim Black, Pete Spink and Julian Coolidge in attendance. After ASW School in Key West, they moved on to the USS William M. Wood (DDR-715) for three years, departing in 1959 after serving as ASW and Fire Control Officer, First Lieutenant, Navigator, and Gunnery Officer. Postgraduate School in Monterey followed; John Bauman, Roger Horne, Ed Sechrest, and Vince Roper were there to make life a little easier. Shelley was born on November 9, 1959.

Fortunately he then became associated with MCI Telecommunications Inc. Within three months he was their number one Sales Rep nationally, and subsequently spent two and one-half years as their number one Sales Manager in the Dallas Regional Office. The next promotion was to the Washington, D. C., headquarters as Director of Customer Service; and his most recent position is Director of Government Marketing, coordinating MCI sales efforts to Federal and State governments nationally.

Jerry wonders if he holds the record as the class's most prolific, with four children from his first marriage (which ended in divorce in 1966) plus five more from my second very happy marriage to Arlene. Arlene was an Air Force nurse; she joined the Aero Club, where Jerry was her flight instructor. As in USNA days, he continues to be very involved in church work, still sings in the choir, and occasionally plays his violin. The closest he's been to boxing since 1956 is on a T.V. set.



Mike graduated in 1962 with a Master's degree in Mechanical Engineering, and headed east again, this time to Newport, Rhode Island, and the USS Waccamaw (AO 109) as Chief Engineer. Eric was born there in July, 1963. Mike was promoted up to Executive Officer and later Executive Officer with additional duty as Commanding Officer as the ship was being converted. That required another trip west, this time to Seattle, Washington.

Seven months later, the Gluses headed for the Naval Academy, where Mike taught steam for two years. At that point he decided that his career belonged in the engineering field, and converted to a 1400 designator in 1966. After learning the ropes on the waterfront in the Naval Shipyard, Charleston, South Carolina, Mike ended up in the Anti-Submarine Warfare Project Office in Washington for three years, followed by the staff of the old Service Force, U.S. Atlantic fleet, in Norfolk.

Two years later that Staff was merged with those of the Cruiser-Destroyer and the Amphibious forces, and the Staff of the U.S. Naval Surface Force, Atlantic fleet was created. Barbara became President of the Officers' Wives Club, a position she was to hold in three successive commands; Shelley began to show much promise in the art and theatre fields; and Eric's athletic ability, especially in golf and soccer, became apparent.

At the Norfolk Naval Shipyard Mike made Captain in 1977 and then served as Repair Officer, working on carriers, nuclear submarines, barges, and everything in between. Shelley made it to the National Honor Society and went off to Longwood College. Shortly thereafter, Mike ended up in the Charleston Naval Shipyard again, this time as Production Officer. Eric's interests extended to several areas besides athletics and all too soon he left for college.

"The empty nest syndrome hit hard, but somehow nuclear refuelings keep you occupied quite a bit. All in all, it's been fun, and good friends and a marvelous wife and family made it so."

Career Highlight: "Directly responsible for reducing the USS Forrestal overhaul of 400,000 Man-days from 10½ to 9 months. Set the standard for all future carrier overhauls."

## KENNETH H. GODSTREY

Computer Systems Specialist  
System Development Corporation

Barb and Ken were married the summer after graduation, and then Ken reported to Ellington AFB, Texas, for Navigator Flight School. While they were at Ellington, their first son, Ken, was born (he is now 24). After receiving his wings, Ken reported to Randolph AFB, Texas, for Combat Crew Training prior to reporting to Westover AFB, Massachusetts, and the 384th Aerial Refueling Squadron in the Strategic Air Command (SAC). The Godstreys spent five great years (1957-1962) at Westover and enjoyed the combat crew duty in spite of the alert tours and Reflex duty. During this tour, their second and third sons were born, Steven (21 and a senior at the University of Maryland), and Scott (20 and a sophomore at Salisbury State College).

The next duty assignment was at SAC Headquarters in Omaha, Nebraska, as part of the SAC Command and Control System. The three years at Offutt AFB (1962-1965) were spent in training for the world of ADP, working with a contractor on temporary duty for nine months (in Barbara's home town), and then working at several locations both on base and around Omaha in installation of the new System. While they were at Offutt, fourth son Michael (17 and a senior at Bowie High School) was born.

Ken traveled next to Headquarters Pacific Air Forces in beautiful Hawaii, where he served in the Command Center establishing their Command and Control System. After three wonderful years in the sun and surf, he was transferred to Headquarters 7th Air Force at Ton Son Nhut AB, Vietnam, for a year (1968-1969). Barbara and the boys moved to Toms River, New Jersey, to be near the folks. The following assignment was to the Air Staff at the Pentagon in the Air Force Command Post; while on this assignment (1969-1973), the Godstreys bought their present home in Bowie, Maryland, and started to establish some roots for the boys. Paul's last tour was again spent in Hawaii at PACAF Headquarters for the Directorate of Data Automation. This tour of duty (1973-1976) was so enjoyable that oldest son Ken decided to become a permanent resident of Hawaii.



## PAUL D. GRAF

Certified Medical Representative

Paul lived in Holden, Massachusetts, after leaving the service in 1960, and until 1970 had his own real estate and insurance agency. In 1970 he moved to Long Island, where he presently works for Afiria, Inc., of New York City.

Paul was married on October 14, 1959, and divorced on June 8, 1981. He has four children: Ann, born on October 27, 1960; Paul, Jr., born September 13, 1962; Michael, born June 15, 1964; and Lynn, born December 5, 1971.

Upon retirement from the Air Force in July, 1976, the family returned to Bowie and Ken accepted a position with Planning Research Corporation in Reston, Virginia. After three and a half years of that commute, he accepted another offer from a small consulting firm in Gaithersburg, Maryland, called Information Planning Associates. He left that firm for his present position with System Development Corporation in March of 1981. Barbara has been working as a legal secretary for a small law firm within walking distance of the house for about 18 months, and loves it. She decided that after all those years of raising kids and homemaking, it was time for a change (of course, the Godstrey's attempt to buy some Maryland colleges influenced her decision).

"Living as close as we do to Annapolis has afforded us the opportunity to attend the Navy home football games and the majority of the Homecomings in recent years, so we have had the pleasure of seeing many old friends and classmates from time to time. We hope to see many more in the future now that you all have our address and phone number."

Career Highlight: "From the class 'track record' on marriages, I would say that my most notable achievement is that I'm still married to the same girl, and still in love with the same girl...and if Barb ever finds out about it, she'll kill me!"



## AL GRANGER

Owner--Coachworks

Partner--Coachaus

Al describes himself as a "small business person," with an auto body shop, car rental business, and inn to his credit since he resigned his Marine Corps commission. His wife, Beth, teaches at Albright College. The Grangers have three sons: Larry, 23 and a senior at Northwestern University; Steve, 21 and a sophomore at Northwest University; and Alan, 19 and a sophomore at the University of Chicago.



## JOHN C. GRANT

President

Ocean Learning Institute

Long before the current vogue, John was a zealous advocate of the private enterprise system and the U.S. Navy. Since he resigned his regular commission in 1967, he has founded or helped start a half dozen or so companies. Two he is particularly proud of are The Geraldines Ltd., which was on Compromise Street in Annapolis and later sold to Bell Aerospace Corp., and CADCOR Inc., which operates in Annapolis at present.

The Geraldines, where John was Vice President of Marketing, acquired and put to use on Navy research programs, Western Electric's undersea cables, etc., the first U.S. commercial research submarine, the Perry Cubmarine, PC-X, now in a museum. After The Geraldines was sold, John became the Product Line Manager of ACF's Underwater System Laboratory in 1963. There, upon the sinking of the USS Thresher, he put together a consortium of companies that developed, built, and delivered in 60 days, to the Navy and Bathyscaphe Trieste, a hydraulically actuated mechanical arm that successfully operated in over 8,000 feet of ocean.

Following this John went to work for the old Bureau of Ships, where he was Program Manager for the Marine Engineering Laboratory and Boiler Turbine Laboratory. There he was appointed Head of the Range User Division of the Atlantic Undersea Test & Evaluation Center, with the task of establishing its headquarters and managing all range programs and resources in Andros Island. That brought the family from Annapolis to Palm Beach. When the Weapons System Command took over AUTEK, John chose to leave and set up Ocean Measurements, Inc. For the past 10 years, however, his principal involvement has been with Ocean Learning Institute, a private school that runs field trips in marine geology and biology in cooperation with the Sea Grant Program.

Mickey and John Grant have four children, Wayne, Burke, Johnny, and Linda, and one grandson, Edward Allen.

Career Highlight: One year and a half ago John and OLI bought the Presidential Yacht USS Sequoia, rescuing it from a public auction. The Sequoia served eight of our presidents from Hoover to Ford before Jimmy Carter sold her. John spent a year and over \$200,000 restoring the hull to a seaworthy condition. Subsequently through the auspices of a Washington group, the Sequoia is once again on the Potomac, shortly to become a National Monument.



## GERALD EDWARD GREEN

Captain, USN

Jerry has seen mostly sea duty since graduation, starting with a tour on the USS Barry (DD 933). This was followed by tours on the USS Angler (SS 240), USS Tinosa (SSN 606), USS Seawolf (SSN 575), and the USS Queenfish (SSN 651), culminating with command of the USS Lapon (SSN 661) and the USS Frank Cable (AS 40). He also had tours in OPNAV and on COMSUBLANT staff. In the course of his Navy career, Jerry has been awarded the Legion of Merit, two Meritorious Service Medals, three Navy Commendation Medals and a Navy Achievement Medal. He is still on active duty, as Chief of Staff to COMSUBGRU Six in Charleston, South Carolina.

Betty and Jerry met while he was on Tinosa at Portsmouth Naval Shipyard. They were married while he was engineer of Seawolf in 1963. Betty is an active pharmacist, currently working on a Doctorate of Pharmacy at the Medical University of South Carolina. The Greens live on the Naval Base with three teenagers: Jay (17), Mary Kay (15), and Stephanie (13).

One of the family's favorite pastimes is sailing, and they are always looking for fellow sailors as well as a "good deal" on a big boat.

## WILLIAM H. GREEN

Captain, USN

On June 9, 1956, Bill commenced the joint command marriage with Marianne Browning of Lovett, Florida, in Lovett, Florida. Assignment to USS Rockbridge in Norfolk was followed by a wide variety of other assignments: as Executive Officer of USS Agile (in Charleston, South Carolina), as navigator to USS McDonough (Charleston), as Commanding Officer of the MSO USS Albatross (Long Beach), NROTC instructor at Brown University (Providence, Rhode Island), Commanding Officer of Mine Division 81 (Panama City, Florida), Chief of Navy Section (Dhahran, Saudi Arabia), Military Assistance Advisory Group--Middle Eastern Branch (Pentagon), and finally Bill's present work with the Navy's program for high school students in Southern California, Arizona, New Mexico, Nevada, and Colorado.

Daughter Beth arrived in 1961 in California, and sons Bill and Jim were born in Providence in 1962 and 1963. The six years of assignments to jobs in the Washington area gave all three continuity through high school, and the feeling that Northern Virginia (Annandale) is "home."



The family expects to settle into a new home in San Diego early in 1982 and shift their loyalties. Retirement (and the next career) is on the agenda for 1985.

Career Highlights: "Maintaining three bright, beautiful children at Florida State University, Duke University and the University of Southern California concurrently. Most interesting professionally was a tour in Saudi Arabia with their naval expansion program--two and a half years as Chief of the Navy Section in Dhahran earned Bill the Legion of Merit."

## NEIL F. GROEPLER

Manager, Marketing ASW Programs  
Hughes Aircraft Company

After graduation, Neil served in USS Rich (DDE 820) for 18 months. He entered Submarine School in January, 1958, and followed graduation with a service in USS Sea Lion (APSS-313).

Leaving active duty in July, 1967, Neil joined Westinghouse Motor and Gearing Division in Buffalo, New York, first as Quality Control Engineer, then as Quality Control Supervisor and Defense Products

Manager. He started his own business in April, 1969 (an employment agency), but closed in December and joined Cubic Corporation, San Diego, in February, 1970, as Defense Marketing Engineer. He maintained drilling status in the U.S. Naval Reserve, commanding a submarine repair and maintenance unit in San Diego from 1975 to 1977.

Neil joined Gould Ocean systems Division in August, 1977, as Manager of Marketing, and after two years at Gould, joined Hughes Aircraft Company, Fullerton, California, as Manager of Marketing ASW Programs.

Neil married a gorgeous San Diego schoolteacher, Zayanne Mosteller, in June, 1960. The Groeplers have three children: Paul, junior at Texas A&M; Anne, junior in high school; and Amy, a third grader. Neil's passions are sailing and being a vocal Republican who lets his Senators and Congressmen know how to do a good job. He enjoys seeing many classmates and alumni on his frequent trips to D.C., and maintaining excellence "par none" on English sports cars owned through the years. "No grey hair, but getting chubby from the good life."

Career Highlight: "Responsible for many millions of dollars worth of business with the Department of Defense for Cubic Corporation, Gould Corporation, and Hughes Aircraft Company."



## RICHARD P. GUEST, JR.

Colonel, USAF

Dick, a native of Abington, Pennsylvania, was commissioned a Second Lieutenant in the U.S. Air Force upon graduation from the U.S. Naval Academy in June, 1956.

Following his initial assignment to Missile Guidance School at Lowry AFB, Colorado, and Mace Missile Operational Training at Orlando AFB Florida, he went to Sembach, Germany with the initial deployment of the Mace Missile in 1959. During this four year tour until 1962 he served as an Alert Crew Launch Officer and Director of the Standardization Launch Crew.



From 1962 to 1963 he was assigned to the Flying, Nuclear and Missile Safety Division at Headquarters Tactical Air Command at Langley AFB, Virginia. He then was accepted by the Air Force Institute of Technology and attended Arizona State University, graduating with an MS in Industrial Engineering in 1965. His next assignment was to the Reentry Ships Program at Patrick AFB, Florida where he was Director of the Operations Division until 1967.

Dick was transferred to Wright-Patterson AFB, Ohio, in 1967, following a TDY to attend the three-month AFLC System Program Office Course. He was assigned to the newly formed Maverick Missile Program Office, initially as a reliability and maintainability engineer and later as Director of Program Control, Flight Test and Special Assistant to the SPO Director.

In July 1971, he went to the Pentagon, where he served as the Maverick Missile Program Element Monitor in the DCS/Research and Development, Headquarters, USAF for four years. As PEM, he managed all four variants of the Maverick, the 65A and B (electro-optical), 65C (laser) and 65D (imaging infrared).

He returned to Wright-Patterson AFB, Ohio, in 1975 to become the Program Director of the F-4G Wild Weasel Program until 1979. During this assignment, the F-4G completed development flight test, initial and final operational testing by the Air Force Test and Evaluation Center (AFTEC) and entered full scale production for the total program. He has been the Deputy for International Programs in the F-16 System Program Office since February 1979 and during the first six months of this assignment he participated in an evaluation of the Space Shuttle Program.

Dick is married to the former Judy Raines of Dayton, Ohio, and has four children: Debbie, Rick, Amy and Lori.

Career Highlights: Part of the management teams that put the Maverick Air-To-Ground Missile, the F-4G Wild Weasel (EW) Aircraft and the F-16 Fighting Falcon through R&D production and into the field fully operational.

## ROY M. GULICK, JR.

Senior Research Analyst  
Decisions & Designs, Inc.

Following Basic School, Roy joined the Fourth Marine Regiment in Hawaii, where he met and married Anne McAfee, an Army brat, in June, 1959. Three years of troop duty at Quantico, where their son and daughter were born, preceded two years as Commanding Officer, Marine Detachment, USS Newport News (CA-148).

Unknowingly, when he left the ship he left troop duty forever, and began an unimagined succession of technical tours: two years at the Naval Postgraduate School, two years on the faculty of the Naval Academy, eighteen months at the University of Michigan in Computer Engineering (where Anne earned her M.S.E. in the same subject), a year in Vietnam as the Deputy Director of the Marine Corps Automated Services Center in DaNang, two years on the faculty of the Marine Corps Education Center, and two years as Head, Computer Systems Control Office, Headquarters Marine Corps. A year of relief at the National War College (1975-1976) was followed by two years as Manager of Basic Research in Cybernetics Technology at the Defense Advanced Research Projects Agency.



At this point, a combination of exceptional second career opportunities and Anne's own technical career at IBM prompted Roy's retirement. In early 1978 he joined a small, specialized research and development company, Decisions and Designs, Inc., in McLean, Virginia, which was founded in 1971 by several of his colleagues at the University of Michigan. Both children graduate from college this summer, son Trip from Johns Hopkins and daughter Anne from the Art Institute of Pittsburgh. Trip continues on to medical school in the fall; Anne becomes a commercial artist.

Career Highlight: "Running 22 miles on the 22nd anniversary of our graduation from USNA."

## FRANKLIN R. HADLEY

Marketing Representative  
IBM

Frank took his Air Force commission first to navigator training, and used his newly acquired skills on two subsequent assignments: Crew Navigator on a KC-97 tanker flying out of Plattsburgh AFB, New York, and Crew Navigator for KC-135's at Mather AFB and Castle AFB, California. He then spent June 1962 to July 1966 as a Missile Crew Commander for a Minuteman crew at Malmstrom AFB, Montana, before returning to the navigator's seat in a KC-135 for another year.



Frank resigned in August, 1967, and became a Systems Engineer for IBM in Fort Worth, Texas, covering General Dynamics. In August, 1970, he moved to Abilene, Texas, to become the Marketing Representative responsible for sales in this West Texas area. Frank has earned 10 100% Club awards for salesmanship, one Golden Circle award, one Branch Manager's award, and one All-Star Roundtable award from IBM.

Frank and his wife Ellen have three children. Greg, age 20, and Karen, age 18, are both students at the University of Texas, and Doug, age 14, is a ninth-grader.

Most Notable Achievement: "Still working on it."



## DONALD C. HANSON

Specialist Engineer  
Boeing

Following graduation Don returned to Wisconsin, where he married Fay Marilyn Boman on June 30, 1956. The Hansons then proceeded to Pensacola and started a career in multi-engine Navy flying. In August, 1958, Don reported to VP-2 at Whidbey Island for a three-year tour. Then from 1961 to 1963 he was at the US Naval Postgraduate School in Monterey, followed by a two-year tour in VX-1 in Key West.

After a two-year stint in CIC on Wasp, Don joined VP-1 at Whidbey. Leaving VP-1 in July, 1970, Don reported to the Naval Air Systems Command, and in November, 1974, to the Office of Naval Research.

Don retired from ONR and the Navy in December, 1978. In February, 1979, he signed on with Boeing, where he is currently employed as an engineer.

Don and Fay have four daughters: Laura, born in 1958 and now married and living in Minneapolis; Sara, born in 1961 and a student at Luther College; Julie, born in 1965 and in high school; and Karen, born in 1971 and a fifth grader.

## MORT HANSON

Owner  
Aero-Boun Distributing Company

Mort reported first aboard the destroyer USS Brownson (DD-868) where he served as Main Propulsion Assistant, CIC Officer and Operations Officer. From there, in July, 1960, he reported aboard the guided missile cruiser USS Springfield (CLG-7), the flagship for Commander, Sixth Fleet, homeported in Villefranche, France. Following that tour as Assistant CIC Officer, he and his family returned to the states, where he attended the Postgraduate School at Monterey, California, followed by duty on the Staff of Commander, Naval Base, Newport, Rhode Island, as Liaison Officer for President John F. Kennedy's Summer White House from 1962 to 1963.



Mort returned to sea as Chief Staff Officer/Operations Officer on the staff of Commander, Destroyer Squadron 10 in the destroyer USS Forrest P. Sherman (DD-931) from 1964 to 1966, followed by a two year tour as Executive Officer of the destroyer USS Joseph P. Kennedy, Jr. (DD-850) until 1969. Subsequent tours included assignment to the Office of the Chief of Naval Operations as Head of the Manpower Department, OPNAV, followed by a tour as Executive Officer of the destroyer tender USS Grand Canyon (AD-28). In 1971, he reported to Commander, Naval Advisory Group, Vietnam, as Assistant Chief of Staff for Vietnamese Navy Matters at the Vietnamese Naval Headquarters in Saigon, Vietnam.

Mort's next orders were as Commanding Officer of the destroyer USS Sarsfield (DD-837) homeported in Mayport, Florida. The next two years in the command of the Sarsfield included a deployment to the Mediterranean Sea and a return trip as part of a third aircraft carrier task group during the 1973 Arab-Israeli war. Sarsfield also had the distinction of winning the Destroyer Squadron Battle Efficiency Award as well as awards in Engineering, Operations and Antisubmarine Warfare. Following this tour, he reported to the Staff of Commander, Sixth Fleet as Surface Operations Officer in the guided missile cruisers USS Little Rock (CG-4) and USS Albany (CG-10) homeported in Gaeta, Italy.

Returning with his family to the states in 1977, he attended the National War College in Washington, D. C., followed by another Pentagon tour as Branch Head for Advanced Ships until July, 1980, when he assumed command of the Naval and Marine Corps Reserve Center, New Orleans, Louisiana. He retired on January 1, 1982.

Mort's decorations include the Meritorious Service Medal, the Navy Commendation Medal with a Gold Star in lieu of a second award, Vietnam Honor Medal (first class) and the Republic of Vietnam Meritorious Unit Citation Medal.

As a result of a knee operation while at the National War College in 1978, Mort's weight increased to 195 pounds along with a 39 inch waist. After jogging along the roads bothered his knees, he discovered a new way to lose weight and trim the body. This new concept in overall physical fitness is "rebounding" on an Aerobic Bouncer, a miniature round trampoline designed specifically as an exercise unit for all ages. Two years later, at 160 pounds and a 33 inch waist, Mort swears by it, and now has his own distributorship for Rebound Exercise Equipment. He spends most of his time now traveling around the country speaking to groups of health-conscious people, young and old, on this new physical fitness/weight control concept. His personal schedule contains at least 30 minutes a day on his Aerobic Bouncer.

Mort is married to the former Jeanette Beier of Philadelphia, Pennsylvania. They have a daughter, Carolyn, 15 and a student of Slidell High School, and a son, Ty Howard, 24 and a graduate of George Mason University, Fairfax, Virginia. The Hanson family plans to reside in Florida following Mort's retirement.

Career Highlight: "Commanding Officer of the destroyer USS Sarsfield (DD-837), which won the Destroyer Squadron 10 Battle Efficiency Award "Big E" along with the ASW "A", Engineering "E" and Operations "C."

## LYELL F. HARRIS

Flight Test Engineer  
Boeing Company

Lyell went from USNA to USAF pilot training, first at Marana AB, Arizona, and then at Goodfellow AFB, Texas. Once in possession of his wings, he was assigned to Dover AFB, Delaware, to fly C-124's. Here he married Patricia Harris from Madison, Wisconsin, and had daughter Melissa in September, 1959.

For a change of pace, Lyell then traveled to the Air Force Institute of Technology Postgraduate School at Wright-Patterson AFB, Ohio, in 1960. After being awarded his Master's in Aeronautical Engineering he spent four years in flight test engineering. Son Michael was born during this tour. Mike returned to flying C-124's from 1965 to 1968 at Hickam AFB, Hawaii, where he served as Maintenance Officer and flew maintenance flight tests. Second son Timothy was born in March, 1966.

Lyell spent 1968 and 1969 as Base Ops Officer, Cam Ranh Bay AB, Vietnam. Here he had his own two-Gooney Bird Base flight for a year, whose primary job was hauling F-4 pilots to Hong Kong/Bangkok for weekend R&R's. "I must have hauled a billion dollars worth of stereo back into RVN."

Back in the States, Lyell spent 1969 to 1977 at McChord AFB, Washington, flying C-141's. He "played maintenance officer/test pilot again--flew a lot, had a lot of fun, rode out 10 years with spectacular success at not getting promoted!" Retiring January 1, 1977, Lyell went to work for Boeing in 1980, and is presently flight Test Engineer in the 767 program.

## JOSEPH W. HARRISON

State Senator, Indiana  
Vice President  
Harrison Steel Castings Company

Joe followed graduation from USNA with a tour at Naval Intelligence School, Washington, D. C.. He graduated in 1957 and served on active duty with the Office of Naval Intelligence in Washington until returning to civilian life in 1960. He became active politically, and was elected to the Indiana State Senate (R-Attica) from the 23rd District in 1966. He has continued to serve in that capacity for the past 15 years. He has served on committees for Education (1967-1968 and 1971-1976); Elections (1967-1970); Public Health, Welfare and Pensions (1967-1976, Chairman 1971-1976); Finance (1969-1970, when he was Chairman, and again from 1979-1980); Apportionment (1971-1972); Insurance (1971-1972); Judiciary (1973-1974); Labor (1973-1980, Chairman 1979-1981); Public Policy (1977-1978); Benevolent and Penal Institutions (1977-1978); Commerce (1979-1980); Labor and Pensions (Chairman, 1981); and Rules and Legislative Procedure (1981).



Joe is currently Majority Floor Leader, Chairman of the Senate Labor and Pensions Committee, a member of Senate Finance, and is ranking member of the Rules and Legislative Procedure Committee. He also is a member of the Interstate Cooperation Committee, a member of the Legislative Council which directs legislative activities during the interim, and serves on the Malpractice Study Committee and the Judicial Compensation Study Committee. Governor Robert Orr appointed Joe to serve on the Governor's Commission on Directions in Mental Health.

Joe has authored or sponsored a variety of bills pertaining to teacher pension legislation during the past 10 years. He has been extremely active in dealing with labor legislation, and has authored most of Indiana's current legislation on workmen's compensation and unemployment compensation.

Joe is also Vice-President of Harrison Steel Castings Company, a family firm, and one of the largest independent foundrys in the United States. He served as a member, then president, of the Attica Consolidated School Board. He is married to the former Ann Gillespie of Williamsport; they have six children: Holly (23), Tracy (21), Tom (20), Amy (17), Kitty (15), and Christy (12). He is a member of the First Methodist Church, American Legion, Elks, Wabash Valley Association, and is a former J.C.



## MILLEDGE A. HART, III

Chairman of the Board  
Rmax, Inc. and Trade Max, Inc.

Following graduation Mitch served in the Marine Corps until February of 1961 as an artillery and infantry officer in the Pacific. He then joined IBM as a marketing representative in their data processing division in Dallas. Almost two years later, in 1962, Mitch resigned his position at IBM to join Ross Perot as one of the founders of Electronic Data Systems Corporation. Mitch was named a Corporate Vice President and Director in July, 1965. In September, 1969, he became President, the position he held until his retirement in February, 1977.

In November, 1977, Mitch founded Rmax, Inc., a manufacturer of rigid isocyanurate insulation with plants in Dallas, Texas; Greenville, South Carolina; and Reno, Nevada. In December, 1980, he founded Trade Max, Inc., an international trading company which specializes in selling American goods in Europe and the Mid-East, and importing European, Central American, and Japanese goods to the U.S. He is currently Chairman of the Board of both corporations.

Mitch serves on the Boards of Directors of Chilton Corporation, Salem National Corporation, Home Depot, Inc., Bent Tree National Bank, Boy Scouts of America --Circle Ten Council, the Episcopal School of Dallas (of which he was one of the founding directors), and the Board of Visitors at Duke University. Mitch has also been selected as a member of Who's Who in American Business.

Mitch is also very involved in the Young President's Organization. In 1981 he served as Education Chairman for the YPO's International University, which was held in Toronto, Canada. Currently, he is the Education Chairman of the Dallas Chapter and the Incoming Chapter Chairman for 1982. He is frequently a guest lecturer to company presidents on his management philosophy and management systems.



In 1959 Ross transferred to USS Glacier (AGB-4), homeported in Boston, Massachusetts. As Operations Officer, he participated in Operation Deep Freeze in the Antarctic. During this period Glacier became the first ship in history to penetrate the Bellinghausen Sea to the coast of the Antarctic, for which the ship was awarded the Navy Unit Commendation. As a result of work in Bellinghausen including participation in the shore survey team, Hatch Outcrop was named.

In 1964, upon completion of Postgraduate School, Ross reported as Weapons Officer, USS Joseph Strauss (DDG-16) homeported in Yokosuka, Japan, participating extensively in operations off the coast of Vietnam including the reopening of the Tonkin Gulf and the first combat shore bombardment conducted by a DDG. In late 1965 he reported to the Office of the Chief of Naval Operations in the Research and Development area as Assistant for Guided Missiles. Upon completion of this tour in early 1969, Ross served as Executive Officer of the USS Wainwright (CG-28) in Charleston, South Carolina. In the summer of 1970

In September, 1958, Mitch married Barbara Wiessner of Baltimore, Maryland. They have three children: Vicky, age 18, who is a freshman at Duke University; Milledge IV, age 16, a junior at Highland Park High School; and Holly, age 11, who is in middle school. Barbara is very involved in civic affairs and serves on numerous civic organizations.

Mitch's interests are his family, his companies, golf, tennis, and hunting.

## ROSS R. HATCH

Captain, USN

Ross's first assignment was to USS Rooks (DD-804) where he served in various weapons department billets including Weapons Officer, and as Navigator. During this period Rooks deployed to the Mediterranean and Middle East and participated in the action off Lebanon in 1958.



he was detached and attended the Armed Forces Staff College in Norfolk, Virginia, and in 1971 assumed command of USS Semmes (DDG-18). Semmes deployed to the Sixth Fleet and served as flagship of NATO Standing Naval Force Atlantic during this period.

From Semmes Ross returned to Washington, D. C., as a student in the Project Manager's Course, Defense System Management College, Fort Belvoir, Virginia. In 1973 he reported to the Office of the Chief of Naval Operations in the Tactical Electromagnetic Programs Division in the Anti-ship Missile Defense Office. In 1974 he moved to the Combat Systems Division of the Deputy Chief of Naval Operations (Surface Warfare), becoming Branch Head for Anti-Air Warfare Systems.

Ross became Director, Medium Range Missile Systems (Program Manager for TARTAR Systems and STANDARD Missile), Naval Sea System Command, in 1976. In 1978 he attended the Senior Officer's Material Readiness Course in Idaho Falls, Idaho, returning to the Naval Sea Systems Command as Deputy Program Manager in the AEGIS Shipbuilding Project. He reported as Prospective Commanding Officer in July, 1979, and assumed command of USS Belknap on recommissioning in May, 1980.

Ross is married to the former Phyllis Anne Hess of Durham, North Carolina. They have two children, Robert (19) and Michael (15).

## DOUGLASS F. HAYMAN, JR.

Captain, USN

Doug went to USS Decatur (DD-936) and married Judi Timlin in September after graduation. Katy (Mary Washington College, 1980, now married and a Nashville, Tennessee, businesswoman) was born in 1958. Doug III came along in 1960 during Naval Construction and Engineering postgraduate school at MIT; he is now a business major at the University of Nebraska, currently an exchange student in Nagoya, Japan. Joe, who starts at Nebraska this year, rounded out the family in 1963, during Doug's tour in USS Scorpion (SSN-589).

Doug became an Engineering Duty Officer in 1964 and reported to SUPSHIP Groton, where he was Design Project Officer for SSBN 640 Class new construction. After a tour in Washington, D. C., the Haymans went to Pearl Harbor for four and a half years while Doug was at the Naval Shipyard. Selection for Captain in 1966 followed a tour as Repair Officer in USS Hunley (AS-31), then came more Washington duty as Ship Logistic Manager for Amphibious and Auxiliary Type ships. Now Officer-in-Charge of the Naval Ship Research and Development Center, Annapolis Laboratory, and residing in quarters across the Severn from USNA, this ex-sub-squad member has overcome his fear of the water and swims regularly during lunch hour in the old Natatorium.

Career Highlight: "With strong support from Judi, having an exciting and satisfying 25 years in the Navy and raising three fine children."



## DUANE LAWRENCE HEISINGER

Captain, USN

Duane, Judy, and their three children (all girls) have been privileged in the Navy to have served on both east and west coasts, Hawaii, and on four over-seas tours: Sri Lanka (1962-1964), Japan (1968-1970), Norway (1974-1977), and most recently, London. Duane became the Defense and Naval Attache in June, 1980, for a three-year tour, and is having a busy but enjoyable time handling the many Embassy-related responsibilities of a Londonite.

With two daughters now married and living in Virginia (one granddaughter) the London family is reduced from five to three.

Career Highlight: "The chance to roam the world with my family."



## ALBERT L. HENRY, JR.

Director of Guidance and Counseling  
The Heritage School

Upon graduation from USNA, Al reported aboard USS Bremerton (CA-130) as "F" Division Officer. Following this tour he served as Gunnery Officer and Senior Watch Officer in USS Gearing (DD-710). His first tour of shore duty, 1960-1962, was as Aide to Commander, Charleston Naval Shipyard. He then attended US Naval Postgraduate School, Monterey, California, where he was awarded the M.S. Management degree in 1963.

Al's first command was USS Seneca (ATF-91), from 1963-1965. He was deep selected for promotion to LtCommander during this command. Next he was Executive Officer, USS W.C. Lawe (DD-763). In October, 1966, he reported to OPNAV for duty in OP-605 as the Long Range Strategic Plans Officer. He was promoted to Commander in May, 1969, and assumed command of River Assault Squadron 15 in the Mekong Delta, RVN. His second tour in Vietnam was as Assistant Chief of Staff for plans on the staff of COMNAVFORV.

In July, 1970, Al reported as Prospective Commanding Officer, USS Ouellet (DE-1077), under construction at Avondale Shipyards, New Orleans, Louisiana. Ouellet was commissioned in Charleston, South Carolina, and later joined the Pacific fleet in April, 1971. Upon completion of Ouellet's first WESTPAC tour in August, 1972, Al was relieved and reported as a frocked Captain back to Washington as Executive Assistant to the Commander, Navy Recruiting Command. Three years of trying to assist in getting the All-Volunteer force going earned him a year's sabbatical at the National War College, where he graduated in 1976.

From August, 1976, to August, 1978, Al commanded USS Biddle (CG-34). During this tour Biddle served as flagship for Commander, Second Fleet on a Northern Europe cruise and for COMNAVSOUTH during a Sixth Fleet deployment. At the end of this fourth command Al chose to retire rather than to go back to Washington, D. C.

Since retiring Al worked as a project manager for ManTech International Corporation in Virginia Beach for two years. He was recalled to active duty in the fall of 1980 to serve as Convoy Commodore for

the Teamwork '80 convoy--a NATO exercise convoy. (Three weeks active duty, at sea again, was great.) AI has been the Director of Guidance at The Heritage School in Newnan, Georgia, since August, 1987. His wife, Shelby, is The Heritage School librarian. They have two daughters: Susan (13) and Ruth (11).

AI's medals include two Legion of Merits with Combat "V"; two Bronze Stars with Combat "V"; Meritorious Service Medal, Navy Commendation Medal, Army Commendation Medal, PUC; NUC; MUC; and Combat Action Ribbon.

Career Highlights: "Four commands at sea in Navy surface forces. One of first in class selected for Captain (August, 1972)."

## JOHN A. HENRY, JR.

Training Manager  
Royal Saudi Naval Forces, King Abdul Aziz  
King Abdul Aziz Naval Base

John began his Navy career with four years' service in destroyers. He then spent July, 1960, to February, 1963, trying civilian life as Design Engineer and Manufacturing Foreman for E. I. duPont de Nemours, Inc., at their orlon manufacturing plant. Deciding that the Navy was more attractive, he returned to sea, drawing various assignments from 1963 to 1972 including Executive Officer and then Commanding Officer of the ammunition ship Mt. Baker (AE-4) and Chief Staff Officer and Operations Officer for the Commander, Seventh Fleet Underway Replenishment Group.

In 1972 John was assigned as Director of Special Analysis at Headquarters, Supreme Allied Commander, Atlantic, a NATO command. His duties included directing a team of about 700 analysts in detailed four-month analysis of a major NATO training exercise. He also planned, organized and directed large seminars attended by representatives from all NATO nations, and represented SACLANT on a wide variety of issues related to the defense and welfare of NATO.



John spent 1976 to 1977 as the Advisor to the Imperial Iranian Navy. Quartered in Tehran, Iran, he worked as Systems Analyst, Study Director, and General Advisor in the Planning, Programming and Budgeting Directorate at I.I.N. Headquarters. Besides reviewing and evaluating hardware and other contract proposals and assisting in contract negotiations with contractors and would-be contractors, he developed tactical software and training systems for IIN operations and training, and led a team of U.S. advisors and Iranian naval officers in defining likely threat scenarios in the Middle East, with a view to developing resource requirements and armament configurations for the balance of the century.

John's final Navy tour was spent as Long Range Plans/Special Projects Officer and Navy Training Plans Officer for the Education and Training Command. He retired in October, 1981, and returned to the Middle East as Training Manager for the Royal Saudi Naval Forces at King Abdul Aziz Naval Base. He is employed by the MBH Company, which has contracted with Saudi Arabia to train their naval forces up to "self-sufficiency."

John and his wife, Varena, have two children, Carri (22) and John (19). In spite of his heavy work involvement, John has found time to take an active part in the Chamber of Commerce in Pensacola (the family's permanent residence), and to write magazine articles and five Freedom Foundation Award-winning essays.

## WILLIAM FREW HENRY

Captain, USN

After graduation in 1956, Bill reported to the destroyer USS Robinson (DD 562), where he served for one year prior to attending Naval Submarine School in New London, Connecticut. This was followed by service on the submarines USS Sea Poacher and USS Sea Cat. In 1962, he attended the Naval Guided Missile School, Dam Neck, Virginia, and was then assigned to the Ballistic Missile Submarine USS James Monroe as Weapons Officer. After completing four deterrent patrols aboard Monroe, he was assigned as Executive Officer of the submarine USS Thornback. Then, after a short tour in the office of the Chief of Naval Operations, he was assigned as Commanding Officer of USS Tirante.

Bill then served a Washington tour at Strategic Systems Project Office as Project Manager of the Polaris/Poseidon Fleet Ballistic Missile Program, and in 1973, reported to FBM Operational Test Support Unit 2, located in Cape Canaveral, Florida, as Commanding Officer.

Bill returned to Washington for a short tour with the Navy Inspector General prior to reporting to the Board of Inspection and Survey as Senior Submarine Inspector. In July, 1981, he assumed the job of Deputy to President of Board of Inspection and Survey.



Bill is married to the former Nancy Swayne of Baltimore, Maryland. They have five children: Cheryl, 24, married and living in Hawaii; Keith, 23, single and working at Westinghouse, BWI Branch; Nancy Lynn, 21, single, living at home; Jennifer, 19, member of the Class of 1985, USNA; and Craig, 13, eighth grade.

Most Notable Achievement: "Waking up in the morning."

## DALE C. HERNDON

Vice President

Universal Properties & Investment Corporation

The USMC called after graduation, leading Dale to nine months of Basic School at Quantico, Virginia, and an additional tour as instructor of OCS and PLC candidates. After instructing two PLC platoons and one OCS platoon, the Corps ordered him to Camp LeJeune, North Carolina. Here his first tour was as 6th Marines Embarkation Officer responsible for loading the first large scale Marine Corps exercise using three aircraft carriers and one cruiser to land a Marine Division from sea to shore via helicopter.

After the 6th Marines, Dale joined the Force Troops Recon, which was commanded by PK Kelley (presently Lt. General Fast Landing Force, Jacksonville, Florida.) This elite unit was parachute and scuba trained; Dale was also graduated from Jungle Warfare School and Advanced Underwater Demolition Training.

After four years of duty, Dale resigned his regular commission in 1960 and attended Georgia Tech Graduate School, receiving a M.S. in Industrial Management. Following graduation, he married the former Elaine Cobb of Atlanta, Georgia, whom he had dated while at the Naval Academy. The Herndons have four children: Kimberly and Stephanie are working for Southern Bell and Lynda and Dale, Jr., are still in high school in Atlanta.

Dale's first civilian job included acting as District Sales Manager for a chemicals-metals company covering the Southeast territory. In early 1970, he



started his own construction company, primarily building single-family and small apartment projects. Following the 1974 economic crunch, he joined a Real Estate Investment Trust (REIT) and managed their Georgia and Florida properties.

In 1979, Dale joined Universal Properties and Investment Corporation as Construction Vice President. U.P.I. Corporation is a production-type home builder which both develops the land and builds medium-price homes.

Career Highlight: "Staying solvent through two building depressions: 1974 and 1980."

## HARRY E. HICKS

Attorney at Law

After commissioning in the Navy and flight training, Harry was sent to heavy attack in Whidbey Island, Washington. He made three cruises to WESTPAC: the Ranger's first WESTPAC cruise, and the Coral Sea's first two cruises. He then resigned and was released in October, 1962, to work in Japan for a short time and learn all about being a minority.



Harry returned to the United States and worked for Douglas Aircraft and Rockwell International while he attended law school. He passed the Bar in 1970, and has practiced high-quality legalmanship ever since in the Newport Beach area of Southern California. The Hicks children are all grown and on their own. Son Brett runs his own painting/wallpaper decorating business. Brian is a general contractor and, despite the state of the building industry, is doing well. He has made Harry and Jayne grandparents of a little girl who could be the Class of '99. Daughter Jill is 23 years old and is trying to become a substantial member of the entertainment world.

Career Highlight: "Too many to mention in such a limited space."

## JOHN R. HICKS

Insurance Agent

Upon graduation from USNA, John reported to USS Borie (DD 704) in Norfolk. He was assigned to the Gunnery Department, but during a trans-Atlantic crossing in August, 1956, the DCA was fatally injured, and he was reassigned to the Engineering Department as DCA. About one year later he assumed the job of Engineering Officer. In June of 1959 he was transferred to Charleston as Executive Officer of USS Ability (MSO 519), and remained in that duty station until June, 1960, when his resignation was accepted.

John returned to Wilmington, North Carolina, and entered the general insurance business with his brother. In September, 1960, he married Carolyn Timms of Tunica, Mississippi, whom he had met while stationed in Charleston. They have one daughter, Charlotte, born on April 18, 1962.

John has continued in the general insurance agency business with active involvement with local, state, and national associations. In his hobbies, he has concentrated on those suited to the area, mostly sailing, and is a past National Champion of the Skylark Class.

Career Highlight: "President, Carolinas Association of Professional Insurance Agents."

## RAYMOND WILLARD HILL

Commander, USN

In 1956, Carl Trost's favorite plebe followed Adm. Radford's advice and "buzzed off" directly to Pensacola and Beeville to fly, where he met and married Barbara (a New Orleans girl). For the next four and a half years he was in and out of Norfolk and the Mediterranean as a Skyhawk pilot with Air Group Six on the Intrepid (CVA-11) Ray became the world's first triple centurion on their third Med cruise.

He grew a moustache and was known affectionately throughout the Sixth Fleet as "Raymond" and as "Baron Von Hill" in the squadron. Barbara and daughter Lynn (then eight and a half) followed the ship as "seagulls" and lived in Italy the winter of 1960-1961.

Lt. Hill became a skinny Prof at USNA from 1962 to 1965. There our man of a thousand faces doffed his then-famous Lawman moustache, to the chagrin of his

plebe chemistry students. During this tour, Ray renewed acquaintances at the Fencing Loft and on the YP's, and he and Barbara threw an "El Aurence" bash that had several '56-ers lost in two and a half tons of sand in their Steele Avenue basement. This carefree attitude carried LCDr Hill back to the squadrons and more carrier flying as VAB3 maintenance officer on the Forrestal (CVA-59) and Coral Sea (CVA-38). For three and a half more years, Ray played in the Mediterranean. At the Athens yacht club Ray's boat was third after King Constantine's, who told him that his secret ambition was to be a jet pilot. The envy was mutual. When interviewed during one of Ray's six Med cruises, three GITMO cruises, innumerable LANTFLEX's, and 729 carrier landings, Barbara said: "Ray doesn't really have a thousand faces--only two". HMMMMM!



In 1969-1970, Ray instructed Corsair II Weapons at Lemoore, dodged RAG pilots' rockets in a F-28 on the Yuma range, and flew some of the fleet's first A7E Corsair II's.

Ray was promoted to Commander when he joined the Coral Sea (CVA 43) in the Tonkin Gulf as Aircraft Handler, and he managed her overhaul in 1970-1971. Since everybody else jumped ship in Hunter's Point and only he could work the 3MC, Ray became the "Little Air Boss" for the next Tonkin Gulf jaunt. Reluctantly he left the Danang milk run and the glory of war behind, just before the Coral Sea mined Haiphong Harbor. Next, Ray-san began a career of joint tours. The first of these was at Luke AFB, Arizona, where he flew the T33 and F4, and he was cited by Gen. Clay with the JSCM for rediscovering picket ships and for enlisting cruisers, destroyers and F-14's into NORAD exercises. Barbara ran the wives' club while Ray basked in the Phoenix sun in his whites, becoming alternately known as "Mr. Clean" and "Big Wally." Together they introduced the sport of bear wrestling to the famous Luke O'Club.

The next joint tour, at Stuttgart, had Barbara and the Commander hosting family and friends at their 15-room Zweifamilienhaus in Kuppingen, West Germany, where they celebrated both the U.S. 200th and Kuppingen's 1200th, by raising batches of Schnapps, wine, chickens, and dogs. At HQ USEUCOM, Ray was doing esoteric things like operating a switchboard, briefing DCINCEUR, flying the COBRA helicopter, and loading shells into an M-60 tank as Ambassador Mac Toon fired bullseyes.

Grateful to the Navy for having shown them the world, Ray and Barbara returned to the Gulf Coast by ship last year. Now they live on the water with an indoor pool at Fort Walton Beach and he's teaching "Close Air Support in an AOA" to zoomies and crunchies in the Air-Ground Ops School at Huriburt Field, Florida. Yes, he's still in the Navy. As Ray has often said: "Ere the circle homeward hies, il faut s'en eloigner loin--tres loin. Blanco en la luna ein autoroute liegt, che separame di mio amore." A translation is available.

Career Highlights: "All-American Foil 4th Place, 1956. First Triple Centurion in world (USS Intrepid, 1961)."

## HERBERT F. HOFFMAN JR.

Pilot  
Eastern Airlines

Herb went to Pensacola in 1956 after the Bermuda Race, and after flight school spent the rest of his time on active duty in the San Francisco area flying F-8's in VF24. He resigned his regular commission in September, 1960, to take a marketing job with the DuPont Company.

The Hoffmans lived in Wilmington, Delaware, Chicago, and the New York City area for the next six years. In 1966, Herb left DuPont for Eastern Air Lines, where he is presently employed as a pilot. Although the family lives in Pennsylvania, Herb flies out of Eastern's New York base as a copilot on L1101's. He loves the job, which enables the family to travel more than the average and gives him the time off to sail in the summer and ski in the winter. In 1968 he ended his Naval Reserve experience at Lakehurst, New Jersey.

Sue and Herb have four children: Jeff, age 24; Scott, age 23; Nancy, age 20; and John, age 15. The family lives in a small town of 3,000 in Bucks County, Pennsylvania, where Herb has been active in local politics as a councilman and now serves on the Zoning Hearing Board.

Career Highlights: "My very happy marriage and the raising of four wonderful children are by far my greatest satisfactions in life."



## JAMES R. HOGG

Rear Admiral, USN

Upon graduation, Jimmy headed for San Diego and, except for three assignments in Washington and a tour as Executive Officer of a minesweeper home-ported in Charleston, has spent his service time on board ships and on fleet staffs in the Pacific fleet. He now lives in Alexandria, Virginia, and is working in the Navy Annex, close to the Pentagon, as Director of Military Personnel Policy.

Ann Hogg claims not to see enough of Jimmy here-- "We're better off when he is on sea duty, which is where we will hopefully be next summer!" Their son, Jimmy, is fourteen; little Margaret is two and a half, and they expect a third child in February.

Most Notable Achievement: "Two sea commands: USS England (CG-22) from October, 1972, to September, 1974; and Commander, Destroyer Squadron Seven, January, 1978 to March, 1979."

## CLYDE G. HOHENSTEIN

Financial Advisor

"Hoppy" retired from active Naval service in February, 1981, with the rank of Captain. His career spanned over 24 years and included duty in destroyers, submarines, and aircraft carriers. His shore assignments were limited to duty at the Naval Postgraduate School in Monterey, California, and at the Pentagon. He received the Legion of Merit award upon retirement. In attendance at the retirement ceremony was his new (married March, 1979) wife, Christine, whose father, Commander Hubbell Y. Davidson, was the lightweight crew coach when '56-ers were still Midshipmen.



After retirement, Chris and Hoppy moved to Monterey, California, where Hoppy has embarked on a second career as a financial planner with Financial Marketing Corporation. Happily settled in their home in Pebble Beach, Hoppy is eagerly studying and taking the exams associated with earning the various licenses and other requirements associated with his new profession. At the same time, Chris is enjoying part-time work as a nurse at Monterey Peninsula Community Hospital. Both Chris and Hoppy are eagerly awaiting the birth of their new son in March, 1982.

In the future, Chris and Hoppy plan to return to Northern Virginia in the 1983-1984 time frame, when Hoppy will open a branch office of Financial Marketing Corporation offering financial planning services to clients in the nation's capital.

## VERNON CHAPIN HONSINGER

Program Manager  
Unidyne Corporation

Chip served the Navy on the surface, in submarines, and as an engineer (with a Bachelor's degree in Naval Engineering and a Master's in Naval Architecture and Marine Engineering, both from MIT), before retiring as a Captain on June 1, 1981. He and his wife, Beryl, have three children: Michael, born in 1959; Peter, born in 1962; and John, born in 1964. The Honsingers live in Ledyard, Connecticut, where Chip is Program Manager for Unidyne Corporation.

Career Highlight: "Awarded Legion of Merit for performance of duty as Commanding Officer, Naval Underwater Systems Center, Newport, Rhode Island."

## FRED N. HOPEWELL

Colonel, USAF

Fred came to USNA after nearly two years in the Marines, and upon graduation, chose to be commissioned as an Air Force 2nd lieutenant. His initial assignment was as a Special Agent, OSI, at Charleston AFB, South Carolina. The next six and a half years he spent as an investigator in Wiesbaden, Germany, and at Patrick AFB, Florida. In 1963, he left OSI and attended an Air Force Institute of Technology Education with Industry Program in Missile Range Technology. This one-year-long program was spent with American World Airways. Subsequent to this program he was assigned to the Eastern Test Range, Titan III, Program Manager's Office at Patrick AFB/Cape Canaveral.

In 1965 Fred was selected to be an instructor in the Military Training Department at the Air Force Academy in Colorado Springs. He later became involved in extensive Survival Training Programs in preparation for establishing a certified Survival Program at USAFA. In May, 1970, Fred traveled to the Republic of Vietnam with the U.S. Army, and spent a year there working with the Joint Personnel Recovery Center. He returned to the U.S. in May, 1971, and was selected to be the Chief of the U.S. Air Force Academy Survival School, a position he held until 1973 when he was promoted to Lt. Colonel and became Chief of the Military Training Division at the Academy.

Fred became the Commander of Air Force ROTC Detachment 860 at Utah State University in August, 1976. He held that position until July, 1979, when he was transferred to his current position, Commander, District Office # 4, Office of Special Investigations, Andrews AFB.

Fred has been presented the MSM with Oak Leaf Cluster; Joint Service Commendation, Air Force Commendation, and others. He holds the Parachutists Badge and is qualified in free fall parachuting. In addition to his degree in Engineering from the Naval Academy, Fred also holds the Master of Arts Degree from the University of Northern Colorado, and has completed the Air Force Command and Staff College and the Industrial College of the Armed Forces as well as numerous other technical Air Force and civilian courses.



Fred is married to Susan Tilton of Salina, Kansas, and has three children, Michael, Kim, and Patrick. He notes that it was an unforgettable event for him when he was present for and assisted during the birth of "my little guy," Patrick, three and a half years ago.

Career Highlight: "I was selected to be the Commander of the 350-person U.S. Air Force unit that marched in the Inaugural Parade for President Reagan in January, 1981. This was a special thrill since I had been 'a high private in the rear rank' as a plebe for Ike's parade back in 1953."

## ROGER B. HORNE, JR.

Captain, USN

Rog spent the first three years following graduation aboard the USS Osbourne (DD 846), homeported at San Diego, California, as Chief Engineer. From June, 1959, to June, 1961, he attended the U.S. Naval Postgraduate School in Monterey, where he changed his designator to EDO, and following graduation he was sent across the country to Portsmouth Naval Shipyard, Portsmouth, New Hampshire, to Nuclear Submarine Construction School.

July, 1968, saw Rog settling in to a more lengthy tour as Supervisor of the Shipbuilding Office, Ingalls Shipbuilding Corporation, in Pascagoula, Mississippi. He remained here for six years before transferring to Puget Sound Naval Shipyard in Bremerton, Washington as a Code 330 Nuclear Repair Officer and Code 2300 Nuclear Power Superintendent.

A transfer in November, 1972, took him to Mare Island Naval Shipyard, Vallejo, California, where he served first as a Code 330 Repair Officer, then as Officer in Charge of the Engineering Duty Officer School, Code 300 Production Officer of the shipyard, and Commanding Officer of the Engineering Duty Officer School.

For the first six months of 1981, Rog was on special assignment, USS Enterprise (CVN 65) out of Puget Sound Naval Shipyard in Bremerton, before assuming the position of Shipyard Commander at Puget Sound.

In the course of his career Rog has acquired two Master's degrees, one in mechanical engineering and one in business administration. He married Blanche in 1957, and has two daughters.



## A. K. HOVATER

Vice President  
Dyatron Corporation

Kim's Navy career included billets in aircraft carriers and submarines in positions ranging from Assistant Fire Control Officer to Division Officer, Supply Officer, Gunnery Officer, and Chief Engineer. He resigned his commission in June, 1961, and became a Senior Planner with the Electric Boat Division, General Dynamics Corporation, in Groton, Connecticut, assigned to SSN 637, 638, and 639 submarines. In 1962 he moved to Brown Engineering Company, Inc., in Huntsville, Alabama; he remained here until 1968, first as Branch Chief, Mission Support Branch, supervising all personnel assigned in residence at NASA's Quality and Reliability Assurance Laboratory, and then as Branch Chief, Information Support Branch, and Parts Reliability Information Center Project Manager.

Kim returned to academic life in 1968, completing a Master's degree in industrial engineering at Auburn University and teaching a Management Information System course on the side for three quarters. He remained in Alabama with General Computer Services, Inc., of Huntsville following graduation, first as Senior Analyst and Management Consultant, and then, in 1973, as Vice President, Secretary, and Treasurer. On July 1, 1980, GCS was acquired by Dyatron, Inc., of Birmingham, Alabama, and the finance and accounting functions were moved to the corporate offices. Kim was transferred to the On-Line Systems Department as a Senior Staff Consultant, and subsequently became Vice President.

Kim is an active member of the Huntsville Kiwanis Club, the First Presbyterian Church, the Huntsville Chapter of Ducks Unlimited, and the Blossomwood Swimming Pool Association, holding responsible positions with all of these. He and his wife Bunny have three children: Eleanor, born October 27, 1958; Genie, born April 23, 1960, and Arthur, born November 7, 1963.

## WILLIAM J. HOWELL

Property Manager  
Nordblom Management Co.

Dixie took his commission in the Navy and served from June, 1956, to June, 1965 as Gunnery and Navigator on a marine transport ship; Operations Officer and Navigator on a destroyer; a member of the engineering department on a cruiser, and repair superintendent in a Naval shipyard, with a stint at the Postgraduate School in Monterey breaking the sequence of operational assignments. He resigned in 1965 and began a nine-year-long association with the Polaroid Corporation.

Beginning as Production Supervisor, Manufacturing, managing production operation involved with Polaroid film, Dixie then moved to Staff Assistant to the Services Manager, responsible for assisting in establishing a services division to operate transportation, mail service, office supplies, employee stores, and office equipment. He became Services Administrator in January, 1969, and then Supervisor, Mail and Material, where he was responsible for the corporate mail system and loading dock operations, supervising the employees engaged in mail procedures and shipping/receiving duties, and controlling a budget of one-half million dollars.

Dixie left Polaroid in 1974 and began a career in property management, first as the manager of Waltham Racquet Club in Waltham, Massachusetts. After two years, he moved to his present position with Nordblom Management Company, Boston, Massachusetts. Here he manages five apartment buildings and two industrial parks, overseeing rental, maintenance, improvements, tenant relations, supervision, and contractor selection and coordination.

## OSKAR RICHARD HUBER, JR.

President

Oskar Huber, Inc.

Oskar attended Drexel University for post-graduate business law courses, Temple University for post-graduate accounting courses, and the University of Indiana for a carpet seminar. All of these have been put to good use in Oskar Huber, Inc., fine furniture, of which he is president.

In addition to his business involvement, Oskar maintains membership in a long list of civic and fraternal organizations. He has served nine years on the council of Labor Lutheran Church, and is a past president of Labor Lutheran Fellowship and a past president of the Lutheran Social Union for the entire Philadelphia area. He is a Life Member of the U.S. Naval Academy Association and a member of the Naval Academy Athletic Association. He is a Mason, a Life Member and one of the Board of Managers of the Masonic Home of Pennsylvania; has multiple memberships in the Shrine Club; and is a member of the Royal Order of Jesters. In addition, he serves as Director of Cheltenham Federal Savings and Loan Association, is on the Board of Governors, Philadelphia Unit, of the Shriners Hospital for Crippled Children, and is President of the Masonic Veterans of Pennsylvania for 1982.

Oskar and Doris Anne were married on November 2, 1957. They have four children: Oskar, Ronald, Donald, and Glenn.



## RONALD C. HUDGENS

Chief Patent Counsel

Owens-Corning Fiberglas

Hudge served with the Navy line and supply until 1962, when he resigned. He picked up a degree in law from the University of Michigan, and is presently applying his legal acumen as Chief Patent Counsel for Owens-Corning Fiberglas. Hudge is married and the father of three daughters: Meredith (born June 19, 1961), Reagan (born November 12, 1963), and Colby (born April 6, 1965).

## WILLIAM SHERMAN HULL

President, Atkinson Industries, Inc.

Upon graduation, Allene and Bill were married on June 5, 1956, and proceeded back to Annapolis as a Company Officer for plebe summer. Subsequent orders sent him to Wiltsie (DD-716), Staff Operations Officer (Com Des Div), Nuclear Power School, and finally, as Plank Owner, aboard Enterprise (CVA(N)-65). After eight years before the mast, Bill resigned in 1964 to live and work in Norfolk, Virginia.

Bill's present assignment is President, Atkinson Industries, Inc., which is a holding company for Atkinson Dredging Company and Atlantic Yacht Basin, both located in Chesapeake (Great Bridge), Virginia. Besides direct involvement in business, he serves as Secretary-Treasurer of the National Association of Dredging Contractors and President of the South-eastern Dredge Owners Association. Locally, he is involved in civic affairs with interest in a children's hospital, the MacArthur Memorial Foundation, the Hermitage Museum and, recently, a six-year term on the local school board.

The hulls live on the water in the city, and the exciting new thing in their lives is a 25-foot Well-Craft cruiser named the Barberry Coaster. Allene and Bill enjoy all water activities; they've even taken to the outdoor life with ski trips and an exhilarating raft trip (with family) down the Colorado river. There are five young Hulls: Joan, 24; Vance, 23; Susan, 22; John, 20; and Spencer, 16. Allene and Bill enjoy their visits, and since John and Spencer are still at home, remain current with the "now" generation. "We are permanently located so we welcome visits from classmates and friends."

## HAROLD WILLIAM HUSSEY

Vice Principal  
Plymouth Elementary School

After graduation Hal reported to K.D. Bailey (DDR-713) at Newport, Rhode Island. On December 30, 1956, he came to California to marry Jane Ann Brooks in Baldwin Park, then took her from a warm 65 degrees to about a minus five degrees in Newport--and left her there while he took off for four months in the Mediterranean. In 1958, Hal reported to Brooklyn Navy Yard to help in the pre-commissioning of the Independence (CVA-62) and in January, 1959, he became her Registered Publications Officer until he received orders to the Postgraduate School at Monterey, California, in 1960, in the Communications Engineering Course.

"I didn't finish the course, but did give it a good try (Jane commented that she saw more of me when I was at sea than while at Monterey)." Hal received orders to Naval Station, Subic Bay, Philippines, and had a most enjoyable two years of duty as the Area Postal Officer, Philippines, plus some additional duties at times as the Base Communications Officer. The most notable event during this tour was the handling of the mail for 68 ships that entered Subic Bay in mid-March, 1962, before heading south for an amphibious exercise with units of the Philippines Army. Included in the Task Force were two CVA's, two amphibious squadrons with two Marine Regiments included. Liberty that day in Olongapo was limited to 5,000 people.

In Subic Bay, all good things come to an eventual end--orders, this time to Commander, Amphibious Squadron 7, homeported in San Diego, sailing in WESTPAC. Hal spent two years on the Staff as Communications Officer, doing much sailing between Japan, Okinawa, Vietnam, and intermediate ports. He spent two short homeport periods (the second was 55 days) before his final Naval orders came to Carter Hall (LSD-3), a unit of Amphibious Squadron 7, homeported in Long Beach, California. However, more time was spent at the second home--Danang--as a mobile repair ship for the landing craft used to offload the many ships that entered the port. Hal joined the Carter Hall in Danang in September, 1965, with the understanding that he "should" be home by Thanksgiving. He made it home on March 3, 1966. One more trip to WESTPAC was completed before he finally was discharged in June, 1967.

A new life awaited after the separation, beginning with a trip to California State, Los Angeles, for a teaching credential (he returned for his Master's degree, September, 1971). Since September, 1968, Hal has been an elementary teacher in Monrovia, spending the past 11 years at Plymouth School. The most enjoyable events during this time period have been the purchase of a home, paid in full, and an almost annual trip to some part of the U.S. Several times the trip was east to Ohio, New England, and along the Atlantic Coast, visiting relatives and friends (six to eight weeks each, and 10,000 miles of traveling for each trip).

The family grew as Hal moved from one station to the next. Janette Louise was born on February 27, 1958, in Newport, Rhode Island; Elizabeth Corrinne at Fort Ord on April 18, 1961, just two months before flying to the Philippines; Kenneth Dudley was born at Subic Bay on January 6, 1963; and Rachael Anne in Baldwin Park, California, on January 11, 1967. Janette married Jim Mauldin in July, 1976, and their first child, Jason David, was born January 10, 1981. The three oldest children went through the Monrovia School system, graduating from the high school; Rachael is now a freshman.

## FRANK INGRAM

Associate Professor of Russian  
Michigan State University

When 1956 rolled around and we finally saw the light at the end of the tunnel, Frank wanted two things: (1) any Atlantic Fleet ship, (2) any ship type except an aircraft carrier. With preference number 670 (of 687) he had his choice of any of five carriers in the Pacific. After a year he got accepted to sub school, and worked very hard on two things: the Westinghouse Control Cubicle and dating girls at Conn College. The latter activity proved to be more worthwhile since there he met Elizabeth (Beppy) Taylor, whom he married in April, 1959, and with whom he has passed some 22 years of bliss.

From sub school Frank went to the USS Sterlet (SS-392) in Pearl Harbor. Things were really fine except that (1) an XO came aboard a couple of months later named Jekyll/Hyde (much more Hyde), and (2) Frank got called down to the Naval Intelligence Office for an asinine ordeal. Frank had taken Russian at USNA, and while at sub school had visited the Russian teacher at Conn College several times. Her husband had previously gone back to the USSR, and the authorities were sure Frank was delivering all the secrets of the Westinghouse Control Cubicle or else organizing the Conn College Russian Club into a ring of seductresses to ferret out secrets from other submarine officers. "In case you have never encountered these people--they don't believe a thing you tell them; they believe only a machine that makes squiggles. Therefore, you have to "clear" each explanation on this machine. Suffice it to say, after you have "cleared" it all, you are ready to tell them to take the whole career and stick it."

After deploying to WestPac for seven months on the submarine, Frank returned to CONUS to marry Elizabeth (Phil Leahy was in the wedding), then went through overhaul and eventually realized he was not cut out for subs. BuPers sent him to PhibRon Three Staff in WestPac in December, where he served for the next year and a half.

In June, 1981, Frank resigned and entered grad school that fall at Indiana University, working his tail off to get three years of National Defense Foreign Language Fellowships and two years of Ford



Foreign Area Fellowships to see him through an M.A. and Ph.D. in Russian Language and Literature and a Russian and East European Area Studies Certificate. "Looking back on my experience in graduate school, I really have to credit the Naval Academy with preparing us for such a task. I ran into others more talented but none more disciplined."

Since 1968 Frank has been at Michigan State University in East Lansing teaching Russian Language and Literature. He and Elizabeth have four children: Mike, 20; Nancy, 18; Beth, 17; and Amy, 13. Summers are spent on an island off Michigan's eastern Upper Peninsula in Lake Huron, where Frank has a summer business selling Cape Dory sailing yachts (phone 517-337-2523 in winter; 906-484-3493 from mid-June until Labor Day).

The Ingrams have visited Lyle Ishol (his roommate all four years in 23rd Company) and wife Jane several times in Florida (where he got his Ph.D. in physics from the University of Florida). The visit was returned two years ago; the families have daughters the same age and it was a great chance to catch up on an old friendship--and also to get Lyle to fix Frank's toaster and belt sander. Frank is a build-a-holic (28-foot addition on garage, two-story addition on house, and two-story cottage up north) who loves to pound nails, and even got a residential builder's license.

A final note: "Penury will drive a man to despair. In 1962, shocked to see my fellowship in jeopardy, I rushed off to the Naval Reserve Training Center and signed on...I talk like one, act like one, and even look like one (except for my hat--I'll never wear a hat down to my ears). Over the years I've also had various billets (over half of them in non-pay status) and two-week training tours and promotions--even making captain, USNR, in 1977."

Career Highlight: "I ran the Detroit International Marathon (26 miles 385 yards) in 1979 in a time of three hours and thirty-four minutes. That was an ACHIEVEMENT for me."

## M. MCKELLAR ISRAEL

Professor of Music

McKellar left the Naval Academy in 1953, entered the Southern Baptist Theological Seminary, and graduated in 1955. He holds a Master's degree in piano from East Carolina University, and is presently teaching music. He, his wife, and their three children live in Southern Pines, North Carolina.

## RALPH H. JACOBSON

Brigadier General, USAF

Ralph entered pilot training at Malden Air Force Base, Missouri, in July, 1956, and received his wings at Webb Air Force Base, Texas, in August, 1957. He then served a tour of duty as a C-119 and C-123 pilot and aircraft commander in the 778th Troop Carrier Squadron at Pope Air Force Base, North Carolina. He entered the astronautical engineering course at the Air Force Institute of Technology in September, 1960, and following graduation in August, 1962, he was assigned to the Ballistics Systems Division, Norton AFB, California, as project officer for the inertial guidance system used on the Titan II intercontinental ballistic missile. He attended the Air Command and Staff College from July, 1965, to July, 1966, and, also in 1966, earned a second M.S. in business administration from George Washington University.

Ralph next served as an action officer in the Directorate of Plans, Headquarters U.S. Air Force, for three years. He then volunteered for service in Southeast Asia and was assigned as a wing operation staff officer with the 14th Special Operations Wing at Nha Trang AB, Republic of Vietnam, from July, 1969, to July, 1970, where he flew 299 sorties in UC-123K aircraft.

In July, 1970, Ralph was assigned to the Office of Special Projects, Space and Missile Systems Organization, Los Angeles Air Force Station, California. He served successively as a research and development project officer, division chief and deputy director for research. From August, 1975, to June, 1976, he attended the Naval War College, Newport, Rhode Island. After graduation he returned to Los Angeles AFS as commander of the Air Force Satellite Control Facility. In 1979 he became Assistant Deputy Chief of Staff for space shuttle development and operation, Office of the Deputy Chief of Staff for Research, Development and Acquisition, Headquarters USAF, Washington, D. C. On June 1, 1980, he became the Director of Space Systems and Command Control Communications in the same office, and on September 1, 1981, was transferred to his present position as Vice Director, Secretary of the Air Force Special Projects, Los Angeles Air Force Station, California.

Ralph's military decorations and awards include the Legion of Merit, Distinguished Flying Cross, Air Medal with two oak leaf clusters, Joint Service Commendation Medal and Air Force Commendation Medal with two oak leaf clusters. He wears the master missileman badge and is a command pilot with 3,000 flying hours as a pilot in C-119's, C-123's, U-3's and C-131's. He was promoted to the grade of brigadier general July 7, 1979, with date of rank June 7, 1979.

Ralph is married to the former Joan H. [redacted] of New York City. They have three children: Marv, Matthew and James.

Career Highlight: "Only one wife--even after 19 moves."

## ROBERT H. JAEGER

Commander, USN

Bob was initially assigned to USS Seminole (AKA 104) in June 1956. He attended Submarine School at New London in January 1958, and reported to USS Bluegill (SSK 242) in Pearl Harbor in July 1958. He qualified in subs in November 1959, and was assigned to Nuclear Power School, January 1960. In July of that year he went to Windsor Locks, Connecticut, to complete Nuclear Power training. Daughter Lisa was born in the Territory of Hawaii in November 1959.

The next assignment was to New Construction, USS Snook (SSN 592) at Pascagoula, Mississippi, in March, 1961. Snook conducted the first regular six-month deployment in WESTPAC by an SSN in the summer of 1962. In November 1962, Bob was again assigned to NewCon with the USS Haddo (SSN 604) at now defunct New York Shipbuilding in Camden, New Jersey. The expected one year stay was doubled because of the major design changes instigated after the unfortunate loss of Thresher. The Jaegers adopted Paul in December 1963, in Camden.



Bob was then assigned to Charleston, South Carolina, as engineer aboard USS Lafayette Blue; next to USS Ethan Allen (Gold) as Executive Officer; and then back to the FBMSIC in Charleston. Bill was adopted in April 1966.

The Jaegers have decided to retire in Charleston, where wife Diana has kept herself busy in real estate.

## ERNEST W. JAMES

Attorney, Claims & Litigation

After graduation from the USNA, Ernie received orders to flight training, and followed this with a tour with Fighter Squadron 33. He then attended Postgraduate School, earning a degree in Aeronautical Engineering, and proceeded to the Naval Air Station at Atsugi, Japan, for two tours at their Aviation Intermediate Maintenance Activity as joint Power Plants and Material Officer.

Ernie was then assigned to Tactical Electronic Warfare Squadron 130, during which he made two cruises to Vietnam, including one spent ashore at Danang. He was also temporarily assigned to VAQ-135 when it was first commissioned, with the task of forming its first maintenance department.

After leaving VAQ-130, Ernie was assigned to Chief, Naval Air Advanced Training Command Staff as Aviation Maintenance Engineer, Planning. He retained this position on the Chief, Naval Air Training Command when the staffs were combined at Corpus Christi, Texas. During this tour, he was a member of the NavAir committee which re-wrote the OpNav 4790 maintenance manual. He was then assigned to NAS Moffitt Field, California, as Quality Control Officer.

Ernie retired on July 1, 1976, entered St. Louis University Law School on August 26, 1976, and graduated on May 26, 1979. He was then employed as the Manager, Safety and Loss Control by the Bi-State Development Agency, the metropolitan St. Louis transportation system. After organizing and initiating their safety department, he was transferred to the



newly-created position of Manager, Claims and Litigation, where he is responsible for all legal matters relative to Property Damage and Bodily Injury claims against the Agency. Ernie and Jane James have four children.

Most Notable Achievement: "Being the oldest graduate (48 years) in my law school class and earning mention in Who's Who in the Midwest within two years of graduation as a legal expert in Mass Transit Litigation."

## JACK P. JANETATOS

Partner in Law Firm

Immediately after graduation Jack served 18 months on a destroyer out of Newport, Rhode Island, and then went on to submarine school followed by three years on a submarine out of Key West and later Charleston. He resigned from the Navy in the summer of 1961 and entered Georgetown Law School, graduating with a Doctor of Jurisprudence degree in 1964. While at Georgetown he served as an editor of the law review. He continued at Georgetown for two more years on a part time basis to obtain a Master's degree in Taxation Law.

Jack joined the law firm of Baker & McKenzie as an associate in 1964 and was elected to partnership in 1968. Baker & McKenzie is the largest law firm in the world with 26 separate offices and more than 600 lawyers. The clients of the firm include most of the world's major multinational corporations. Since 1964 Jack has been continually resident in the firm's Washington office and served as managing partner in that office. He is now serving on the managing board of the firm and devotes his practice to international business transactions.

Jack has three grown children, but is now single again. He spends all of his free time sailing his 47-foot sailboat Scorpion in the Chesapeake, East Coast and Caribbean.

## RICHARD S. JENSEN

Owner/President  
Fox Valley Communications, Inc.

Richard began his Navy officer's career as Department Head and Division Officer on a guided missile sub, Barbero, and an ASW aircraft carrier, Lake Champlain, in engineering, operations, and gunnery billets, with time out to attend sub school. From 1964 to 1968, he served as Executive Officer aboard ASW submarines Piper and Cavalla, winning the "E" award for best ship in division. This was followed by duty as Navigation Officer in the Polaris sub Alexander Hamilton, with which he made four patrols operating and maintaining the inertial navigation system and associated computerized satellite, LORAN, SONAR, and celestial subsystems.

Dick received his first shore duty in 1968 with the Naval Electronic Systems Command (NAVELEX), Washington, D. C., where he developed Polaris submarine command and control antenna systems, and acted as Project Manager for a wideband, LOS, multiplexed communications system. Assigned when serious cost overruns threatened cancellation of the project, he restructured the program and intensified management to allow completion of advanced development.

From 1971 to 1974, Dick was assigned to the Naval Shore Electronics Engineering Activity in Guam. He led the installation design, installation, maintenance engineering, and technical guidance for all naval electronic systems on Guam, including computers, satellite communications, station tech controls, HF and microwave transmitters and antennas, navigation aids, and power supplies. Although project work increased 45% and personnel decreased



25% during this period, improved management procedures enabled all milestones to be met within budget. Dick's final tour was with Joint Tactical Communications (TRI-IAC) Office in Ft. Monmouth, New Jersey. Here he determined Navy requirements, constraints, and system configurations and negotiated their acceptance by the Navy's Telecommunications System Architect and Engineer; coordinated and edited land-based system specifications; and authored naval system planning. He retired in September, 1976, with the rank of Commander.

The former Sally Jean Copps has been Mrs. Jensen since June 24, 1961. Dick and Sally have four children: Sarah (19), Erik (18), Stephen (13), and Amy (10). The family home since Dick's retirement has been Appleton, Wisconsin, where Dick is owner and president of Fox Valley Communications, Inc.

Career Highlight: "Surviving in my own business. I bought Fox Valley Communication Inc., a two-way radio sales and service operation, in March, 1977. We have weathered the transition and look forward to more profits and fewer headaches."

## GUNNAR SIGFRID JENSON

Founder and President  
Bike Stable Co, Inc.

Biography of a Classmate Who Accumulated More Demerits Than Anyone Else of '56, and Without Distinction (At the Time):

After graduation, Ensign Jenson took a vacation, found a job with a road builder, waxed his car, and eventually drove out to Long Beach, California, to report aboard his first ship, the USS Rupertus (DD-851). That year aboard a "tin can" was filled with a variety of Line and Division Officer experiences, a cruise to WESTPAC and drydock overhaul time in Long Beach. Many "hands-on" sonar and fire control system "experiences" remain in vivid memory to this day, as do a few court martials with Ensign Jenson the "Defender" of the "oppressed, maligned and beleaguered."

Marriage to the former Margaret Carolyn Orr occurred on April 27, 1957, in Chicago Heights, Illinois.

Gunnar received orders to flight training, where several citations were forthcoming, some meritorious: Student-of-the-Week at Pensacola; First Student to complete Jet Instrument Training at Memphis NAS (ahead of classmate Pete Booth, in fact); and being chosen as one of the first three student aviators to complete Supersonic Flight Indoctrination. (First breaking of the sound barrier took place in Grumman F-11's over the Gulf of Mexico, east of Corpus Christi, in 1959.) A son, Gunnar William Jenson, was born on December 28, 1958, in Chicago.

Moving west to Moffett Field, California, Lt(jg) Jenson completed F8U "Crusader College" on May 20, 1960, and was transferred into VF-191, also based at Moffett. An eight-month cruise to WESTPAC aboard USS Bon Homme Richard (CVA-31) was completed by the end of 1961, when the squadron was moved to Miramar NAS, San Diego--jet aircraft having been banned from Moffett by local protests.

Lt. Jenson finished his Navy tours flying F8U's out of North Island with VU-7, in the business of towing targets by day and getting ready to tow targets by night. Within 30 days after September 1, 1962, Lt. Jenson was to be released from active duty, and he stayed around until the 29th, finishing one of his "volunteer projects." This one involved tagging and recording aircraft component replacements in such ways that total flight times before component failures could be determined. The ultimate intent, of course, was to learn if more parts could be changed on the ground before failure in the air, while maximizing service life.

By early 1963, the "civilian" had become an executive with a construction firm (after another vacation and waxing his car again). During the next four years, he was engaged in Interstate Highway construction in Illinois and Indiana, and in building bridges, dams, sewers, airport runways and otherwise moving earth. The work was challenging, interesting, and the financial remunerations substantial (so long as the jobs went well, which they did).



During 1967 and 1968, a new business was formed with the objective of eventually becoming a U.S. Patent and Trademark Exchange. That effort had to be abandoned in 1968, however, due to insufficient funding...and with considerable regret. (It remains of major concern that the U.S. does not have a functioning patent and trademark exchange.)

During the fall of 1968, two months of effort were devoted to solving a growing air traffic density problem in the U.S. The final draft, entitled "AFR, Automatic Flight-Reporting," was forwarded to the FAA in November 1968. Gunnar was to learn some 12 years later that the proposal was received and that, indeed, it had presented above average insight.

Two different avocations were entered into in 1969: chief pilot for a civil engineering firm and door-to-door life insurance salesman. Finally, in September 1969, after a divorce, he moved into the Wall Street investment arena. Being a money manager of one's own money is not so rare, these days.

On August 17, 1974, marriage to the former Sharon Elizabeth McCall took place in South Bend, Indiana. Meanwhile, another new product has been invented, patented, trademarked, and given a company charter to oversee its production and marketing. As founder and president of the Bike Stable Co., Inc., that old WRNV disc jockey, "G.J.," looks to provide secure bike parking facilities (in the form of containers) as close to cycling destinations as may be possible (and affordable) in the future. As of this writing, over 7,000 miles have been logged on a 10-speed by that former Extra Duty marcher himself, and all within the last six and a half years.

Career Highlight: "Nudged U.S. Patent Office into speeding up its operations. Efforts began in early 70's when patent pendency times averaged more than three years. Some patent applications required as many as 10 years for processing. After appeals to Congress and personal contact with Patent Office, the Office finally established 18 months as a goal and achieved it. (Now, if it would appreciate the value of a six-day pendency time objective...."

## JAMES E. JOHNSON

Certified Public Accountant

Jim reported after graduation to an APA out of San Diego, then attended Submarine School, and followed this with service aboard a diesel submarine in New London and the experimental submarine Albacore in Portsmouth, New Hampshire. Following three years at Monterey for Postgraduate School, he served aboard two more diesel submarines in Norfolk, including a tour as Executive Officer.

Jim then was assigned to ASW staff duty in Norfolk which included significant temporary duty in Iceland. An Executive Officer tour in the commissioning crew of the replenishment oiler Wichita with duty in the waters off Vietnam came next, and then a Pentagon tour involving ship acquisition in the Office of the CNO. He then took command of the fleet oiler Pawcatuck during two Mediterranean deployments, one of which spanned the 1973 Arab-Israeli War.



Jim closed out his Navy career with a year as a student at the Industrial College of the Armed Forces in Washington and four more years of ship acquisition on the CNO staff. Retirement was as a Captain with 23½ years of service; the highest award received was the Legion of Merit.

Jim married June Whitehurst of Norfolk, Virginia, and they have two sons--Ned, 24, and David, 23, both of whom currently live at home. Jim is pursuing a second career as a Certified Public Accountant. He engages in some part-time teaching of C.P.A. candidates in Washington, D. C.

## DONALD H. JOHNSTON, JR.

Captain, USN

Don reported initially to the USS New (DDE 818), and was assigned to the engineering department, where he has remained ever since. He rose to Chief Engineer before being selected for Nuclear Power School in 1958 and qualifying at AIW in early 1960 as Operator #35. Upon release from Idaho Falls he reported to USS Long Beach (CGN 9) for pre-commissioning duty in Quincy, Massachusetts.

Don met, won, and married (August 1961) the former Olive Macdonald while on duty in Boston. He left the Long Beach in 1963, shifted designator to 1400, and returned to Boston for three years of postgraduate study at MIT, having concluded that the Navy obviously was never going to let him out of the engineering department, so he might as well go all the way. He completed postgraduate school in 1966 and left Boston with two degrees and three children: Tom (born in July 1962), Noreen (born in October 1963), and Kathy (born in August 1965).

Don then reported to the Navy school for deep sea divers and qualified as a Salvage Diving Officer--"maybe the most fun I've ever had!" His next tour was at the Charleston Naval Shipyard, where he served



## DONALD WAYNE JOHNSTON

Electrical Engineer--Program Manager

Don gave up being a Navy aviator on July 1, 1979, and has become an electrical engineer. He holds a M.S. in Business from National University, and is a candidate for a doctorate in Business at U.S. International University. Home is in El Cajon, California.

## DARRELL E. JONES

Public Works Director  
West Jordan City

in a variety of ED jobs until early 1970. The fourth child, Alison, was born in Charleston in September 1968. Don reported next to the USS Franklin D. Roosevelt (CVA 42) as Chief Engineer. "Now that it's over, it was a great job!" He left FDR after two and a half years--much wiser and thinner--and reported to SUPSHIP Newport News as Project Officer for Nimitz and Eisenhower. The Johnstons' last child, Keith, was born in Newport News in September, 1972.

When Nimitz was delivered to AIRLANT in mid-1975, so was Don, serving as Ship Material Officer on the Staff until mid-1979. Since July of that year he has been assigned as SUPSHIP Jacksonville, living on base with quarters on the ocean.

Olive is active as a teacher of learning disabled children in the Duval County school system, and the children are gradually moving on. Tom is a sophomore at James Madison University and Noreen a freshman at Old Dominion University.

Career Highlights: "(1) Legion of Merit for Duty as Ship Material Officer, COMNAVAIRLANT, 1975-1979. (2) Father of five! (3) Have totally avoided duty in Washington!"

Darrell's first duty after graduation was on the Lexington (CVA-16), as Fourth Division Officer. He left the Lexington in March 1958, for RPI, graduated in September, 1959, transferred to the Civil Engineer Corps, and headed for Public Works Center, Pearl Harbor. While in Hawaii, he met the girl who became his wife--she had grown up in Salt Lake only two blocks from him, but they had never met as she was four years younger. They were married in December, 1961, between duty in Pearl and the NAS at Whidbey Island, Washington.

In September, 1963, Darrell moved on to the Marine Corps Supply Center in Barstow, California, as PWO, and found working with Marines an interesting and rewarding experience. He left Barstow in March, 1966, as a Lieutenant Commander and headed for Bangkok, Thailand. His first duty there was as CINCPACFLT Representative, with responsibility for all Navy construction planning for the base that was to be built at Sattahia. That base never materialized, so Darrell was transferred to Officer in Charge of Construction, Thailand. Promoted to Commander while in Bangkok, he left in March, 1968, for the short hop to Saigon with Officer in Charge of Construction, Vietnam his assignment.



Darrell left RVM in April, 1969, for duty as AWO, AN Supply Center, Oakland, California. After five great years there, he was very fortunate to get duty only 40 miles from his birthplace. Defense Depot, Ogden, Utah, had a history as an Army base, so had seen very few Navy types, no CEC's, and no USNA grads. Darrell had the fancy title of Director of Installation Services--for an Engineer, being in charge of the fire department, security, O'Club, supply, cafeterias, etc., was something quite new. Because of the proximity to Salt Lake, he decided to retire in this area, and did so on December 1, 1976.

For a real change, the Joneses purchased a Little Professor Book Store franchise and started selling books for a living. This didn't pay too well, so in 1979 Darrell took a job more suited to his Navy experience--a Public Works Director for West Jordan City, a 27,000 population suburb of Salt Lake City.

Darrell and Kathryn (Kathy) have three children: Bruce, born in 1953 and a student at the University of Utah; Laura, born in 1966; and Marti, born in 1968.

Career Highlight: "Most satisfying achievement to me was while at Supply Center Oakland. Public Works Department when I arrived was only 50-50. Within 18 months we were designated a Model Public Works Department; as near as I know, the last one ever so designated."

## JERRY E. JONES

Defense Policy Analyst

Following graduation and a month's leave in Europe, Jerry reported to the newly recommissioned USS Canberra (CAG 2), where he served as an Assistant Deck Division Officer. He took time out for CIC and Air Control School in Brunswick, Georgia, then returned to Canberra and assumed duties as Assistant CIC Officer and Chief Air Control Officer. In January 1958, now Lieutenant (j.g.) Jerry started Submarine School in New London, Connecticut. Upon completion, he reported to USS Grouper (AGSS-214), a World War II diesel submarine, where he served first as Assistant Engineer Officer and later as Supply Officer and Gunnery Officer. He pinned on his gold dolphins in December, 1959, and started Nuclear Power School the next month.

In July, 1960, Jerry moved out of the New London BQQ room he had shared with Carl Pickel since start-in Sub School, to undergo reactor prototype training at Windsor Locks, Connecticut, where he was assigned to the same working shift as Jay Ransom. Following a short reactor plant familiarization course near Pittsburgh, Pennsylvania, early in 1961, Jerry reported to the Newport News shipyard in Virginia for duty in the pre-commissioning crew of USS Sam Houston (SSBN-609). Also serving on the Houston were Doug Ohmen and Ed Covey. During his two and one-half years aboard that ship, Jerry served in all of the Engineering Divisions. It was during this period that Jerry married Jimmie (Adelaide Timm Langbein II) and their first son, Kenneth, was born.

In 1963, after passing his exam for Chief Engineer, Jerry returned to Newport News to help build USS James Madison (SSBN-627), serving as Engineer Offi-



cer of the Gold crew. Leroy Collins was a Madison shipmate. Following commissioning and three more Polaris patrols, Jerry was promoted to Lieutenant Commander, learned of the birth of his second son, Roy, and received orders to Executive Officer of USS Lafayette (SSBN-616), homeported in Charleston. After Dam Neck PCO/PXO training, Jerry served as Executive Officer of Lafayette for nearly four years, part of that time with classmate Gordon McGarry.

Promotion to Commander came in 1969, and Jerry assumed command of USS James M. Polk (SSBN-645) in New London in April, 1970. He was relieved of command in August, 1974, following several patrols, a conversion to the Poseidon weapons systems, and a change of home port to Charleston, South Carolina. Jerry joined the staff of Commander, Submarine Group Six in Charleston as training officer, a job which gave him a chance to ride submarines up and down the East Coast from time to time and visit with old friends and shipmates. Convinced that he might have learned to do it right, BUPERS sent Jerry back to sea again in November, 1975, commanding USS James Madison (SSBN-627). This tour was to be for only seven months, ending in Holy Loch, Scotland, when Jerry, with Timmie present, handed over command. Jerry and Timmie took three weeks off for a holiday in the British Isles before Jerry returned to the Submarine Group Six staff in Charleston and completed his regularly assigned tour.

In July 1977, Jerry was promoted to Captain and the family moved to the Washington area. After a year at the National War College and nights and weekends spent studying for a George Washington University graduate program (ending in receipt of an M.S. in International Affairs in summer, 1978), Jerry commenced the inevitable Pentagon tour, serving as Branch Head of the Navy Theater Nuclear Warfare Plans, Policy, and Requirements Branch on the CNO's staff.

Jerry retired in June, 1980, and began a second career as a defense policy analyst working for a Washington-based "think-tank." Ken graduated from high school and is studying engineering at the University of Florida. Roy is a junior in high school and enjoys playing the French horn in the orchestra and marching band. Timmie swims regularly and is working nearly full time as a recreational therapist in a nursing home.

## HENRY MICHAEL JORDAN

Program Manager, Neurosurgical Products  
Cordic Company

Hank retired from the Navy as a Commander in 1977 and joined Cordic, a medical devices company in Miami, Florida. He remarks, "Had I known back at USNA that I'd someday be in the health care field I'd have stayed awake during those boring Hygiene classes."

Hank and Georgia have four children: Julie, 23; Tom, 22; Theresa, 20; and Jennifer, 5. Jennifer is in kindergarten; the other three are in college, all still living at home. Two dogs and two cats round out the family.

Hank still enjoys playing the piano, has become a bridge addict, and has taken dieting in earnest-- "Oh, to be that tall, too skinny midshipman again!"



**JAMES J. KAMP, JR.**

Colonel, USAF

Following his commissioning in the Air Force, Jim attended navigator training for one year at Ellington AFB, Texas. He then went on to pilot training at Hondo AFB, Texas, and Vance AFB, Oklahoma. From 1959 to 1961, he piloted the B-47 in the 100th Bomb Wing at Pease AFB, New Hampshire. He was next assigned to the 19th Bomb Wing at Homestead AFB, Florida, as a B-52 Aircraft Commander, and then spent three years at Headquarters, Strategic Air Command, Offutt AFB, Nebraska, in the office of the Deputy Chief of Staff for Plans, Future Systems.

In 1967, Jim served with the 4258th Strategic Wing, U-Tapao Royal Thai Navy Airfield, as a B-52 operations officer, and flew 108 missions as the B-52 Airborne Commander over North and South Vietnam. His subsequent assignment was to L.G. Hanscom Field, Massachusetts, as Chief of the Program Control Division in the Terminal Control Office, Air Force Systems Command, Headquarters, Electronic Systems Divi-

sion. In 1974, he was assigned to Headquarters, U.S. Air Force, Research and Development Directorate, Pentagon. He was then assigned to the Organization of the Joint Chiefs of Staff as Commander of the National Emergency Airborne Command Post. This was the highlight of his career--commanding the only operating flying outfit belonging to the JCS. Then, too, the aircraft were E-4's, Boeing 747's.

Jim's current assignment is the Vice Wing Commander, 7th Bombardment Wing, Carswell AFB, Texas. (He is impatiently waiting his assignment as Wing Commander.)

Jim received his Master's degree in Management from the University of Southern California in 1970. He is a graduate of Squadron Officer's School, the Air Command and Staff College, and the Industrial College of the Armed Forces. His decorations include the Defense Superior Service Medal, two Meritorious Service Medals, the Air Force Commendation Medal, five Air Medals, the Vietnam Service Medal, and the Vietnam Campaign Medal.

Jim and Ginger have three children--Laurie (21), Brian (17), and David (13).

Career Highlight: "Commanded the National Emergency Airborne Command Post (NEACP) providing worldwide survivable command, control and communications for the President."



## RICHARD H. KAUFFMAN

Warhead Integration/Design Specialist  
McDonnell Douglas Astronautics Company

Upon receiving his USAF commission, Dick went directly to Ellington AFB, Texas, for navigation training. The following year his first operational assignment was to KC-97's with SAC at Lockbourne AFB, Ohio. Staying with SAC, Dick moved to Castle AFB, California, and flew KC-135's for the next five years, his last duty there being Flight Examiner for the Combat Crew Training Wing. In 1964 he returned to school and completed AFIT's Master's program in Reliability Engineering.

A joint service job with Defense Supply Agency, Contract Administration Service in the New York Region was Dick's next assignment. Still with DCAS, he served as Deputy Chief, DCASCO-ITT, Nutley, New Jersey, until 1969. Dick was then assigned to 817th TAS, Okinawa, but worked as staff navigator with the C-130 mission (Blindbat) at Ubon, Thailand. Completing over 100 missions with this Strike Control outfit, Dick stayed at Ubon and worked with the AC-130 Gunships (Specter) 16th SOS. His aircrew was credited with the destruction of over 900 trucks in Laos that year, earning Dick the Silver Star, seven DFC's, and a handful of Air Medals.

Dick was more than happy to return to the U.S. His next assignment was to the 1st Special Operations Wing at Hurlbart AFB, Florida, as Director of the Gunship Combat Crew Training. Before leaving IAC Dick served as Director of Aircrew Standardization and Evaluation for the 1st SOW--the first and possibly the only time a navigator has held this position in IAC.

Dick spent a year attending the Air War College (Class of 1976) at Maxwell AFB, Alabama. He then devoted his last few Air Force years as Chief of the Bombs and Warhead Branch at the Air Force Armament Branch at Eglin AFI, Florida, where he directed the activities of engineers and scientists engaged in both in-house and contracted projects from basic research to hardware design and testing, of munitions concepts.



Upon completing his Air Force service, Dick joined McDonnell Douglas Astronautics Company in St. Louis, Missouri. His present position is Warhead Integration Specialist for the Navy's Cruise missile program. Dick is married to Joy (Benjang Yodthasan), whom he met in Thailand in 1970. The Kauffmans have two children, Kathy, 23, and Karen, 21.

## JAMES G. KAUTZ

Director, Facilities and Grounds  
Tacoma Community College, Tacoma, Washington

Colonel James G. Kautz can look back at his 24 years of commissioned time and say that his career was filled with invaluable experiences which he can carry with him with a great deal of pride. It may, however, be a career for the Book of Guinness World Records in the "variety" category: how many other people can boast of 29 moves in 24 years? It is difficult at times to determine whether he could not hold a job or whether his services were in such great demand that. . .



Jim's wife Joan is his greatest support and survived the many separations necessary during his active duty. He and Joan managed enough time to raise two children. Son Michael (born January 9, 1959) is now a graduate of the University of Washington and on the verge of compensatory employment. Daughter Jamie (born February 7, 1968) is in junior high school and setting her sights on bigger and better things. Joan keeps the family going with her unlimited talents and understanding.

Jim received his promotions on time as the below-the-zone list kept slipping by. His contributions to the promotion boards must have been inadequate because he kept muttering that he would have to make larger contributions or he would never get promoted. He did his share of unaccompanied tours both in temporary and permanent status. While involved as a pilot in fighter aircraft he spent TDY's in Spain, Italy, the Philippines, and Japan. Year-long tours were in Vietnam and Thailand. Three overseas accompanied tours were enjoyed in Okinawa, Germany, and the Philippines. Some of those last tours were too long and some too short.

Jim's experiences include being a(n) assistant finance officer, fighter pilot, missile launch officer, forward air controller, student, civil engineer, Battle Staff Director, Professor of Aerospace Studies, Executive Officer to Commander 13th AF, and a Squadron Commander (Civil Engineering). Most memorable was his association with a man who has now made history, Colonel Joe Engel; Jim flew with Joe in the 309th and 474th Tactical Fighter Squadrons.

Jim had his share of honors mostly from the Vietnam theatre. Normal awards were received for theatre actions. Some others were: 14 Air Medals, two Distinguished Flying Crosses, Vietnamese Cross of Gallantry (with Silver Star), four Meritorious Service Medals, Air Force Commendation, Joint Services Commendation and a Philippines Presidential Citation.

Career Highlight: "Leading an Engineering contingent to Takli AB, Thailand, in 1972 and rebuilding the facilities to accept operational aircraft within 10 days."

## ROBERT MONTEITH KELLER

Reactor Operator License Examiner  
US NRC

Bob's first post-graduation assignment was as Chief Engineer of USS Remy out of Newport; he was selected for Nuclear School just before marriage to Kate Van Winkle (now Kitty). After honeymooning in Idaho Falls (can you imagine a honeymoon on shift work and double shifts?) he reported to USS Enterprise for two years pre-commissioning duty. After shakedown, he left the Navy.

The Kellers settled in Connecticut, where Bob worked for Pratt & Whitney on a space nuclear reactor program. In 1964, he went to work for Combustion Engineering in commercial nuclear power. Moving into his parents' home in Coventry, Connecticut (with them next door), Bob lived the life of a gentleman farmer for 12 years. His two daughters and family were active in small town life, and in school. Bob served on the town council for six years, two as Majority Leader--during the last term, taxes actually went down!

Kitty and Bob became interested in early American popular music, and received a NEH grant to complete a computerized index of popular music in this country before 1800. Two years later it was published, on microfiche, 15,000 pages. They are continuing research using computer methods.

Daughters Anne and Margaret are both at Vassar College, as a senior and freshman, respectively. The Kellers recently moved down to Bethesda when Bob took a job with the NRC. He goes out about once a month to conduct license exams for the operators at nuclear power plants, and plans on taking Kitty whenever he can.

## FRANK BENTON KELSO, II

Rear Admiral, USN

After graduation, Frank served on the USS Oglethorpe (AKA-100) prior to attending Submarine School in 1958. On completion of submarine training, he was assigned to the USS Sabalo (SS-302) before returning to Submarine School for nuclear power training in January 1960. Upon completion of nuclear training, he served one year on the Staff of Submarine School in the Nuclear Power Department. He was then assigned to the precommissioning crew of USS Pollack (SSN-603) serving on board until December, 1964. He next served as Engineering Officer on USS Daniel Webster (SSBN 626) prior to reporting as Executive Officer of USS Sculpin (SSN 590) in February 1967.

From January, 1969, to August, 1971, Frank was assigned as Commanding Officer, U.S. Naval Nuclear Power School in Bainbridge, Maryland. He subsequently served as Commanding Officer, USS Finback (SSN 670) from April to June, 1972, and was assigned to the Staff of Commander Submarine Force, U.S. Atlantic Fleet prior to reporting as Commanding Officer, USS Bluefish (SSN-675) in March, 1973. From September, 1975, to July, 1977, he served as Executive Assistant to the Commander-in-Chief Atlantic and U.S. Atlantic Fleet and Supreme Allied Commander Atlantic. He was assigned as Commander, Submarine Squadron Seven in September, 1977, serving until reporting as Division Director, Submarine Distribution Division in the Naval Military Personnel Command and Section Head of the Submarine Programs Section in the Office of the Deputy Chief of Naval Operations for (Manpower/Personnel and Training) in September, 1978. He was selected for promotion to the rank of Rear Admiral in February 1980, and in July, 1980, was assigned as Director, Strategic Submarine Division and TRIDENT Program Coordinator in the Office of the Chief of Naval Operations.



Decorations include: Legion of Merit (two gold stars); Meritorious Service Medal, Navy Commendation Medal, Navy Achievement Medal, National Defense Service Medal (one gold star); Navy Unit Commendation Medal (one bronze star); Meritorious Unit Commendation (one bronze star); and the Naval Expeditionary Medal.

Frank married Landell McCown of Florence, South Carolina on June 6, 1956. The Kelsos have four children. Two sons are attending Virginia Polytechnic Institute: Thomas (born June 6, 1958), who is married to the former Victoria Robbins of Annandale, Virginia, and Donald (born December 5, 1959). Mary (born April 25, 1962) also attends VPI, and Kerry (born August 14, 1969) resides with her parents in Springfield, Virginia.

## GEORGE W. KENASTON

Director, Dynamic Systems, Inc.

Casey Kenaston retired from the Navy in 1977 after 27 years of submarine and engineering duty service. With three other partners, he started a management and technical services business which has expanded rapidly to its current level of approximately 100 employees. As an equal partner in the business, Casey has served in various positions as Director of Operations, President, and member of the Board of Directors.

Casey and his wife Mel recently celebrated their 25th wedding anniversary. Their three children are presently in college, with two of them scheduled for graduation in the spring of 1982. In addition to his responsibilities at Dynamic Systems, Casey is actively involved in a number of community service projects, serving as Chairman of various committees, both in the community and his professional field. His activities in his profession and the community have provided an opportunity to implement a number of innovative management techniques which have made a major contribution to the success of various business and community projects.

Career Highlight: "President of Dynamic Systems, Inc., 1980-1981."



## DON E. KENNEDY

Account Executive  
IBM

Following graduation and six months at Supply School, Don had a tour of duty on a destroyer out of Key West. His next assignment as physics instructor back at the Academy was a surprise to all. After two years in Slipstick Alley, he received orders for an experimental program to be supply officer on board a Polaris submarine. Delays in that program caused the orders to be rewritten to supply officer of the Triton, which was then the only submarine with a supply officer on board; before reporting on board those orders were changed again, this time by Admiral Rickover, and Don ended up going to work for him at the Atomic Energy Commission.

In 1961 Don left the Navy and joined IBM as a sales trainee. After selling in the Washington area for several years, Don held several staff assignments including a special executive development program, and moved on to sales management positions including marketing manager, branch manager, and account executive. During his 20 years with IBM he has completed a number of management and executive development programs, received several regional manager's awards and division manager's awards, and made 13 100% Clubs and one Golden Circle.



On the personal side, Don married Nancy in December following graduation, and the Kennedys have raised three children. The oldest, Don, Jr. (born November 4, 1957), graduated from N.C. State in 1979 and has just gone to work for Western Digital Corporation in Los Angeles. (Chairman of the Board of Western Digital is classmate Chuck Missler.) The oldest daughter, Kathy (born on July 19, 1959), just graduated from N.C. State in 1981 and has started the second generation of Kennedys in IBM sales. She is presently living at home and working in an IBM office in Philadelphia. The youngest, Suzanne (born on August 18, 1962), is a sophomore business major at Meredith College in Raleigh, North Carolina.

The other career in the family is Nancy's real estate activity, which has been booming over the past several years until the recent mortgage interest rate rise put the brakes on to some extent. Nonetheless, real estate provided an excellent outlet for some of her energy.

## BEN JACK KINNEY

Captain, USN

The first operational tour of duty for Ben Jack (following flight training at Pensacola and Corpus Christi) was with Patrol Squadron 47 at NAS Alameda, California. Here he qualified as Patrol Plane Commander in the P-5 Merlin patrol aircraft in rank of Lieutenant(j.g.), participating in two Western Pacific deployments. His squadron duties included Navigation Officer, Assistant Power Plants Officer and Maintenance Material Officer, as well as spending six months as Officer-in-Charge of the squadron Maintenance Detachment at the Overhaul and Repair facility, NAS North Island, California.

In 1960 Ben Jack was selected for duty on the newly-formed Joint Strategic Target Planning Staff at the Strategic Air Command Headquarters in Omaha, Nebraska, as a Computer Systems Analyst and Programmer, developing and implementing the automated information systems of strategic weapon delivery and targeting to produce the first in the series of Single Integrated Operational Plans (SIOP), the Dictionary of Strategic Weapons, and Bomb Damage Analyses (BCA)

for the first Joint War Plans. He was twice extended for duty with the staff and received four Letters of Commendation from General T. S. Power, Director, JSTPS, and from Admiral Arleigh Burke, CJCS, and was awarded the first strike of the Joint Services Commendation Medal for meritorious duty.

Returning to aviation sea duty in 1964, Ben Jack reported to Patrol Squadron 28 at NAS Barber's Point, Hawaii, flying the P-2 Neptune aircraft. In 1965, when the squadron transitioned to the P-3 Orion, he qualified as P-3 Patrol Plane Commander and held the ground job of Anti-Submarine Warfare Attack Officer and Nuclear Weapons Safety Officer. This squadron tour was interrupted in June, 1965, when Admiral Roy L. Johnson, Commander-in-Chief, U.S. Pacific Fleet, selected him to serve as his Personal Aide and Flag Lieutenant at Pacific Fleet Headquarters, Pearl Harbor, Hawaii, for two years, during which time he was promoted to Lieutenant Commander.

In 1967, Ben Jack began studies at the U.S. Naval Postgraduate School, Monterey, California, where he earned a Master of Science Degree in Computer Systems Management. Upon graduation in 1969 he once again reported to Patrol Squadron 47, now at NAS Moffett Field, California, as the Operations Officer as well as a Patrol Plane Commander. He led the squadron's deployments to Southeast Asia and Western Pacific, and the squadron was selected as the first West Coast squadron to transition to the new P-3C computerized/automated anti-submarine aircraft.



Selected for aviation command in 1971, Ben Jack spent the next four years on the staff of U.S. Commander-in-Chief, European Forces, at the U.S. European Command Headquarters, Stuttgart, West Germany, where he was Chief of the Plans and Development Division, USEUCOM Data Services Center. Working in the areas of both the Worldwide Military Command and Control System (WWMCCS) and the DOD Intelligence Information System (DODIIS), he led planning, development and implementation of computer systems and networks in theater, as well as assisting NATO commands in the Central Region with their development of automated command and intelligence systems. For this work, he received the first oak leaf cluster for the JSCM.

In 1977, Ben Jack joined the Organization of the Joint Chiefs of Staff in the Pentagon, Washington, D. C., as a member of the WWMCCS ADP Project Management Office (PMO) and Command and Control ADP Division under the J-3 Operations Directorate, where his technical knowledge and operational experience was applied in the project management of the Standard WWMCCS ADP Program. This resulted in his receiving the Defense Meritorious Service Medal. When the OJCS was reorganized in 1979, PMO functions and personnel were transferred to the Defense Communications Agency, and Ben Jack currently holds the position of Assistant Deputy Director, WWMCCS ADP Technical Support Directorate, Command and Control Technical Center (CCIC), Reston, Virginia.

Ben Jack is married to the former Kathleen E. Korbach of New Braunfels, Texas, and they now reside in Annandale, Virginia. Their son, John, is a graduate of Stanford University and is a business research analyst for Bain and Company, Menlo Park, California. Their two daughters, Karen and Kathryn, are presently attending Stanford as junior and sophomore students.

## JOHN H. KIRKPATRICK

Captain, USN

John married the former Anne McCoy of Sheridan, Arkansas, in July 1961, while on duty in Jacksonville flying A-4's. After several A-4 cruises to the Med and WestPac, including a Vietnam cruise in 1967, John became an Aeronautical Engineering Duty Officer. Subsequent duty has included Naval

Air Rework Facility (NARF) Alameda, COMNAVAIRPAC staff, NAVAIR, SECNAV staff, COMCARGRU 5, BUPERS, and his current assignment as Commanding Officer of NARF North Island.

John and Anne have four children: Laura (19), sophomore at Stanford; John, Jr. (18), NR0TC freshman at Vanderbilt; Chris (16), Coronado High; and Lisa (14), Academy of Our Lady of Peace.

## MELVIN A. KLEIN

Patent Attorney

Mel resigned from the Navy on June 16, 1960, and took up a series of positions with the U.S. Patent Office, Xerox, and Motorola. For the past year and a half he has been enjoying the independence of being in private practice as a patent attorney.

Mel and Doris have a son Scott, 24, and a daughter Denise, 22.



## T. R. KRIEGER

Development Manager  
IBM

After June 1, 1956, Krieg spent four years at sea--first in USS Olmsted (APA 188) and then in USS Independence (CVA 62) as a plank owner, along with several other '56ers. On leaving the US Navy in 1960, Judy and Krieg were married, and he went to work with IBM in Washington, D. C. The oldest son, Keith, now at Georgia Tech, was born in 1961; Michael, now at the University of California at Santa Barbara, was born in 1962; and Christopher, who is in high school, was born after a move to Richmond, Virginia, in 1966.

From Richmond the Kriegers went to Boca Raton, Florida, still with IBM, and then to Germany for a year, back to Florida, and then to Ridgefield, Connecticut, for two years of cold winters. "We have been in Palo Alto for nearly three years and I have taken up soccer (look out, Flatley) and other activity to slow the ravages of time."

## WILLIAM A. LABARGE

Electronic Engineer

While at the Naval Academy, Bill set a record that he shares with Neil Donovan and Jay Ransom--the three of them roomed together from the first day of plebe summer to graduation day. However, the day after graduation Bill married Joan Fettig of Ardmore, Pennsylvania. Joan and Bill spent the next four years in San Diego, California, while Bill did his sea duty aboard the USS George Clymer (APA, 27) and the USS Dixie (AD 14).

Bill submitted his resignation in 1960 and moved to the Philadelphia area, where he started an engineering career. He has been employed at the Naval Air Development Center, Warminster, Pennsylvania, since 1965, in various engineering and program management positions. He retained a commission in the Navy Reserve, from which he retired in 1977 as a Commander.

Joan and Bill have three children, Kendra, Lynn, and Michael. They presently reside in Hatboro, Pennsylvania, where Joan is active in various community organizations while Bill enjoys golf and running. In fact, he has completed one marathon, but is not in any hurry to run in another one.

## DAVID W. LAJEUNESSE

Sales Engineer  
Armstrong Machine Works



Dave graduated, was commissioned in the Air Force, and got married to Patricia on June 7, 1956. He took flight training at Marana, Reese, and Randolph AFB's, becoming rated in both fixed-wing aircraft and helicopters. While stationed at Presque Isle AFB, Maine, son Joel was born in 1958.

In 1960 Dave joined the civilian ranks as plant manager of a manufacturing plant in Temple, Texas, where daughter Moira was born in 1963. That same year he joined Texas Instruments in Dallas, Texas, as a manufacturing engineer in the Strike missile program. Dave joined the Trident Co. in 1966 and was instrumental in their growth for the next 10 years. In 1976 he went with Armstrong Machine Works in Houston, Texas, where he and Pat now reside.



## JOHN L. LANDIS

Vice President, International  
Tektronix, Inc.

A year at Quantico, two at Kaneohe with the 3rd Battalion, 4th Marines, and two more at the Amphib Base in Coronado as Aide-de-Camp to the Commander in Chief, Amphib. Recon. Training Unit completed John's active service with the Marines. Midway through (1959) he married his high school sweetheart, Sue, and a year later they welcomed the first of three beautiful daughters--Carol (now 21), Anne (19), and Susan (15).

In 1961 John joined Honeywell in Los Angeles and sold industrial controls there until moving to Houston in 1964 to open a Gulf Coast office for a newly formed Instrumental Department of 3M Company. He relocated with 3M to Camarillo, California, in 1967 and filled successive responsibilities in product marketing until rejoining Honeywell in San Francisco as Western Region Sales Manager for Test Instruments Division in 1971.

In 1973, John joined Tektronix as Western Region Manager and a year later relocated to Guernsey, Channel Islands, as European Marketing Manager. In 1978, he returned to the U.S. as U.S. Sales Manager, and a few months later was elected a Corporate Vice President and appointed General Manager, International Operations.

## JOHN PERRY LANGENHEIM

Yacht Maintenance and Repair

John calls his history of Navy assignments a "normal naval career pattern." From 1958 on, he served in submarines, being assigned command of USS Halfbeak (SS 352) from 1968 to 1971. Between 1971 and 1977 he worked first with SUBPAC, as the Tactical Weapons Officer implementing Torpedo Mk 48 Training and Certification and overseeing all logistic aspects of introducing Torpedo Mk 48 into the Pacific Fleet, and then with COMTHIRDFLEET Staff. He retired in February 1977.

John remarried on July 4, 1976, to Rose Martin, in Honolulu. Between them, the Langenheims have five children. Jane, 21, is a senior at Claremont College, California; Bill (24) works as a theater decorating and lighting specialist in San Francisco; Ashley (21) is married to Guy Coates and is a pre-nursing student; Susan (19) is a freshman at the University of Florida; and Blair (17) is a high school junior at Seabury School on Maui, Hawaii.



Settling in Honolulu, John worked in commercial real estate from 1977 until early 1978, then accepted an offer to work with Honeywell's Defense Electronics Division as a Project Engineer. In this position, he managed the Anti-Submarine Warfare Testing Project, holding responsibility for the development and providing of support services for surface combatant and submarine ASW systems testing and evaluation. In 1980 he took leave of absence, sold his home on the slopes of Diamond Head, and embarked on his career highlight: traveling to Holland, purchasing and refurbishing a 54' Dutch motor barge, and cruising over 2300 miles on the inland rivers and canals in Holland, Belgium, France, and Switzerland.

Returning to the United States, John decided to make his avocation into his gainful employment. He resettled in Sarasota, Florida, on Siesta Key, and is presently "working and loving it at Hansen Marine, Inc. Watch for our How to Cruise in Europe book in 1982!"



## THOMAS R. LANGLEY, JR.

Senior Engineer for ASW Systems  
and Undersea Ranges, Honeywell  
Marine Systems Operations

Tom's naval service included assignments to seven U.S. and one Turkish submarine, two amphibious ships, amphibious group staff, Ocean Engineering staff of Chief of Naval Materiel, and Special Warfare Planning Officer for General Creighton Abrams, COMUSMACV (1970-1971). His awards include the Legion of Merit with Combat "V"; the Bronze Star with "V"; the Joint Service Commendation Medal with one oak leaf cluster; the Navy Commendation Medal with "V"; the Vietnam Cross of Gallantry and Armed Force Honor Medal; and the Cambodia National Defense Medal, Division Level.

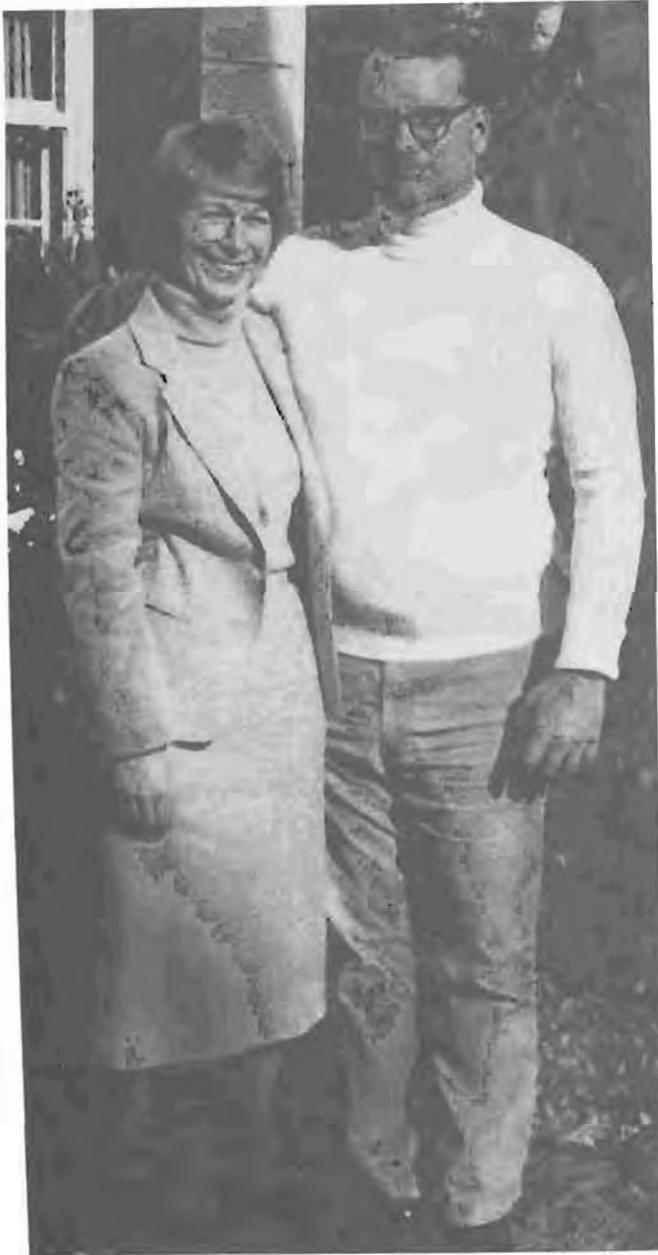
After all this activity, Tom retired on February 1, 1977, and became Marine Engineer with M. Rosenblatt and Son, San Diego. He took another position as Tomahawk Cruise Missile Training Manager for General Dynamics Convair Division in San Diego in 1978, and moved again in 1978 to become ILS Manager for WESTEC Services, Inc. In 1980 he became Senior Engineer for ASW and Undersea Ranges for Honeywell Inc., located in Bremerton, Washington, his present position.

## HARRY FEHL LENHARDT, JR.

Captain, USN

After completing his flight training and a 16-month tour as an instructor at the Naval Auxiliary Air Station, Whiting Field, Florida, Harry was assigned in 1959 to Fighter Squadron 13 at NAS Cecil Field for a two and a half year tour of duty which included deployment on the aircraft carrier USS Shangri-La. In 1962, he reported to Tyndall AFB as an exchange instructor in the Interceptor Weapons School flying F-102 and F-106 Interceptors. In 1966, after completing replacement pilot training in the RA-5C Vigilante, he reported to Reconnaissance Attack Squadron 11 in Sanford, Florida, as Assistant Operations and Landing Signal Officer.

Subsequent to combat deployments aboard the aircraft carriers USS Forrestal and USS Kitty Hawk, Harry reported in 1968 to the Office of the Chief of Naval Operations as a member of the Navy Carrier Study Group and Southeast Asia Combat Analysis Group. In May, 1971, he reported as Executive Officer of Heavy Reconnaissance Attack Squadron 11 and assumed command of that squadron in May of the following year. After a combat deployment aboard the carrier USS Constellation, he was assigned as Chief of Staff and Readiness Officer for Reconnaissance Attack Wing One in Key West.



Tom is married to Nancee B. Langley, Ph.D., the Director of Financial Aid and Placement at Olympic College, Bremerton. They have two daughters, Victoria Ann, 17, and Amy Ellen, 15, both at Norwich Free Academy, Norwich, Connecticut.

Most Notable Achievement: "(1) Marrying Nancee Langley, Ph.D., in 1974 and moving to Bremerton in 1980. (2) Participating in last submarine deck gun action in Naval history--USS Perch (APSS 313) off Binh Dinh province, Vietnam, 1966."



Harry assumed the duties of Assistant Operations Officer for Commander Cruiser Destroyer Group 12 at Mayport in 1974, and in September, 1977, he was ordered to Commander Naval Air Forces, U.S. Pacific Fleet staff as the Operations Officer. He assumed his present duties as Commanding Officer, U.S. Naval Station, Mayport, Florida, on August 27, 1980. Decorations include the Distinguished Flying Cross, 11 Air Medals, the Navy Commendation Medal, the Air Force Commendation Medal, two Presidential Unit Citations, and various other service and campaign medals.

Harry and his wife, the former Lura Fulkerson, have three children: Ensign Pauline Suszan (born June 24, 1958) NC, USNR; Lura Ann (born November 25, 1960); and Harry III (born December 16, 1964).

Career Highlight: "Surviving."

## RICHARD J. LEVENDOSKI

Executive Pilot  
Federal Aviation Administration

After completing Navy flight training, Ski was assigned to VP-44, Norfolk, from 1958 to 1962, flying P5M and P2V aircraft. After attending USN Post-graduate School, 1962 to 1963, he became an instructor at USNA from 1963 to 1965 (Steam and Skinny!). Going back to squadron duty from 1966 to 1967, he was sent to VP-42, Whidbey Island--again P2V's. He resigned as a Lieutenant Commander and was released from active duty in January, 1968.



Joining Pan Am in New York, Ski flew as a flight engineer from 1968 to 1970, and then worked in management for Pan Am from 1970 to 1971. He became a B-727 inspector for the Federal Aviation Administration from 1972 to 1975, reaffiliated with Pan Am in the cockpit and in management from 1975 to 1976, and went back to the FAA in 1976 as a member of their headquarters staff in Washington, D. C. He is presently flying executive jets and turbo-prop aircraft for the FAA at Washington National Airport.

Ski received a USNR commission when he was released from active duty, and joined a reserve squadron (P2V's) in Floyd Bennett, New York. He ended his Navy flying career in P-3's at Willow Grove, Pennsylvania, as Commanding Officer of VP-66. At the present time he is an O-6 in a reserve unit attached to OPNAV-01.

Career Highlight: "C.O. of three reserve units in succession, 1971-1976."

## THEODORE E. LEWIN

Commodore, USN

Ted graduated with honors from the Naval Academy and was commissioned an Ensign in the Navy. After a tour in USS Thuban (AKA 19), Ted attended Submarine School in New London, Connecticut, in July, 1958. Upon graduation, he was assigned to the USS Jallao (SS 368). This was followed by Nuclear Power Training, assignment to the staff, Nuclear Power Training Unit, Windsor, Connecticut, a tour of duty in USS George Washington (SSBN 598) (Blue), a tour as Commissioning Engineer Officer in USS Stonewall Jackson (SSBN 634) (Blue), and assignment as Executive Officer, USS Henry Clay (SSBN 625) (Blue).

Upon completion of a tour as an administrative assistant for enlisted personnel matters at Naval Sea Systems Command (08), Ted commanded USS John Marshall (SSBN 611) (Blue), completing six Polaris deterrent patrols. Subsequently he served as Deputy Commander for Readiness and Training, Submarine Squadron 15 in Guam, and as Commanding Officer, Nuclear Training Unit, West Milton, New York. He is currently Commander, Submarine Squadron 2 at the Submarine Base, New London, Connecticut.

Ted is married to the former Janet L. Graywacz of Windsor, Connecticut. Jan is currently the top performing sales associate with the Bayer Agency, the area's largest realtor. They have two sons: Michael, a member of the Town of Groton Police Department, and Charlie, a senior in Ledyard High School. Ted, Jan, and Charlie reside in Gales Ferry, Connecticut.

Career Highlight: "Commander, Submarine Squadron 2."

## REED H. LEWIS

Senior Engineer  
The BOM Corporation

Three days after graduation Reed married Shirley Ann Cary in Alexandria, Virginia. Thirty days later, they moved to Houston, Texas, where Reed entered USAF Navigator Training at Ellington AFB. After graduation in July, 1957, the Lewises moved to Biloxi, Mississippi, where Reed attended the Airborne Electronic Countermeasure Course (now known as Electronic Warfare), and then to Castle AFB, Merced, California, for B-52 combat crew training. After completion of crew training, Reed remained at Castle AFB until June, 1963. During his five years at Castle, Reed was an academic instructor, flight instructor, combat crew member, and served on the Wing Staff. In addition to his duties at Castle, the Lewises traveled twice to Maxwell AFB, Montgomery, Alabama, first for the Academic Instructor Course, and then for Squadron Officer School.

In June, 1963, Reed was selected for graduate school under the Air Force Institute of Technology program. The Lewises only moved a few miles west, where Reed attended Stanford University, graduating in June, 1965, with a MSEE.

Armed with his brand new degree, Reed and Shirley (with some additions) moved to Bedford, Massachusetts, where he was assigned to the foreign Technology Directorate, Electronic Systems Division. Initially a technical intelligence officer, he was later named Chief, Sensors Division. Here Reed first started his technical activities in the analysis of foreign radar and communication systems, work which he continued later at SAC and now performs in civilian life.

Recalled to flight duties in March, 1967, Reed became combat ready in A-26 aircraft and was assigned to the Panama Canal Zone with the Air Commandos. After one year, he was transferred to the Air Transport Squadron flying as a Navigator on C-118, C-54, and T-29 aircraft. He traveled extensively throughout South and Central America, flying both cargo and distinguished personnel to every country except French Guiana. During the last six months of this tour, Reed served as an air operations officer in the Wing Staff with additional duties as Civic Action Officer. These three years were probably the most memorable for Reed and Shirley.



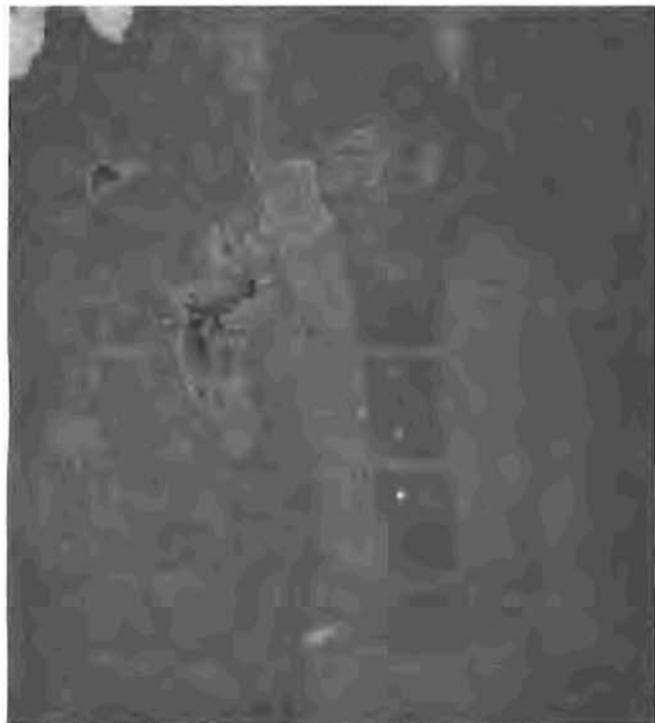
In June, 1970, Reed reported to the Special Operations Detachment, Pleiku, RVN. For the next 12 months Reed flew 196 combat missions as a Forward Air Controller in O-2 aircraft. This was his most exciting tour; his primary duties were hunting trucks over the Ho Chi Minh Trail in Laos and Cambodia.

Hoping for another assignment in Technical Intelligence, Reed again found himself returning to B-52's. He was assigned as a combat crew member to the 2nd Bomb Wing, Shreveport, Louisiana. Just a little over a year after his return from Vietnam, Reed found himself flying over the same RVN territory, except at a much higher altitude. Before the termination of hostilities in 1973, he had deployed to Southeast Asia three more times. One month after his return from SEA, Reed was appointed as Chief, Defense Systems Branch, 2nd Bomb Wing, responsible for all the electronic warfare and gunnery systems in the wing.

In June, 1974, the Lewis family made their last active duty transfer, to Strategic Air Command Headquarters, Offutt AFB, Nebraska. Reed's first job was Chief, Trajectory Division. This Division provided the engineering and programming for the fly-out trajectories of the entire ICBM force. Eighteen months later Reed returned to the technical intelligence field when he was transferred to the Intelligence Directorate, HQ SAC, named Chief, Defense Analysis Branch. In this job, he was responsible for the analysis of Soviet Air Defense capabilities and their impact on SAC nuclear plans. His last assignment prior to retirement on June 30, 1978, was Commander, 544th Intelligence Analysis Squadron.

Reed's service decorations include the Distinguished Flying Cross, the Meritorious Service Medal, the Air Medal with 12 Oak Leaf Clusters, the Air Force Commendation Medal with one Oak Leaf Cluster, the Air Force Outstanding Unit Citation with four Clusters, the Presidential Unit Citation, the Navy Unit Citation, the Republic of Vietnam Gallantry Cross with Palm, the Vietnam Service Medal with Four Campaign Stars, the Republic of Vietnam Campaign Medal, and the Armed Forces Expeditionary Medal.

Reed joined the BDM Corporation, a professional services firm, in Albuquerque, New Mexico, while on terminal leave from the Air Force. His work there has been associated with electronic warfare and technical intelligence. Reed and Shirley plan to remain in Albuquerque for quite a few more years, with San Antonio, Texas, as their final retirement home.



Reed and Shirley have two sons, Jay Scot Lewis and Richard Cary Lewis. Both were born in Merced, California--a rare happening in the service. Jay is now a senior at Texas Tech University, majoring in mechanical engineering. Rick has entered the Albuquerque Police Academy after receiving his Associate Degree in Police Science. Shirley is still very active in the Officers' Wives Club and now is very busy with the Republican Women. She serves as parliamentarian for the Wives Club, the Albuquerque Republican Women, and was just named parliamentarian for the New Mexico Federation of Republican Women.

During the past 25 years, Reed and Shirley have always had some type of pet animal in the house. After an initial try with a skunk, they have settled down to Siamese cats and mongrel dogs. They enjoy camping together--it's a good way to escape the kids, the job, and the pets. Reed continued his tennis after graduation, playing in service and local tennis tournaments. He now also plays racquetball and paddle tennis. Reed and Shirley enjoy also enjoy collecting Southwest Indian artifacts.

## FREDERICK J. LIND

Vice President, Engineering & Quality Assurance  
Continental Airlines

Since leaving the U.S. Navy in 1960, Frederick has worked for American Airlines, Midwestern Instruments, I.D.S., Eastern Airlines, and Continental Airlines. At Eastern Airlines, he served as Atlanta Sales and Service Director, Vice-President Industrial Relations, and Vice-President Maintenance. Frederick's present position at Continental Airlines is Vice-President, Engineering and Quality Assurance.

While he was Vice-President of Industrial Relations with Eastern, he negotiated the first airline contracts with major labor unions involving variable pay tied to corporate profitability. Also while at Eastern, he served in an officer group with three West Pointers, including his boss. Unfortunately, their alumni group at Eastern needed about seven more to maintain equality.



On June 19, 1956, Frederick married Mary Boger. They have four children: Kristine, born March 6, 1958; Kathleen, born February 27, 1959; Frederick, born May 8, 1960; and Michael, born December 18, 1965.

Career Highlights: "Graduating from the U.S. Naval Academy and serving as U.S. Navy Aviator."

## DONALD E. LINDQUIST

After graduation from USNA, Don reported for flight training, receiving his wings in October, 1957. His first duty assignment was with All Weather Fighter Squadron 3, San Diego, California, flying air defense in F3D and F4D aircraft. It was here that he met and married a California schoolteacher, Jean Thompson of Fernandina Beach, Florida.

After a transition into the F8 Crusader, a short tour with VF 111 followed which was interrupted by orders in 1962 to Monterey for postgraduate work. Having been accepted into the Advanced Science program, Don spent the next two years completing work on his Master's degree in Computer Science at Stanford University.

Now, each set of orders meant a trip cross country. First Don moved to Norfolk, Virginia, for an assignment as an operations project analyst with the Operations Test and Evaluation Force. Golf became a favorite pastime since the admiral liked a four-some on Wednesdays and Saturdays. It was here that the Lindquist family was blessed with a daughter, Donna Jean, born in April, 1966. Back to the West Coast for F8 squadron duty with VF 191. After completing two combat tours on board the Ticonderoga and Oriskany, the Naval Academy beckoned. A member of the Systems Engineering Department, Don instructed courses in computers, digital technology and weapons systems; he also served as acting 1956 Class Chairman. Weapons Officer on board the Kitty Hawk followed--West Coast, of course. Finally Washington duty caught up with him. As operations analyst with the Arms Control and Disarmament Agency, Don was responsible for computer studies related to the SALT talks, air defense, civil defense and cruise missile exercises. His final tour was with the Defense Communications Engineering Center at Reston, Virginia, as an operations analyst.



Since his retirement, Don's time has been devoted to travel, golf, and long-delayed projects around the house.

## FREDERICK G. LIPPERT, III

Associate Professor of Orthopedics  
University of Washington

Fred resigned from the Navy in 1960 after four years spent first aboard the destroyer Goodrich (DDR-831) as First Lieutenant, Damage Control Assistant, and finally Engineer Officer, and then aboard the Notable, an MSO, as Executive Officer. Torn between orders to Pensacola for flight training and an interest in medicine, he chose the latter.

Medical training took place at the University of Vermont, internship in Montreal Orthopaedic, residency back in Vermont, and post-graduate training in bio-mechanics at the Karolinska Institute in Stockholm, Sweden. Fred accepted a position at the University of Washington, Seattle, in 1972. Since that time he has become Chief of the Orthopaedic Service at the Seattle Veteran's Hospital and has

enjoyed a busy academic career. His research has been in the study of forces which produce loosening in total joint replacement.

Fred's two main hobbies are sailing on his Ranger 29 and leading his 15-piece German oompah band. He and Nona Lippert have three children: Nina, 18; Felicia, 14; and Todd, 12.

Career Highlight: "The national acceptance and use of my research--the laboratory teaching of surgical skills using simulated bones and joints."



## WILLIAM G. LOVEDAY, JR.

Assistant Bank Mortgage Officer

Three months after graduation, Bill married his hometown sweetheart (whom he hadn't seen in six years) and started a "whirlwind career of 23 moves and three children (Terry Lyn, born June 4, 1957; Cathy D., born September 28, 1958; and Skip, born November 7, 1960)."

After Supply Corps School, he reported to the USS Rochester (CA-124), the USS Hanson (DDR-832), and SUBASE New London, Connecticut, in that order. He was selected as the first Supply Corps outfitting officer for the nuclear subs being built at Groton, and helped to outfit Triton, George Washington, Patrick Henry, Scorpion, and many others.

From New London, Bill reported to afloat staff COM TAIWANPATFORCE/Fleet Air One out of Okinawa, then cycled home to NAVAIRSTATION at Quonset Point, Rhode Island, and back over the Pacific to Sangley Point for Staff duty on COMNAVPHIL/CINCPACREPPHIL. After this "perspiration tour" and many trips to Vietnam, it was on to Postgraduate School, Monterey, for pounding the books again and finally achieving his Master's Degree in Computer Systems Management.

Bill had the rare opportunity of being able to use his newly acquired subject matter as Director of Data Processing at the Navy Electronics Supply Office, Great Lakes, for three and one-half years before being assigned as Assistant, and ultimately, Supply Officer of SeaBee Center, Davisville, Rhode Island. While there, he had the dubious distinction of helping to close down NAVAIR Station Quonset Point and of phasing the SeaBees out of Davisville, but not before completing most of the construction on Diego Garcia (by remote control and purchase and shipment of everything including the kitchen sinks).

About this time, the lure of the Adirondack Mountains of northern New York was too great, so the Lovedays bought an old Victorian home on the banks of a 26-mile-long lake in the heart of great ski country and hung up the oars. Since then, Bill has been busy at the bank and restoring his home, woodworking, downhill and cross-country skiing, modern Western-style squaredancing, and marathon speed-walking (50 miles a whack). The family is located near Lake Placid and enjoyed the Winter Olympics and backpacking through the high peaks in that area.

They have also managed to sandwich in a few trips to Annapolis and three trips to Hawaii since retirement.

One daughter is in Yokosuka, Japan, married to a Navy man on the Midway, and Skip is now a Quartermaster on a Frigate out of San Diego. The other daughter is still living and working in the village of Northville.

Career Highlight: "Graduated from USNA."

## ROGER H. LYLE

After graduation Roger played "Dick Tracy" with the USAF Office of Special Investigations for five years until he received an Olmsted Scholarship for graduate study overseas. Having savored Brazil during Youngster Cruise, his choice of the University of Brazil in Rio was an easy one. After almost three years in Rio, he spent the next three in Panama, followed by a year at the Inter-American Defense College in Washington, D. C., on assignments that were language-oriented.



Enjoying the Washington area, he chose to move over to the Pentagon for various Air Staff assignments in the budget/comptroller arena, and then returned to the language/political business as Political Advisor at the unified command in the Azores. From there it was the Air War College for a relaxing and most rewarding tour in that it was there that he met his wife, Muriel. The remaining years with the Air force were spent principally in the Pentagon with OSD/ISA as Country Director for Brazil, Venezuela, Columbia, Uruguay, and Paraguay. At the time of his retirement in July, 1978, he was the Exec for Andrews AFB, Maryland.

Roger joined with a consulting firm and he and Muriel went to the Far East for a year, where he represented principally the Vought Corporation, but also all other LTV interests throughout the Far East. Although based in Seoul, Korea, they traveled to all points in that vast area before returning home to "permanent" retirement at their lake home in Central Virginia.

The Lyles have three children: George is 21 and is attending medical school at the University of Virginia; Julie is 19 and in her third year of pre-law at Tulane University; and Ada Lynn is 14 and growing up fast.

Career Highlights: "Recipient of George Olmsted Foundation scholarship for graduate studies overseas (Brazil). Together with Doc Blanchard, acted as Co-Chairman for Class activities involved primarily with arranging Homecoming for well over a decade."

## THOMAS C. LYNCH

Manager, Project Development  
R.E. Lee and Son, Inc., Building Construction

Tom married Mariann Buck, and the Lynches have raised four children: Suzannah, 21 and a senior at Virginia Tech; Sherry, 17; Annie, 17; and Tommy, 12. On Tom's retirement, July 1, 1976, the whole crew rented a motor home that sleeps six and traveled the U.S.--the northern route to California and the southern route back--leaving July 1 and returning six weeks later. A lovely thing to do between careers!



Tom has been with R.E. Lee and Son, Inc., Building Construction, since that August of 1976 as Manager of Project Development. He loves his work, and the family enjoys being able to stay in Charlottesville, which everyone had grown to love during Tom's last tour of duty as Commandant of Cadets at the University of Virginia ROTC (A.F.) Unit.

Tom plays a lot of tennis and squash, and the family maintains a retreat on Smith Mountain Lake--a two-hour drive from home--which they all enjoy almost all year round.

## JOHN J. MACAN

President  
Macan Offshore Inc.

Johr's first duty assignment following graduation was aboard the destroyer USS John R. Pierce (DD 753) out of Norfolk. After completing the Deslant Afloat Engineering Course in March, 1957, he took leave to marry Carol Helen Fitzgerald in his hometown of Omaha, Nebraska. Upon return to the Pierce, he was assigned duty as Chief Engineer, promoted to Lieutenant (jg) in December, 1957, and became the father of his first daughter, Christine on February 19, 1958.



After three years and three six-month tours in the Sixth Fleet he was transferred to MIT in May, 1959, for post graduate studies in the Naval Construction Course.

After completing this, his most difficult tour, during which he was promoted to Lieutenant and gained three more daughters (Maureen, June 26, 1959; Kathleen, October 22, 1960; and Lisa, October 19, 1961) he was graduated from MIT in June, 1962, with the Degree of Master of Science, Naval Architecture and Marine Engineering and the Degree of Naval Engineer. He was designated Engineering Duty Officer and assigned to San Francisco Naval Shipyard.

After a year as Docking Officer, two years as Assistant Planning and Estimating Superintendent (Destroyers), two more daughters (Mary, November 19, 1962, and Suzanne, October 21, 1963), and promotion to Lieutenant Commander in March, 1965, John was transferred to the Destroyer Tender USS Frontier (AD 25) as Repair Officer in June, 1965. During this tour of service to destroyers and other types, he aided in the Frontier being awarded the Battle Efficiency E for three consecutive years and was personally awarded the Navy Achievement Medal.

In December, 1967, he was transferred to Washington, D. C., for duty in the Naval Ship Engineering Center as Ship Design Manager, during which he participated in design studies and evaluations of the new classes of destroyers and frigates.

John resigned in October, 1969, in order to accept the position of Vice President in the newly formed offshore drilling contractor firm of Atwood Oceanics in Houston, Texas. He was promoted to President of the company in November, 1978, and subsequently resigned in November, 1980, in order to form the new offshore drilling contractor firm Macan Offshore Inc. The company is presently engaged in the construction of a new offshore drilling rig.

John and his wife, Carol, live outside Houston in the town of Fulshear. Two of his six daughters have graduated from Texas A & M University, and three are currently Aggie students at A & M, with only one more to go. John's present concern is how to economically arrange for six marriages under present customs for parents of the brides.

Career Highlight: "Awarded the Navy Achievement Medal for performance of duties as Repair Officer, USS Frontier (AD 25) from June, 1965 to December, 1967."

## MALCOLM J. MACDONALD

Director, Energy Resources Planning  
Seattle City Light

After graduation Mac served two years in Navy line, before transferring to the Civil Engineer Corps. He holds a bachelor's degree in civil engineering from the Rensselaer Polytechnic Institute, a Master's degree in civil engineering from the University of Illinois, and is a graduate of the Industrial College of the Armed Forces. He has served as the Public Works Officer at Chelsea Naval Hospital; as an instructor at the Civil Engineer Corps Officer's School at Port Hueneme; as a Resident Officer in Charge of Construction at Adak, Alaska; as Research and Development Officer for the Defense Atomic Support Agency in Washington, D. C.; and as the Director of Planning at the Naval Support Activity, Da Nang, Republic of Vietnam.

While serving as the Head, Facilities Planning Department, Pacific Division, Naval Facilities Engineering Command, Pearl Harbor, Hawaii, he was awarded the Moreell Medal of the Society of American Military Engineers (SAME) for 1972. The Moreell



Medal, named for Admiral Ben Moreell, formerly Chief of the Navy Civil Engineer Corps, is offered annually for the most outstanding contribution to military engineering through achievement in design, construction, administration, research or development.

Mac also served as Head, Acquisition Department, Pacific Division, Naval Facilities Engineering Command. Subsequent to that duty he assumed command of Naval Mobile Construction Battalion Four. During his command tour, MCB 4 was selected as "Best of Type" in the Pacific and also won the SAME Peltier Award as most outstanding battalion in the Naval Construction Force.

After graduation from ICAF, Mac served as the Director of Installations and Facilities in the Office of the Assistant Secretary of the Navy (Manpower, Reserve Affairs and Logistics). His final tour of duty was Commanding Officer, Navy Public Works Center, Norfolk, Virginia. He was awarded the Legion of Merit at the conclusion of this tour and his retirement in September, 1980.

Among his personal awards are the Bronze Star with Combat V for service in Vietnam, two Meritorious Service Medals, and the Joint Services Commendation Medal for service with the Defense Atomic Support Agency, and second award for Operation New Life on Guam. He is listed in Who's Who in Engineering.

Mac's wife, Joan, is a native of Buffalo, New York. They have two daughters: Kim, a practicing architect in Seattle, and Kathi, majoring in Music Education at the University of South Carolina. Mac is currently Director, Energy Resources Planning, for Seattle City Light, and resides in Issaquah, Washington.

Career Highlight: "Long, happy marriage--from love notes in third grade through marriage, June, 1956--getting better all the time!"

## MALCOLM A. MALLOY

Senior Program Analyst

Mal reported to Little Creek, Virginia, in June, 1956, and took every amphibious course known to man before eventually flying to join USS Rankin (AKA-103) as Assistant Boat Group Commander. He was married in December, 1956, and proceeded to a couple of MED deployments, evaluating minesweeping LCVP's. He won two Assault Boat Insignia, one E. Marjorie Sterrett Award, and was promoted to LtJG in December, 1958. In June, 1958, Mal reported to the precommissioning detail of USS Independence (CVA-62) at the Brooklyn Navy Yard. His son Sean was born January 6, and the ship was commissioned January 10. Mal became Assistant First Lieutenant--a crucial billet, as 1967-1969 proved.

Mal made Lieutenant in June, 1960, while enroute to Postgraduate School (the papers were signed in Tucson while on leave). After two excruciating years of Engineering Electronics and another BS degree, he was assigned to USS Staten Island (AGB-5) homeported in Seattle. (For the non-cognoscenti, that's an icebreaker.) In Deepfreeze '63, he finally got to the Antarctic--eight months of steaming with 20 days of liberty, discounting the time standing on the ice with "Here's your two beers. Drink 'em before they freeze" liberties in Antarctica. As Navigator, Mal



conducted a survey of 28-9 sites in the Palmer Peninsula for a new U.S. base; he also served exchange duty for a month or so with the Chilean Navy in the Antarctic.

In June, 1963, he deployed in the Arctic, playing Coast Guard for a couple of months, then bouncing the Soviet northern sea route convoy off northern Siberia and conducting a seismic crustal survey of the Arctic Ocean. He became Ops Officer, then was Acting Executive Officer when the CO was killed in a helicopter crash 600 nm north of Barrow. "Through Unimak Pass when Kennedy shot. Had been one day out of American Samoa headed south when the Cuban crisis hit. Didn't find out what had caused the worldwide alert until January when our magazines caught up with us in New Zealand. The tour was a bit out of the mainstream."

In June, 1964, after filling out a preference card saying "Anywhere but Norfolk," Mal was assigned to ELECTWARBLANT ADDU CINCLANTFLT and a couple of the other multi-hatted staffs. He dabbled in electronic warfare for two years and then ran the pilot program for the Surface Safety Center for about nine months. His daughter was born in October, 1964.

Remember the Independence? Well, here's where it hurt. After a couple of the carrier fires, someone decided to make DECK an independent department, and Mal went to the Kitty Hawk (CVA-63) as First Lieutenant. UNREP, UNREP, UNREP. He dinged up in a fire

and MEDEVACed back to the States at TET time in 1968. Upon recovery, he shipped out again in the USS Bon Homme Richard, again as First Lieutenant. UNREP, UNREP, UNREP. They achieved the max transfer rate in PACFLT in 1968, and then broke their own record in 1969. (The secret is a good BOSN.)

Mal transferred for the last time to OPTEVFORPAC in San Diego as Radar and WE T&E Officer, and hung in there for six and a half years until statutory retirement in July, 1976. He was divorced in 1973, and remarried in 1975 to Heather E. Flint. After lying around for almost half a year, Mal went to work for Validity Corp., then, in March, 1977, for Rohr Marine, Inc., as a Senior Engineer on the 3KSES (Surface Effect Ship). He was promoted to Supervisor the next year and worked as acting Chief of Combat Systems; on the side, he completed an MS in Systems Management at USC in July, 1979. In January, 1980, the 3KSES was cancelled.

Mal went to Cubic Western Data as Airline Ticketing Machine Project Engineer. In October, 1981, he transferred to SCT, later SYSCON Corporation, as a Senior System Analyst, then became Senior Program Analyst in Military Operations Analysis Center, working in TAC D&E, JINTACCS, ASWCS, and other programs. He has continued his education and will receive his Doctorate in Business Administration in 1982.

## JERRY P. MASTERSON

Senior Specialist Engineer  
Boeing Company

Following graduation, Jerry proceeded to USAF primary pilot training at Marana AB, Arizona, and basic training at Goodfellow AFB, Texas. After receiving his wings on September 13, 1957, Jerry's first operational assignment was B-47's at Davis-Monthan AFB, Arizona. His crew progressed from "Ready" to "Lead" before Jerry joined a "Select" crew and maintained this status until he was accepted for post-graduate work in the AFII program at the University of Colorado. He graduated in June, 1963, with an M.S. in aeronautical engineering.



Jerry's next assignment was at the A.F. Weapons Laboratory as a staff engineer for development of warheads and re-entry vehicles for ICBM's. In 1965 USAF started bringing people back to full time flying assignments to support the war in SEA; Jerry volunteered for C-130's and was assigned to the 817th T.C.S. at Naha AB, Okinawa. In addition to flying the normal SEA logistics missions, he was selected to fly what was at the time a classified operation over Laos to interdict the Ho Chi Minh trail network at night. The C-130's served as night forward air controllers, dropping flares and vectoring air strikes onto trucks and support areas. During the year and a half in this assignment Jerry received eight Air Medals.

Returning to the U.S. in January, 1967, he reported to the 1370th Aerial Photo-Mapping Wing at Forbes AFB, Topeka, Kansas, where he was to remain for the next six years. This assignment had world-wide photo-mapping assignments for the State Department and the Defense Intelligence Agency, as well as a project out of Tuy Hoa AB on the Vietnam coast about halfway between Cam Ranh Bay and Danang. As luck (or misfortune) would have it, Jerry was present during the entire Tet offensive in early 1968.

The most enjoyable mapping project was at the main South American operating base at Brasilia. Here Jerry met Weece, a Brazilian citizen on vacation in Brazil from the U.S., in the summer of 1968. They were married in January, 1969, and their first son, Joseph Patrick, was born on September 19, 1969. A daughter, Elyse Lani, was born on April 7, 1972.

During the remainder of his tour at Forbes Jerry spent one more Christmas in SEA (1969), earning Distinguished Flying Crosses for flying photo missions over SAM-defended areas. He progressed from Instructor Pilot to Flight Examiner, and at the end of his photo-mapping tour was serving as Chief of Aircrew Standardization.

In May, 1973, Jerry reported to Aeronautical Systems Division at Wright-Patterson AFB, Dayton, Ohio, for an engineering assignment. The first four years he worked as a member of the B-1 System Program Office (SPO), and in August, 1977, was selected to be Deputy Chief Engineer of the Fighter-Attack SPO. He remained in this position until retirement, June, 1979.

The Mastersons live in the Seattle area, where Jerry is a lead engineer on the Boeing 757, responsible for systems integration of the 757's two-crew flight deck. (The first flight of the number one 757 is late February, 1982, and FAA Certification is scheduled for December, 1982.)

"I think I should probably qualify for some kind of 'Can You Top This?' award. We had another son, David Matthew, born October 25, 1980. Football fans might remember that was the day Navy played Washington in Seattle. Yes, we had tickets. No, we didn't get to go to the game, which Navy won in a big way. We estimate that little David was born late in the second quarter."



## JOSEPH H. MASTON, III

Captain, USN

Jay has held a long list of Navy assignments, both on board ship and ashore. The sea assignments include service aboard USS Bristol (DD 857) from 1956 to 1958, USS Queenfish (SS 393) from 1959 to 1961, USS Sterlet (SS 392) from 1961 to 1962, and USS Lewis and Clark (SSBN 644) (Blue crew) from 1965 to 1967. He was Executive Officer of USS Diodon (SS 349) from 1967 to 1969, and of USS Sierra (AO 18) in 1970 to 1972, before receiving command of USS Aeolus (ARC 3) in 1972, followed by command of USS Holder (DD 819) from 1974 to 1976.



Ashore, Jay attended submarine school in 1958, served with GMU-10, Pearl Harbor, from 1962 to 1964, and attended FBNI Navigation School at San Neck from 1964 to 1965. He also attended Naval War College, 1969 to 70 (receiving a Master's degree in International Affairs) and later served on the Naval War College faculty from 1976 to 1978. He was assigned to OJU, J-5, at the Pentagon from 1978 to 1981, and is presently on the faculty of the Armed Forces Staff College. Jay's awards include the Defense Meritorious Service Medal, the Navy Commendation Medal (two awards), and the Navy Achievement Medal.

Jay's wife is Nancy Riggs Maston of Tulsa, Oklahoma. Married in June, 1960, they have three children: Lisa Ann (born January 14, 1962); Joseph (born September 18, 1965); and Jennifer (born March 19, 1972).

Career Highlight: "Command of two ships: USS Aeolus (ARC-3) and USS Holder (DD 819)."

## MICHAEL A. MCBRIDE

Captain, USN

The most significant post-graduation event for Mike occurred in July, 1956, when he married Joan just prior to reporting to the USS Macon (CA 132). A year and a half in the cruiser navy led to volunteering for submarine school. After six months in New London, he moved on to Hawaii for duty aboard the USS Bream (SSK 243), a great WW II diesel boat. Patrick, the first child, was born in Hawaii in 1959. (He is now a USNA '81 graduate aboard the USS Independence!)

The tour in Hawaii was shortened by the call of Admiral Rickover. Following a year of nuclear power training--during which time daughter Kathleen (now a junior at Rutgers University) was born in Saratoga Springs, New York--it was on to Mare Island to join the commissioning crew of USS Scamp (SSN 586). After commissioning, Scamp was homeported in San Diego, and three years went by, during which time son Tim was born. (He is now a sophomore at the Uni-



versity of Hawaii.) The years 1964 and 1965 were spent in Vallejo, California, where Mike was Director of the Enlisted Department at Nuclear Power School, and son Robert was born (he is now a junior in high school).

Mike's next tour was as Executive Officer of USS Robert E. Lee (SSBN 601) living in New London, Connecticut, and operating out of Holy Loch, Scotland. It was mostly cold--but with some skiing and European vacation time. Then came a real surprise--two and a half years (December, 1968, to June, 1971) in Stuttgart, Germany, on the joint staff of the European Command. Interesting work and a great opportunity to ski, camp, and tour Europe. If that wasn't enough of a good thing, the next tour brought the McBrides back to Hawaii where Mike had command of USS Sargo (SSN 583) for almost four years, followed by two years on COMSUBRON 1 Staff as a Deputy Commander.

Continuing their life abroad, the McBrides next moved to Japan, where Mike was Chief Staff Officer and then Commodore of SUBGROUP 7/CTF 74/Submarine Force Seventh Fleet. After four years in Yokosuka, they returned to Hawaii in 1981. Mike is Assistant Chief of Staff for Operations and Plans on Commander Submarine Force Pacific Staff. Joan has resumed her career in the medical field, the children are adults (almost), and Hawaii is beautiful.

Career Highlight: "Still on active duty when Admiral Rickover retired."

## PATRICK R. MCCOOL

Vice President/Marketing  
Universal Oil Products

Pat spent 1956 to 1958 attending U.S. Navy Supply Corps School and serving aboard USS Bansell (DD 845), winning the Outstanding Supply Award, Pacific Fleet. He then returned to USNA from 1958 to 1960 as Assistant Plebe Coach and Varsity Scout.

Resigning in June, 1960, Pat became a plastics engineer with Cabot Corporation, Boston, Massachusetts. He received a Master's Degree from Boston College in Finance and Chemistry, and in 1963 became Manager



of Commercial Chemical Development, then Vice President/Marketing for Pennwalt Corporation, Lucidol Division, Buffalo, New York. In 1979 he accepted the position of Vice President of Marketing for Universal Oil Products, Chemical Division, Ramsey, New Jersey, and a year later transferred to Vice President/Marketing for Universal, Bostrom Division, in Milwaukee, Wisconsin.

Career Highlights: "USNA '56--MBA Boston College--Football, including Sugar Bowl--Present business position--family."

## ANGUS DOUGLAS MCEACHEN III

Service Director, Air Ground Services  
Aeronautical Radio, Inc.

Angus was one of the first '56 grads to be assigned to the Pentagon, as a Radio Frequency Engineer in the Office of Chief of Naval Operations. After two years in this position, he was transferred to the Naval Security Group Activity, Japan, as an Operations, research, and analysis group leader for Special Intelligence activities, collecting, processing, and analyzing electromagnetic signals.

In August, 1961, Angus returned to the U.S. to enter the Naval Postgraduate School. He graduated in July, 1963, with a B.S. in Engineering Electronics, having specialized in Communication/Information Theory. He then returned to Naval Security, becoming RDT&E and Maintenance Engineering Head, Special Communications System, Naval Security Group Command, Washington, D.C. During the next three years, he researched and developed special communications innovations that enhanced operational reliability of special communications from below 25% to over 98% throughout, acted as crypto engineer for digital and analog systems, and worked with jamming and anti-jamming equipment and strategies.

Angus's next assignment was to Adak, Alaska in July, 1966, as Naval Security Group Department Head, with leadership and management responsibility for over 500 operations and maintenance technicians and supervising officers. This was followed by a billet as Commanding Officer, Naval Security Group Activity, Marietta, Washington, in July, 1968. Angus then spent two years at the Naval War College, first as a student (distinguished graduate, Naval War College and major in International Economics, George Washington University) and then as Advisor to the President, NWC, on Special Intelligence, Instructor, and Seminar Director. He cooperatively conducted a research seminar on Electronic Warfare, served as faculty advisor and senior analyst on Chief of Naval Operations Study "Long Range Future of the Navy," and became intelligence projects officer for the Center of War Gaming, integrating special intelligence, signal security, and electronic warfare into Naval war games.

Returning to the Pentagon, Angus served first in the C<sup>3</sup> Directorate, Office of the Chief of Naval Operations as Special Assistant to Director, Command Support Programs. He was made Senior Staff Executive, Chief of Naval Operations C<sup>3</sup>I Advisory Committee in May, 1974, and then Executive Assistant to Director for Navy C<sup>3</sup>, Special Intelligence, Electronic Warfare and Ocean Sciences, C<sup>3</sup> Directorate, in August, 1975. Angus moved briefly to Winter Harbor, Maine as Commanding Officer, Naval Security Group Activity, before returning to Washington in August, 1978, for his final assignment as Resource Manager, SIGINT Architect, and Comptroller, Naval Security Group Command. His responsibilities included formulating Navy and National Security Agency five-year Special Intelligence programs, preparing Navy and National Special Intelligence architecture, and preparing the \$200 million annual budget for the command and 35 activities. He retired on July 1, 1979, and from that



year to the present has been Service Director, Air Ground Services for Aeronautical Radio Inc. ARINC was founded in 1929 "...to serve aircraft, dirigibles, and all other vehicles propelled in the air in transmitting and receiving, by radio, communications and messages of all kinds and descriptions..." to assure safe, regular operations.

Career Highlight: "Father of six beautiful daughters."

## JOHN GORDON MCGARRY

Vice President and Deputy General Manager  
Gould Ocean Systems Division

Gordon's Navy career followed "a rather classical path." Destroyer duty in the Pacific was followed by Submarine School. He served in diesels including USS Balao (SS 285), the "pink" submarine of Operation Petticoat fame. Postgraduate study at American University for International Relations, a "very liberal experience," was followed by a tour on the staff at Sub School teaching tactics, the art of torpedo warfare. Nuclear school was followed by tours in USS Lafayette (SSBN 616) and as Executive Officer in USS Casimir Pulaski (SSBN 533).

Washington called and Gordon was initiated into the Pentagon as an Action Officer with primary duties related to Research and Development of tactical



## ROBERT J. MCHUGH, JR.

Captain, USN

Subsequent to graduation, Bob served in USS Saipan and USS Des Moines as well as flag Lieutenant, COM-PHIBLANT. Unable to get his stomach in sync with the motion of the sea, he went on to Rensselaer Polytechnic Institute, receiving a Bachelor of Civil Engineering Degree and transferring to the Civil Engineer Corps. Then came many shore assignments, including NAS Oceana, Virginia, and NAS Lakehurst, New Jersey, followed by a Seabee tour in Naval Mobile Construction Battalion Three on Okinawa, Guam, and Vietnam. These tours resulted in a hardship tour as Public Works Officer, Naval Activities London, England, and then a year in Atlanta at Georgia Tech for a Master's Degree in 1968.

weapons systems. From the Pentagon he crossed Route 1 and studied under Admiral Rickover's eye for command. A rare detailing feat saw him get exactly what he requested, a newly converted SSBN (Lewis and Clark--Poseidon) operating out of Rota, Spain, and homeported in Charleston, South Carolina. Gordon's post-command duties included Deputy Squadron Command in Charleston with primary duties involving nuclear power plant training, and an unexpected return to Washington as Program Manager, MK4B Torpedo System, capping a career-long involvement with that system.

Inflation and three college-age boys triggered Gordon's retirement. After a year and a half of consulting, he took a position with Gould Ocean Systems Division, continuing his interest in under-seas tactical warfare.

Gordon's wife, Joan, has given him "25 years of total support." They have three sons: Douglas, born January 19, 1960, and now a NROTC student at the University of South Carolina; James, born June 29, 1961, and also at the University of South Carolina; and Jeff, born March 9, 1964, a prep school student who aspires to USNA.

Career Highlight: "Command of USS Lewis and Clark (SSBN 644)."



As with all Naval Officers, even in the CEC, Washington called with a tour at the Naval Facilities Engineering Command, Washington, which was followed by one as CO, Naval Mobile Construction Battalion Five in Vietnam and Thailand. Bob then went on to Los Angeles for a stint in the Naval Reserve's Seabee Program.

Bob was promoted to present rank of Captain during a tour in 1977 in OPNAV, the Puzzle Palace. He took in his present assignment as CO, Northern Division, Naval Facilities Engineering Command at Philadelphia in 1980, following a previous tour as CO, Naval Construction Battalion Center, Gulfport, Mississippi.

Bob married Nancy L. Melson of Annapolis in 1959, and they have three children: Kathleen, born in 1962, who attends the University of Florida; Robert III, born in 1964, now in high school; and Maureen, a late arrival, born in 1972.



## JOHN R. MCINTYRE, JR.

Colonel, USAF

John was commissioned into the Air Force, and began flying as a navigator, assigned to the heavy transport wing at Dover AFB, Delaware--C-124's. He participated in the 1958 Lebanon crisis, the UN airlift in the Congo, and other missions amounting to over 5000 hours flying time.

After assignment to Air Force ROTC duty at the Catholic University of America, 1962-1966, John attended Intelligence School at Denver, Colorado. He was assigned to the 9th Strategic Recon Wing at Beale AFB, California, from 1966 to 1971, with a 176-day TDY to Vietnam, and then assigned PCS to HQ MACV, Vietnam, in 1971, as an intelligence officer. He reported to DIA in 1972 for a three-year tour in the Pentagon, then returned to Beale AFB in August, 1975, as Squadron Commander of the 9th Reconnaissance Technical Squadron.

John left in 1977 to become Operations Officer of the 497th Reconnaissance Technical Group in Schier-

stein, Germany. After one year, he was reassigned to HQ, USAFE at Ramstein, Germany, as Director of Operational Intelligence. In 1980 he was assigned as Commander, 548th Reconnaissance Technical Group, Hickam AFB, Hawaii.

John has been awarded the Legion of Merit, the Meritorious Service Medal with two Oak Leaf Clusters, the Air Medal, the Joint Service Commendation Medal, the Air Force Commendation Medal, and others.

John married the former Alice LeVangie of Rutland, Vermont, on October 11, 1958. There are five young McIntyres: John Robert, III, born December, 1959, and now a senior at the University of California, San Diego; Kevin Joseph, born December, 1960, and a junior at San Diego State; Teresa Marie, born January, 1962, and a sophomore at Chaminade University, Honolulu; Martha Mary, born October, 1963, and a freshman at Chaminade; and James Francis, born November, 1968, and in seventh grade at Hickam AFB.

Career Highlights: "Spent seven years with the SR-71 Strategic Reconnaissance Program--also, putting four kids through college at one time!"

## FRANK D. MCMULLEN, JR.

Program Manager  
CACI Inc.

Frank was commissioned an ensign in the Supply Corps after graduation from the Academy on the "Glorious First of June" 1956. He married Carolyn Rice and headed for Athens, Georgia, to find out what a Supply Corps was. After he found out that disbursements had to be vouched for publicly, and that provisioning wasn't something to eat, he and Carolyn headed for California--the first time either one had been out west. They no sooner arrived than Mark Thomas made the scene in February, 1957.

Frank spent the next nine months getting some fleet experience aboard the heavy gun cruiser Los Angeles. He then got orders to the radar picket ship Lansing, homeported in Pearl Harbor. "We were living on the island paradise; I was a head of department on a destroyer-type ship, and I had just made j.g. Also, everyone told Carolyn that 'If you're not pregnant when you get to Hawaii, you will be before you leave. It's something about the water.' Sure enough, Matthew Davis was born on Payday in September, 1958, in the Territory of Hawaii. Since it wasn't a state at the time, that probably makes him ineligible for President of the United States."

During Frank's tour, Lansing was chosen to participate in Operation Hardtack, which was the AEC's 1958-1959 atmospheric bomb tests at Eniwetok Atoll and Johnston Island, since Lansing had the capability to track and locate the data-gathering rockets which were fired through the fireball of each blast. "Believe me, everyone should have to witness a one megaton 'shot' close at hand. It is a very humbling experience."

May of 1959 found Frank and Carolyn, Mark and Matthew, all the way back on the East Coast in Charleston, South Carolina. Frank was going to learn how a shipyard functions, and his Yankee bride was going to learn how to cook grits. They both passed with flying colors. Speaking of flying, Frank's brother-in-law, an Air Force captain, just happened to be the fighter squadron ops boss at Charleston AFB. He took Frank up in an F101 Voodoo and the Air Force Zoomies christened him the "Supersonic Anchor-Clanker."



In June, 1960, Frank got his "tracks" and in May, 1961, it was back, not just across country, but across the entire Pacific. Frank went back to sea again aboard the Seventh fleet flagship Saint Paul; Carolyn saw Yokohama and he saw everywhere else. A year later the Saint headed back to California and overhaul flying a homeward bound pennant which was longer than the ship--she had been overseas 3½ years; Carolyn returned to the states with the two boys aboard an MATS luxury liner.

In September, 1963, Frank set out for the nation's capital to be hooked up with the hush-hush boys at the Naval Security Station. As a head of department at this Naval activity in Washington, D. C., he enjoyed privileges as a lieutenant that a lot of higher ranking officers around town weren't getting--like a spacious, well-windowed corner office, no duty/watch standing, and a real honest-to-goodness parking space with his name on it, conveniently located under a shade tree. In August, 1965, he added a half-stripe, and in April, 1966, it was, you guessed it, back to Japan again. "When I turned my car in at Oakland to have it shipped for the third time, they said 'Hi, Frank, how's it going? Good to see you again.'" For this three-year tour Frank was with the SERVGRU 3 detachment at NSD Yokosuka, and the family got to see all the things in Japan they missed the first time. The highlight was Carolyn, Frank, Mark, and Matthew sitting at the top of Mt. Fuji watching the sun come up, after having climbed all night. It was a fast three years, capped with receipt of the Navy Commendation Medal for Frank's logistic efforts on behalf of the fleet. April, 1969,

saw them heading back to the states for a tour of duty at the Navy Ships Parts Control Center, Pennsylvania. Shortly after arrival at SPCC, the Navy selected Frank for Commander.

The family liked the Cumberland Valley so much, they got to stay an extra year. However, when it was announced at the semi-annual golf tournament between SPCC and ASD that this was Frank's ninth consecutive tournament, a record for active duty participants, the Chief of Supply Corps said "You'll have orders next week." Sure enough, he got his orders. For the next two years, San Diego was Frank's homeport, and the submarine tender "Sperry" was his duty station. Professionally, it was a fantastic job, but he was spending more time with the deadbeats and born losers than with the hard-working sailors and his family. In September, 1975 he left Sperry and San Diego with orders in hand to NAVSUP headquarters, and in November, 1975, requested placement on the retired list effective July 1, 1976.

After retirement, Frank spent seven months getting reacquainted with his two sons, "who, with a lot of help from their mother, managed to get through a period in their lives when they really needed me, and I wasn't there." In February, 1977, Frank accepted a position with the Washington area management consultant firm of Booz-Allen and Hamilton. Carolyn decided to get back into the work force and took a job with Marriott Corporation. The McMullens settled into a townhouse in Springfield, Virginia, while Mark attended school at James Madison University in Harrisonburg, Virginia, and Matthew went to the Art Institute in Pittsburgh, Pennsylvania. After three years with Booz-Allen, Frank moved to CACI, Inc. Federal, where he works as a Program Manager providing support to the NACSEA Fleet Modernization Program Office.

Career Highlight: "Keeping my family together and helping my wife raise two fine sons, both of whom finished school and have taken their respective places as responsible citizens in the Washington, D. C. area."

## EUGENE J. MCPARTLAND

General Manager, Planning, Plant and Properties, Princeton University

Not ones to rush into things, Gene and Elaine McCoy waited until eight days after graduation to marry in his home town, Brooklyn, New York. Gene served aboard USS Taconic (AGC-17) from 1956 through the spring of 1959 in various billets including Navigator. Lynn Marie McPartland was born on August 3, 1958, during the period Taconic served as flagship for the Lebanon operations.

In early 1959 Gene transferred to the Civil Engineer Corps and attended Rensselaer Polytech through mid-1960. After a tour at Public Works Center, Newport, Rhode Island, he spent 1962 to 1965 living in San Juan, Puerto Rico, initially as Director of Facilities Planning and Real Estate for the Caribbean/Panama area and later administering construction contracts throughout the island. Next came RVN, where he was involved in advanced runway construction at Cam Rahn and Phan Rang; assignment as Deputy Director of Construction, Central Area, RVN, followed.



Gene played the Washington scene from 1966 to 1972 as Director, Management Information Center at Facilities Engineering Headquarters, as a student at George Washington University earning an MBA, back to headquarters as Director of Command Management Systems and, finally, as Deputy Director of the Automatic Data Processing Equipment Selection Office, the Department of the Navy's office for procuring commercial computers. In 1972 he happily returned to USNA as Assistant Public Works Officer and then completed active duty as Director of Facilities at the Naval War College.

The decision to leave the Navy may have been prompted by the fact that his white shoes were wearing out; in any event, Gene wore the pair issued in June, 1952, at his retirement ceremony in August, 1976. ("Even if I did have any other articles from our initial outfitting, I'm afraid that only the shoes would have fit.") After retirement he joined Princeton University as General Manager of Physical Plant. Two years later he was promoted to his present position and appointed an officer of the corporation. Community activities have included seats on the Fire Commission, the local water and sewer authority, a community housing venture, and the Advisory Board of Princeton's Catholic Chaplaincy. In 1980 Lynn received a degree in Chemical Engineering and is working in the Philadelphia area.

## CHANNING WINN MEDWEDEFF

Senior Associate  
Booz-Allen & Hamilton

Chan's first duty assignment was aboard the USS Toledo (CA 133), where he served as Assistant "F" Division Officer, "F" Division Officer, and Fire Control Officer between August, 1956, and August, 1958. He was reassigned to USS Lyman K. Swenson (DD729) as Gunnery Department Head, and during the year's tour won the Gunnery "E."

In June, 1969, Chan reported to US Naval Postgraduate School. Here he earned an M.S. in Electronic Engineering with a sub-specialty in Underwater Acoustics (his Master's thesis investigated a new transducer material with theoretical discussion and results



achieved from a working model). He then became Engineering Department Head aboard USS Paul Revere (APA-248) in July, 1962. For this tour, he won the Engineering "E" and was awarded a Letter of Commendation. His next assignment was to the Ship Repair Facility, Guam, in August, 1964, where he served first as Assistant Shore Electronics Officer and then as Shore Electronics Officer, Design Superintendent, and SSBN Acoustics Range Officer; the last three billets were held concurrently. While here, he established and managed the SSBN Underwater Acoustics Range and Analysis Center on Guam.

Chan was transferred to Naval Electronics System Command in August, 1966, as Project Officer for a new generation tactical UHF anti-jam radio system (Project Harpy). After a year, he was sent to the Naval Support Activity, Saigon. As Repair Officer, he was responsible for repair, maintenance and overhaul (preparatory to turnover to the Vietnamese Navy) of U.S. ships, craft, and equipment of naval repair facilities. He was awarded the Bronze Star with combat "V," the Vietnamese Honor Medal, and the Vietnamese Service Ribbon.

In August, 1971, Chan returned to the U.S. Naval Academy as Associate Chairman of the Electrical Engineering Department. Following three years of teaching, he was reassigned to the Defense Communications Agency in the Minimum Essential Emergency Communications Network Engineering Office, responsible for satellite integration and implementation planning and for the

preparation of the MEECN Master Plan. He remained in this position until retirement, January 1, 1979. Since leaving the Navy, Chan signed on with Booz-Allen & Hamilton, Inc., as a Senior Associate, providing consulting services in National Command, Control Communications and Navy tactical communications systems engineering. He authored a report to Congress on strategic laser communications which contributed significantly to congressional support for a Navy submarine laser communications program.

Chan is married to the former Eleanor E. Black of Robbinsville, New Jersey. They have three children: David (21), Kevin (17), and Lisa Arne (13).

## DANNY J. MICHAELS

Captain, USN

Danny reported first to flight training at NAS Pensacola, Florida. He was designated a naval aviator in September, 1957. Upon completion of flight training in November of that year, he was assigned to ATU-213, NAAS Chase Field, Beeville, Texas, as a flight instructor in the T-33 and F9F-81 aircraft. In May, 1959, he entered the i-3 RAG at VF-101, Key West, Florida. Upon completion of RAG training, he reported to the VF-14 "Jophatters" for duty. With VF-14, he was homeported at Cecil field, Florida, and flew from the carrier Roosevelt with the Second and Sixth Fleets. During this time, he met his lovely wife, Effie, while on leave visiting his grandparents in Thessaloniki, Greece.

In December, 1961, Danny was transferred to VF-74, the first East Coast F-48 Phantom squadron homeported at NAS Oceana and flying from the carrier USS Forrestal with the Second and Sixth Fleets. In August, 1963, he reported to the 4453rd Combat Crew Training Wing, Tactical Air Command, MacDill AFB, Florida, for shore duty as the first Navy F-4 pilot on exchange duty with the U.S. Air Force. Upon completion of one year at MacDill, the entire wing was transferred to Davis-Montham AFB, Tucson, Arizona, where he remained on exchange duty with the Air Force until October, 1965.

In November, 1965, Danny reported to the Bureau of Naval Personnel where he served as an assistant sea-duty grade assignment officer. Upon completion of a 30-month tour in the Bureau, he reported to Fighter

Squadron 102, where he served as Operations Officer. He was again homeported at Oceana, Virginia, and flew from the carrier America in the Western Pacific and later from the USS Independence in the Atlantic.

In August, 1969, Danny attended the Armed Forces Staff College in Norfolk and upon completion in January, 1970, reported to the carrier Independence as Assistant Air Officer, serving with the Second and Sixth Fleets. Upon completion of a one year tour aboard Independence, he reported to fighter Squadron 101 at NAS Oceana, where he served as Executive Officer for a period of 14 months. In June, 1972, he became Executive Officer, VF-103, while deployed to Southeast Asia aboard USS Saratoga, and in July, 1973, became Commanding Officer.

Subsequently Danny reported to the Chief of Naval Personnel as the Aviation Commander Assignment Officer. Upon selection to Captain, he became the

Executive Assistant to the Assistant Chief of Naval Personnel for Officer Development and Distribution, where he remained for 15 months. In August, 1977, he reported to the National Defense University and graduated in June, 1978.

On September 1, 1978, Danny assumed command of the Naval Air Station-Oceana in Virginia Beach, Virginia. This job required a great deal of tact and diplomacy in attempting to reconcile the needs of the Navy for this busy air base with the desires of the surrounding resort community. Danny was successful in building bridges of cooperation between base and community, and in gaining recognition for the need for careful master planning of city growth to avoid future conflict, particularly in the area of locating housing to minimize noise interference. After completion of a two-year tour, Danny reported to COMCRUDES-GRU 8 in September, 1980, as Chief of Staff.

Danny, his wife Effie, and their two sons, Jim (born February 10, 1964) and George (born March 15, 1966) reside at MDD 570, NAS Oceana, Virginia Beach, Virginia.

Career Highlights: "(1) Commanding Officer, NAS Oceana, Virginia Beach, Virginia. (2) Selected as King Neptune VII, Virginia Beach Neptune festival 1980, in recognition of efforts to improve relations between the city of Virginia Beach and Naval Air Station Oceana."

## KENNETH L. MILLER

Industrial Representative  
East Ohio Gas Company

Ken married Gerry Rager of Canton, Ohio, in June of 1956. Navy duties took them to Norfolk, Newport, and San Francisco, where Ken served in Administration and Engineering on board the USS Ticonderoga (CVA-14) and USS New (DDE-818). Two children were born--Roger and Laura--both now grown and married. (A grandson was born in 1978.)

Leaving the Navy in 1960, Ken joined NRM Corporation, and later Akron Standard Mold Company, where he worked in Sales and Engineering and was promoted to Manager of Customer Services. A second son was born--David--now enrolled at Ohio State University.

In 1978 Ken joined the East Ohio Gas Company, where he specializes in Natural Gas Industrial Utilization and Conservation. He is currently enrolled in the Chartered Industrial Gas Consultant program at I.G.I., Chicago, Illinois. His office is in Canton, Ohio.



Community, civic, social, and church activities have included the J.C.'s; U.F.; J.A.; N.A.B.; A.F.S.; A.R.G.; I.E.E.E.; and others. Ken is a past Elder in the U.P. Church, and a 32nd Degree Mason (Scottish Rites). Beyond his active business and family life, Ken is an avid fisherman, 10 handicap golfer, good bridge player and fair gardener. Now a half century old, Ken is very happily married, in good health, and enjoying his work.

Most Notable Achievement: "Successfully achieved my third career position with an Industrial National Gas Utility--as exciting and challenging as the first USN duty station--but a little bit better pay and home every night!"

## WAYNE W. MILLER

Wayne's active duty tours centered around various fighter squadrons with other assignments to Air Force exchange (F111 R & D); the Engineering Department, USNA; SECDEF (RTD & E); commanding Fleet Composite Squadron 10 (Guantanamo, Cuba); and finally OPNAV (R & D) prior to retirement.

His awards include the Distinguished Flying Cross, 15 Air Medals, four Navy Commendation Medals, the Navy Achievement Medal, the Meritorious Service Medal, Presidential Unit Citation, Navy Unit Commendation, Gallantry Cross (foreign award), and various other service and campaign ribbons.

Subsequent to retiring from active duty on March 1, 1977, the majority of Wayne's time has been spent traveling throughout the U.S., Canada, and Mexico. In January, 1978, he married Barbara Shepherd, and will take up permanent residence in Woods Bay on the Flathead lake near Bigfork, Montana. However, the winter months will be spent in a travel trailer somewhere in the sunbelt and mostly in San Diego, California.



## DAVID CARSON MINTON, III

Senior Engineering Consultant

Dave was captain of the Dinghy Sailing Team 1st Class year and was elected the Mid-Atlantic representative to the 1956 Olympic Mono-Boat Trials. After graduation he spent a week racing fireflies with the cream of American small boat skippers, then drove madly for Detroit and the Intercollegiate Championships. The Mids sailed aggressively and winningly, and Dave proudly brought Navy's first National Intercollegiate Dinghy Championship home to USNA. His election to the Sailing Hall of Fame in 1971 was another tribute to the trophies and awards he and the team amassed.

In September, 1956, Dave reported aboard USS Bausell (DD 845) in San Diego and soon found himself CIC officer. After five years of dating, Dave and Marilyn decided to get married on November 11--appropriately Armistice Day. The Suez Crisis postponed the wedding until December 11, when sighs of relief from family and friends were audible throughout the church.

In the next 18 months Dave made two WesPac deployments, one three-month upkeep at Mare Island, and was home for the birth of son Michael David. He found himself with an understaffed destroyer carrying 13 collateral duties, and by the second deployment as a Lt. (jg) was third officer. He left before the trip was over to attend July Sub School class. There were lots of '56 classmates in that group, and between parties, brewing beer, studying and trying to survive the smell of the Thames being dredged and the stuff being pumped onto the north base for fill, the six months passed quickly. Dave's orders to USS Gudgeon (SS 567) in Pearl Harbor were an instant relief from shoveling snow.

The next 20 months were busy with two deployments--one to WesPac, one to Puget Sound--refits, spec ops, and qualifying in subs, plus studying for nuclear power school. Dave figured out the best approach to fatherhood--leave two months before the baby is due and come home when he is two months old. None of that hospital pacing or middle-of-the-night-bottle business--if he had to be up, better it should be peering out a periscope. Kelson Lloyd, born in June, 1959, thought his dad was a neat new playmate when he finally arrived home.



After the traditional visits to Admiral Rickover's office, Dave reported to Nuclear Power School in October, 1960, then to the prototype in Idaho Falls, and the Westinghouse Bettis Plant. In January, 1962, the Mintons headed for Newport News (Airport News according to the kids) and new construction on USS Thomas Jefferson (SSBN 618). In October, 1963, Jefferson left on her first patrol. The crew buses returned on January 2, 1964, with a most interesting group of "weary" submariners who had spent January 1 grounded by weather at the Officer's Club New Year's party at Goose Bay, Labrador.

In March, Dave suddenly had orders to return to Newport News Shipbuilding as Engineer (Gold) on the new construction Sam Rayburn (SSBN 635). After the first Gold patrol the Mintons finally took a honeymoon trip to the Caribbean. Second patrol was in January and daughter Daveilyn Cross was born in February, 1966. Dave came home to meet her in April, and in May everyone started west for Pearl Harbor and Dave's duty as Engineer Fleet Submarine Training Facility on Ford Island.

Over the next four years Dave expanded the engineering department at FltSubTrafac, learned to surf with Mike and Kel, and was present when Mike broke his first Hawaiian State backstroke record. Dave left the next day to meet USS Swordfish (SSN 579) in Hong Kong as the new Executive Officer, for which tour he received the Navy Commendation Medal and Swordfish was awarded the Meritorious Unit Commendation and the Division E.

In summer, 1970, Dave attended Adm. Rickover's charm school in Washington for PCO's, then took command of USS Guardfish (SSN 612) on November 4. Enroute to Hawaii after nuclear overhaul, they replaced the per-

iscope in Florida after having the old one hit by lightning in the Gulf of Mexico--talk about being the tallest tree during a storm! Upon return to Pearl Harbor Dave was sent to Washington to brief a long list of dignitaries on his patrol, culminating with the Chairman, Joint Chiefs of Staff and Vice CNO. He received the DSM and Guardfish the Navy Commendation, as well as earning runner up for the Golden Anchor award and a hash mark to her E.

After an interim of medical negotiations (Kelson ran his finger through an electric table saw and Dave had surgery for parathyroidism) Dave left Pearl, flew to Charleston, picked up the USS George Washington (SSBN 598 Gold) with the Division Commander as interim CO, left on transit to the Pacific, and relieved as CO at 300 feet the day before going through the Panama Canal. The next four patrols and upkeeps were from Guam. Dave was awarded the Meritorious Service Medal at the end of his tour in Washington, and again the boat was a Golden Anchor runner up.

Dave got home in time to attend Mike's graduation from Punahou and finally had his last Change of Command at Pearl Harbor at the Submarine Memorial on June 28, 1975. Michael chose to remain in Hawaii, so four Mintons and the cat took up residence in Coronado, California, with Dave becoming Readiness Officer for Squadron Three at Ballast Point. The cultural shock was extensive; the surf in Coronado usually isn't and contrary to popular belief the water and air in California are COLD to a 10-year Hawaiian surfer. Dave's introduction to girls' sports began when Davey joined a softball team and they won their age group division championship.

After two years and a second Meritorious Service Medal, orders to Puget Sound Naval Shipyard as SubPac Rep arrived. Dave reported, returning six weeks later to Coronado for Davey's last game and Kel's graduation and the move. Then he began three years of getting the family organized to work on Gryphon--a Westsail 32, liveaboard model (inside to be finished by owner)--every spare minute. Christmas of 1978 the family flew to Kauai to help put on Michael's December 23 wedding to Robin at Camp Kokee. Forty young people backpacked in for the three day event, along with three generations of Mintons and Websters.

During the Puget Sound tour Dave oversaw the overhauls of ten nuclear submarines, various SRAs as SurfPac representative, and the start of the overhaul on USS Enterprise as AirPacRep. Knowing orders would arrive

the summer of 1980 and that he'd have to sail the Gryphon somewhere, Dave decided to take advantage of Davey's and Marilyn's willingness to live aboard for a while, and retire. In June everything went into storage; the family (including cat) moved aboard Gryphon, and Dave's retirement ceremony was held on board USS Missouri on June 30, after 24 years active duty, and exactly 28 years since swearing in in Memorial Hall. After another month of loading out and installing refrigeration and a life raft, Dave and crew sailed north through 150 miles of the Canadian Gulf Islands for two weeks on shakedown, finally arriving in Neah Bay, Washington.

Three weeks later Gryphon pulled into Ballast Point at San Diego, having visited friends and relatives along the way and even entertaining a pod of blue whales at midnight one night off the Oregon coast. Then in mid-November Dave sailed his family out of San Diego and headed south for a six-month trip through Mexico. They arrived back in San Diego in mid-May after 5000 miles since leaving Bremerton.

Dave is now working at a consulting job with enough time off programmed in to do lots of summer sailing. With Mike and Robin and two granddaughters to visit on Kauai, sailing to Hawaii seems like a good way to start the next 25 years.

Career Highlight: "Avoided the draft!"

## CHUCK MISSLER

Chairman of the Board, Western Digital

Upon graduation, Chuck took his commission in the USAF, and after flight training was assigned to the Department of Guided Missiles at Lowry Air Force Base in Colorado. Building upon his long standing interest in computers, Chuck left the service and joined TRW as a systems engineer, and subsequently moved to the System Development Corporation in Santa Monica. After completing his graduate work at UCLA, Chuck was recruited as a key executive at the Ford Motor Company in Dearborn Michigan. While at Ford, Chuck established the first world-wide industrial computer network in 1966. Building upon this background, Chuck left Ford for his first venture startup: he founded a company which is now known as ADP Network Services, one of the largest commercial computer service networks in the world. Since 1970 Chuck has spent most of his time in Corporate Development Projects (startups, turnarounds, etc.) in the computer industry. He has served as a member of the board of directors of over a dozen



publicly traded companies and presently sits on the board of Ducommun, Datum, and is Chairman of the Board of Western Digital Corporation. (Chuck sits on the board of Quantum Corporation, a Denver oil company, with another 10th Company 56'er, Ted Bennett.)

Chuck took over Western Digital Corporation five years ago when it was in Chapter XI and has led it to become one of the primary participants in the micro-computer revolution. Western Digital presently boasts a market value over \$100 million, no debt, customers in over thirty countries, and a spectacular growth rate resulting from its proprietary large scale integrated circuits. As part of his program in nursing WD back to health, Chuck pioneered the use of R&D Tax Shelters which have since been widely copied and he has been featured in Forbes, Business Week, Fortune, etc.

In addition to his industrial activities, Chuck also sits on the Board of Directors of the Computer and Communications Industry Association in Washington, D.C., on the board of Calvary Chapel in Costa Mesa, and the Industrial League of Orange County, California.

Chuck and his wife Nancy are celebrating their twenty-fifth wedding anniversary this year. He has four children: his son, Chip (23), is an architect having graduated from USC last year; his second son Mark (21) is still in college, and recently completed a special program in England; his two daughters Lisa (14) and Michele (7) live with Chuck and Nan in a penthouse at the Balboa Bay Club in Newport Beach. Weekends will frequently find them horseback riding at a second home they have in Coto de Caza in the nearby mountains. Chuck also has a 52 ft. cruiser for scuba diving at the Balboa Bay Club, and when

the weather is particularly nice he and his family will be found off one of the offshore islands getting away from it all.

When he is not building one of his companies, or looking after his numerous investments, Chuck can usually be found with his most avid interest: Biblical studies. A lecturer of some repute, Chuck's Biblical lectures include over two hundred titles and are distributed by several Christian ministries throughout the world at a rate of over ten thousand tapes per month! Chuck is one of the founders of the Biblical Research Foundation, which is undertaking a series of projects applying advanced technology to archeology in the Middle East.

## HAROLD A. MOORE

Pastor, Contoocook Valley Bible Chapel  
Dean of Studies, His Mansion

Hal is happily married to the former Mary Taylor, his faithful "drag" during all four years at Canoe U. They have two children: Marnie, 18, and Larry, 15. Hal is presently serving as Dean of Studies at His Mansion, a Christ-centered youth rehabilitation ministry located on 360 beautifully wooded acres on the side of a mountain in Deering, New Hampshire. This ministry, serving troubled youths between 18 and 26, was co-founded by Hal and two friends in 1971 while Hal was stationed in New London, Connecticut. He is also serving as one of the pastors of the Contoocook Valley Bible Chapel, the third local church to be started as a byproduct of the rehabilitation ministry. He began serving in these positions following graduation from Trinity Evangelical Divinity School in Deerfield, Illinois, in June, 1979, having earned the Master of Divinity Degree.

In 1976, Hal retired from the Navy as a Commander. His last assignment was as Project Officer for two major submarine sonar systems, the AN/BQQ-5 and AN/BQQ-6. He received the Navy Commendation Medal for this service. Prior to this he was Officer in Charge of the New London Laboratory of Naval Underwater Systems Center from 1969 to 1973. Earlier assignments included submarine related tours as an Engineering Duty Officer, having graduated in 1965 from the Massachusetts Institute of Technology with a Master of Science in Naval Architecture and Marine Engineering and the Degree of Naval Engineer.

Just before graduation from Deep Sea Diving and Salvage School (Washington, D. C.) in August, 1965, he and his four schoolmates were sent to the Taiwan Straits to assist in the salvage of the Frank Knox,



fast aground on a coral reef. He had no sooner left the Knox in Taiwan and reported to the Charleston Naval Shipyard when he was called upon to assist in the salvage efforts of the Alamagordo, which had settled to the bottom at the FBM Replenishment site nearby.

Shipboard assignments included USS Chopper (SS 342) in Key West (1959-1962) and USS Capricornus (AKA 57) in Norfolk.

Career Highlight: "Being co-founder of a successful youth rehabilitation ministry and now being used by the Lord to heal these troubled young people."

## ALEXANDER ROBERT MORRIS

Project Manager  
Federal Reserve Board

Alex served almost five years at sea in various shipboard billets. These included several West-PAC tours as the Gunnery Officer in the Destroyer A.A. Cunningham, and polar cruises as Chief Engineer in the icebreaker Edisto. Upon leaving the Navy in 1961, Alex accepted a position with IBM as a computer systems engineer. After an initial training period, about two years were spent on Long Island, New York, installing data processing systems in businesses and colleges.

Alex took a leave-of-absence from IBM in 1963 in order to earn an MBA in industrial management and operations research at the Wharton School in Philadelphia. During this period, Alex married Carol Vollkommen of Valley Stream, New York. The hardest part of the schooling period was trying to deliver his thesis before Carol delivered daughter Mary Christine in April, 1965. He lost (his typist, Carol), but persevered enough to complete the requirements.

After graduation in 1965, Alex accepted a position with the staff of the Mitre Corporation in Washington, D. C., analyzing automation and logistics problems for the Defense Communications Agency. In 1968, Alex began a four-year stint as a senior consultant with the Peat, Marwick, Mitchell, & Co.'s Washington office. Most of PHM's assignments involved the automation of financial and logistic systems used by large governmental agencies. However, 1969 was spent in Newport, Rhode Island, assisting the Mark 48 torpedo development project, and was a pleasant reconnection with the Navy.

Meanwhile the Morris family had expanded with the arrivals of Janie in 1968, Peter, also in 1968, and Jackie in 1970. All the growth resulted in the family's move to their present home in Vienna, Virginia, in 1973.

Alex joined the Federal Reserve Board in 1973 and has remained with its Division of Federal Reserve Bank Operations. He has continued his participation in the data processing field by assisting Federal Reserve Banks in their automation and communication planning procurements.

Most Notable Achievement: "Marrying wisely."

## W. LINCOLN MOSSOP, JR.

Partner  
Barrett & Co.

Linc spent the summer of 1956 in the Executive Department at USNA. In September, 1956, he and Jerry were married in San Francisco. Following flight training, he was stationed at NAS, Quanset Point, Rhode Island, and after four years active duty in both VF and VS squadrons, Linc resigned his regu-

lar commission and entered the Investment Business with Barrett & Company. A daughter, Ellen, was born in March, 1960, and a son, Lincoln, was born in June, 1962.

Thanks to the Naval Air Reserve, Linc was able to continue his service relationships and flying while trying to figure out what makes Wall Street run as a partner of Barrett & Company. He resigned from the Reserves in 1976 as a Commander.

The family has continued to live in East Greenwich, Rhode Island, where during the summer they sail extensively. Linc's business interests have more and more been concentrated in the Real Estate Investment Trust area and several other moderate size companies. He is currently a member of the Board of Directors of National Mortgage Fund and Citizens Growth Properties.

Career Highlight: "Represented New England on National Board of Governors--National Association of Securities Dealers."



Murph married the former Eleanora Crecelius (Nonie) from San Antonio, Texas, in June, 1958. They have three children: Mary Helen, 22 and a member of the UCLA Class of 1980; Debbie, 21; and Katie, 18.

## DONALD PETER MURPHY

Self-employed

Upon graduation Murph went to Marana Air Base, Arizona, for primary pilot training; thence to Webb AFB for single-engine pilot training and Perrin AFB, Texas, for advance pilot training. He joined the 75th Fighter Interceptor Squadron at Presque Isle AFB, Maine, and later Daw AFB, Maine. While in the 75th, he flew the F-89H and F-101B.

Murph resigned in June, 1961, and went to work for Bendix Corporation until 1963, at which time he accepted a position with Hughes Aircraft Co. in Culver City and Canoga Park, California. Most of his seventeen years at Hughes were spent in Program and Project Management of various parts of the Phoenix Missile System. Since 1980, he has been self-employed representing a real estate investment and property management company named SMC Real Corporation, which Fred Ernst also recently began representing.

## CARL HAROLD MURRAY

Director, Mergers/Acquisitions  
Lear Siegler, Inc.

Chuck took his commission in the Air Force, and between 1956 and 1961, when he left active duty, racked up 900 pilot hours in helicopters and 600 pilot hours in multi-engine planes. He also served as Administrative, Supply, Historian, and Public Information Officers, and as personal pilot, protocol officer, and Aide-de-Camp to a Major General.



## FRANK S. MURRAY

### Senior System Engineer

After graduation, Frank reported to USS Taladega (APA 208) in Long Beach, California, and served as Boat Group Commander for a WESTPAC deployment, during which he was promoted to Lieutenant (j.g.) on December 1, 1957. He reported to USS Oriskany (CVA 34) in San Francisco as part of the precommissioning crew (Main Engines Officer) in September, 1958, and in May, 1959, married the former Ernestine Conklin of Medford, Oregon, and San Francisco. The newlyweds had six months in Coronado before Frank sailed for WESTPAC, where he was promoted to Lieutenant on June 1, 1960.

His next orders were to the new Joint Strategic Target Planning Staff at Offutt AFB near Omaha, Nebraska, as a computer programmer. Here he received a letter of commendation for his part in producing the first Single Integrated Operations Plan. Reporting to Postgraduate School at Monterey in 1961, Frank taught computer programming in the Math and Mechanics Department and, during non-teaching hours, pursued a graduate program in mathematics.

Frank left the Postgraduate School in 1963 to serve as an at-sea computer programmer/analyst on USS Wright (CC 2), National Emergency Command Post Afloat. After six months of TDY at NEL San Diego, one month at Puget Sound NSY, Bremerton, Washington, and a trans-canal cruise, he arrived in Norfolk, Virginia, to rejoin his family for Christmas, 1963. He left USS Wright in July, 1965, after being promoted to Lieutenant Commander on July 1, to report to the Institute for Defense Analyses across the highway from the Pentagon as a student in the new graduate program in Defense System Analyses run in conjunction with the University of Maryland. In August, 1966, daughter Karla was born at Fort Belvoir, Virginia.

In September, 1966, Frank reported to Joint War Games Agency, JCS, and participated in one Cabinet-level Politico-Military desk game before being ordered to work in the Evaluation Directorate of the Defense Communication Planning Group at the Naval Observatory. He followed the insurgent infiltration detection system he designed and reported to staff, Commander Military Assistance Command, Vietnam, in Saigon in July, 1967, to serve in the Special Operations Directorate.

In 1961 he joined Hughes Aircraft Co., and worked first as a member of the marketing staff, Aeronautical Systems Division, and then as a member of the marketing staff, Research and Development Division. He moved to the Advanced Projects Laboratory, Aeronautical Systems Division, as a member of the technical staff in 1964, remaining until 1967, when he took on his present position of Director of Mergers/Acquisitions for Lear Siegler, Inc.

On June 12, 1965, Chuck married the former Victoria Bennett. The Murrays have two daughters: Cameron Elizabeth, born in 1973, and Erin Christina, born in 1979. Chuck enjoys golf and tennis, as is evidenced by his membership in the Los Angeles Country Club and the Bel-Air Bay Club. He is also affiliated with Kappa Sigma, Beta Gamma Sigma (a business honor fraternity), the Daedalians, the Air Force Association, and the U.S. Naval Academy Alumni Association. Reading and travel are other interests.

After an eventful Tet celebration Frank left Saigon in July, 1968, to report to USS Valley Forge (LPH 8) as Main Propulsion Assistant. After a brief reunion with Ernestine and the children in the home port of Long Beach, he left in January, 1969, on an extended deployment to act as the 7th fleet Amphibian Ready ship off the coast of Vietnam. He was promoted to Commander on November 1, 1969, and transferred to staff CINC Pacific Fleet in January, 1970, to serve as Assistant Fleet Technical Director for Command ADP Systems. He left Hawaii in October, 1972, to report to staff Supreme Allied Commander Europe in Casteau, Belgium, serving as policy coordination officer for the ACOS Communications and Electronics. After four years he reported to the President, Naval War College, where he served as Head, Gaming Systems within the Center for War Gaming until retirement from active duty on July 1, 1978. He accepted a position as Senior System Engineer with Systems Consultants, Inc., and moved across country to Poulsbo, Washington, to provide support to the Trident base. Since 1981 he has been self-employed as a consultant.

Frank's awards include the Meritorious Service Medal (1976), Gold Star in lieu of second award (1978), Navy Commendation Medal (1968), Navy Achievement Medal (1969), RVN Civil Actions Medal First Class Color with Palm (1968), RVN Gallantry Cross Medal Color with Palm (1968), National Defense Medal with star, Vietnam Campaign Medal with seven stars, and the Republic of Vietnam Service Medal.



## JAMES B. MURLAND, III

Division Manager  
United Parcel Service, San Diego, California

After receiving his commission in the Marine Corps, Jim attended Basic School at Quantico, Virginia. In July, 1957, he joined the Second Marine Division at Camp Lejeune, North Carolina. One of the highlights of this tour was spending six months with the Sixth Fleet in the Mediterranean. In 1960 he tried Marine Barracks duty in Norfolk, Virginia, and then was sent to sea on the USS Boxer (LPH-4). Marines were onboard to augment the crew, and Jim was the Assistant Gunnery Officer/First Lieutenant. After two and a half years at sea he was sent back to Camp Lejeune with the heavy artillery, and during this tour attended the artillery career course at Ft. Sill, Oklahoma.

In May, 1966, Jim was sent to the Naval Postgraduate School, Monterey, California. After a couple of years trying to learn physics, he was sent to the Marine Corps Development Center as the Nuclear Officer. So he wouldn't miss Vietnam, he received an assignment to Da Nang in April, 1970. While in that country he served as the Executive Officer of 2/11 and 3/11, and finished the tour as Officer-in-Charge of the Division Combat Operations Center. He was awarded the Bronze Star with combat "V" for this tour.

Jim returned to the states to attend the Command and Staff College, Quantico, Virginia. After completing this course, he was sent to Headquarters, U.S. Marine Corps, assigned to the Operation Division working with artillery, naval gunfire and nuclear weapons. While in Washington, he attended The George Washington University and received a Master of Science in Administration in 1974. He retired in January, 1976, with an award of the Meritorious Service Medal, and moved to Southern California.

Jim's started his second career with United Parcel Service in January, 1976. After starting in industrial engineering, he is now the manager for the southern part of California.

Jim married the former Janice Taylor in May, 1962, and they have two sons born in May, 1964, and April, 1969.

Career Highlight: "Leaving the Marine Corps."

## GEORGE MUSHALKO

Colonel, USAF

Upon graduation George was commissioned in the Air Force and began his career as a procurement and contracting officer at Olmsted Air Force Base in Middletown, Pennsylvania. Here he had the distinction of coaching the women's base basketball team to two consecutive undefeated seasons in the rugged Eastern Pennsylvania area. After three years of procurement and coaching he entered the University of Michigan to obtain a master's degree in aeronautical engineering. This graduate training launched George into a series of engineering management assignments at the Air Force's Arnold Engineering Development Center, Tullahoma, Tennessee; at Edwards AFB, California; and at Andrews AFB, Maryland, the last assignment in strategic systems development planning at Air Force Systems Command Headquarters.

Along the way George decided that the business end of systems acquisition was more to his liking, and so began the night school trail. First came an M.B.A. in 1969, and then course work toward a doctorate in business administration from George Washington University from 1970 to 1972. He was first financial manager and then overall business manager in the air-launched cruise missile program office at Wright-Patterson AFB, Ohio. Then followed tours in



the Comptroller field leading to his present assignment, since 1979, in the Office of the Secretary of the Air Force as Director of Programming, Budgeting, and Congressional Liaison. His most notable achievements were in structuring the Headquarters program financial review process, which led to a significantly better balance of funding among programs, and in adapting matrix management to Air Force system acquisition program offices.

George and Barbara Ditrolio were married in December, 1956. Barbara was raised in Newark, New Jersey, and attended Dunbarton College in Washington, D. C. They have two children. Dan, who was born March 30, 1959, in Harrisburg, Pennsylvania, graduated from Penn State in 1981 and is pursuing a career in radio and television programming and writing. Lisa, born September 29, 1963, in Tullahoma, Tennessee, is a freshman at Radford University in Radford, Virginia.

## BARTON MYERS

Architect/Professor of Architecture

Barton has been described by Progressive Architecture as one of North America's "architects at the cutting edge." Japan Architect has placed him among the top architects of the world. Projects designed by Barton have received international recognition and design excellence awards for innovative work in planning, preservation and architectural design.

Barton received his M.Arch. from the University of Pennsylvania and subsequently worked with the late Louis Kahn. In 1968 he immigrated to Canada to join the Faculty of Architecture at the University of Toronto. He was principal in the firm of Diamond and Myers, Architects and Planners (1968-1975), and founded the firm of Barton Myers Associates in 1975.

Barton has taught architecture and planning at both the University of Toronto and Waterloo University, and lectures extensively in Canada and the USA. He is a professor of architecture at the University of California at Los Angeles, where he conducts a graduate studio in Urban Design at the School of Architecture and Planning, and was visiting professor of Design at the Graduate School of Design, Harvard University, for the fall of 1981.

He has served as an editor of Architecture Canada; a member of the Advisory Committee for Design, National Capital Commission, Ottawa; and an awards juror to Progressive Architecture, Canadian Architect, and the Northern California, Philadelphia and Minnesota Chapters of the American Institute of Architects. He was guest editor for an issue of the Walker Art Centre's Design Quarterly devoted to urban design and revitalization (D.Q. #108, "Vacant Lottery"), and is a founding director of Trace, Canada's new review of architecture.

A brief review of some of his current projects reveals the scope of Barton's interests and abilities. Gerard Place in Toronto, a 24-storey condominium project, incorporates four historic houses and illustrates the potential for maximum utilization of valuable urban land without destroying existing city fabric. The Joseph E. Seagram Museum in Waterloo involves renovation of the 100-year-old plant facilities and the construction of a new museum. In association with Phyllis Lambert and Rose/Lanken, he is at work on altering and enlarging an existing three-storey warehouse to accommodate the library, archives, and exhibition and outreach programs of the future Canadian Centre for Architecture. The Spadina Quay Submission proposes major revitalization work for the Toronto harbourfront. In association with Brian Arnott Associates, Barton is partaking in a feasibility study to develop a Telecommunications Museum in Brantford, and in association with the Urban Innovations Group, is working on the Multi-Culture Performing Arts Centre in Los Angeles, a performing arts complex with both exhibition and performance spaces intended for the 1984 Olympics.

Career Highlights: "Internationally recognized for achievement in architectural design and urban planning. HUB (Housing Union Building, Edmonton, Alberta) identified as one of the 10 most important buildings of the 1970 decade."

## CARL A. NELSON

Captain, USN

Carl gave Navy air about three months and discovered that it wasn't right, so he decided to give Navy surface a try. Enroute to his first surface ship in the spring of 1957, Carl and Barbara's child, Jennifer Lee, was born on May 2, 1957. Carl spent the next three years at sea on two Destroyers, serving the USS Thomas J. Gary (DER 326) as engineer and the USS Decatur (DD-938) as Weapons Officer. He then spent two years as a Company Officer at the Naval Academy, followed by a one-year tour at West Point as a Company Tactical Officer (thank God for Roger Staubach that year).

Carl returned to sea in 1963 in the first of four commands, in the USS Cocopa (ATF 101), which is a fleet tug, and then as Executive Officer of USS Morton (DD 948). Both of these tours were in the war zone in the blue water off Vietnam. Next came graduate school at Monterey, where he learned about economics and systems analysis and earned a Master's degree. ~~Oops--forgot~~ to tell about two other daughters born along the way: Allison Joyce (May 8, 1958) and Monica Ann (March 30, 1962).

In Washington, Carl served as a surface Lieutenant Commander Assignment Officer, then left for Newport, Rhode Island for a year at the War College. He left Newport in 1970 and returned to the home the family had established in San Diego when first assigned there in 1963, this time for service with the staff of Commander First Fleet. After extensive training, 1972 and 1973 were served in South Vietnam, as Senior Advisor to the Rung Sat Special Zone Commander, Carl's second command tour. The third command tour, CO of a ship named after our classmate Wilmer Cook--the USS Cook (FF 1083)--followed; then staff tours at NavSurf Pac and at AcoS Plans and Ops Cruiser-Destroyer Group One. Finally, his fourth command was aboard USS Worden (CG-18) homeported in Yokosuka, Japan, for 18 months and Pearl Harbor for one year. Here Barbara and Carl celebrated their 25th anniversary of happy married life.

The Nelsons will leave the service soon with no definite plans. Carl will take time to try his hand at establishing a career as a writer and Barbara will work in the San Diego area. Daughter Jennifer is



## JOHN F. NELSON

Owner  
Nelson Fire Company

John married Marty Dougherty immediately after graduation in 1956. His first Air Force duty station was Biloxi, Mississippi, followed by Tripoli, Libya--"If Billy Carter likes them so much, he should live there!" The Nelsons traveled next to Vandenburg AFB, California, where they owned their first home. While at Vandenburg, John was Guidance Officer of the crew which launched the first IITAN I missile.

John parted company with the Air Force on December 21, 1960, to become civilian Senior Test Engineer with The Autonetics Division of North American Aviation, now Rockwell International. The job: R & D on the Minuteman missile. He left this post to become an independent small businessman, owner of Nelson Fire Co., Great Falls, Montana. The business was established in 1941 by John's father, Hugo A. "Lord" Nelson, USA Class of 1929.

Always active in Knights of Columbus, John was elected State Deputy for Montana for the years 1974-1976. He is now a member of the State Board of Directors for Knights of Columbus Charities. He is a member

married to a computer scientist; both have their bachelor's degrees and are working on masters'. Allison is a second year law student at Santa Clara

following distinction undergraduate work at San Jose. Monica is still at home and working, but beginning college this winter.

Career Highlights: "Stayed married for 25 years; fathered three beautiful daughters; commanded a missile cruiser; survived a tour in-country Vietnam."



of AMF Tire Equipment Division, International Dealer Advisor Council, and also the First Vice President of the Montana Tire Dealer's Association and a gifted Master of Ceremonies at some of their State Conventions. He also holds memberships on the Vocational Advisory Board for Special Education, Great Falls, the Board of Directors of the Montana Heart Association, and the Finance Board for Eastern Montana Catholic Diocese.

As regards hobbies, John is still an avid coin collector, does gourmet cooking and baking when time allows, and collects junk cars (who has Mustang parts?). He and Marty celebrated their 25th wedding anniversary with four daughters. Tia, born March 31, 1961, is a farrier in Helena, Montana; Patty, born June 9, 1964, is a high school senior, soon to try journalism; Chris, born January 17, 1966, is a high school sophomore and competitive runner; and Diana, born October 24, 1967, is an eighth grader with a champion sense of humor. Wife Marty is in her second teaching career, having earned her Master's degree in Special Education in 1976.

## PAUL JOHN NELSON, JR

Principal Scientist

Upon graduation Paul commended his commissioned service, serving his initial sea tour aboard the USS Skagit (AKA-105). After his selection to and subsequent completion of Submarine School, he embarked upon a challenging series of submarine assignments, serving aboard RATON, SPRINGER and CARBONERO. He was then selected for the Naval Postgraduate School and was awarded a degree in Electronics Engineering in 1964, and subsequently served aboard the USS ATULE.

In 1966 Paul was assigned to the Bureau of Ships to begin a series of tours which have permitted him to develop and apply his skills in the field of Weapon Systems Acquisition Management with special emphasis on electronic systems for Anti-Submarine Warfare. His capability in the field was recognized by his designation as an Engineering Duty Officer. Following this, he was assigned to the ASW Systems Projects Office where he continued the application of his technical and managerial skills in the acquisition of ASW systems.

After 1972, Don was associated with NAVELEX. He served with the Research and Technology Directorate where he managed the development efforts of several highly-classified projects of vital national importance. Throughout this period he continually displayed particular skill in the planning and management of system test and evaluation. (T&E)

Career Highlights: Program Manager of several highly-classified programs in development efforts to support projects of "vital national effort".

## SVEN NELSON

Project Manager  
Computer Sciences Corporation

Sven found his niche in Navy aviation, progressing from carrier fighter pilot to aeronautical engineer. During his assignment to the Naval Missile Center, he served first as Short-Range Air-to-Air Missile Project Officer. Then, from 1971 to 1974, he planned, programmed, budgeted, and executed the Navy's F-14/Phoenix Interface Technical Evaluation and Support of the Grumman Aerospace Corporation/Hughes Aircraft Company Avionics/Weapon Control System/Weapons Interface/Missile System Development Test and Evaluation Programs; the Navy Preliminary, Weapon Control System/Weapons Interface Technical Evaluations; and Board of Inspection/Survey and Operational Evaluation Programs. Timely execution of these programs resulted in meeting the initial operational capability date established for the F-14 Weapon System on schedule. In 1974, he developed a Long-Range In-Service Engineering Plan for the AIM-54A Phoenix Missile.

Sven continued to work with the Phoenix in his subsequent duty with Naval Air Systems Command, as Deputy F-14/Phoenix Project Manager. In 1976, he directed the planning, programming, budgeting, and technical execution of the Chief of Naval Operations F-14A Operational Readiness Improvement Program. He also directed the development and implementation of the F-14/Phoenix Weapon System Software Management Plan for the U.S. Navy and Imperial Iranian Air Force Programs, developing an RDT&E Product Improvement Program for the digital Phoenix air-to-air missile.



representing it to all levels within the DOD and Congress, and finally, as technical manager, successfully initiating the acquisition process. He also led a Phoenix Missile Logistic Management Team to Iran to complete the Integrated Logistic Support Plan in coordination with in-country U.S. and IIAF personnel.

Sven retired June 1, 1978, and became a Senior Principal Engineer for Computer Sciences Corporation. He is currently responsible for providing technical, logistic, and management support to the Pacific Missile Test Center, Point Mugu, California, Weapons Control and Software Systems Division as it relates to the F-14/Phoenix Weapon System and Antiship Tomahawk and Sparrow Missile Systems.

## HENRY HARRISON NEUHARD

Commander, USN

Hal's commissioning as unrestricted Line Officer was followed almost immediately by marriage to Janet M. Anderson of Shamokin, Pennsylvania, in Shamokin on June 2, 1956. During his year as a student aviator at Pensacola, Florida, Christopher H. Neuhard was born. Hal gained a daughter, Jennifer, during the following tour as Gunnery Department Head (Gunnery Officer) on USS New (DDE 18), homeported in Norfolk, Virginia. A second daughter, Elyse, arrived during his assignment as Fire Control Officer on USS Newport News (CA 148) homeported in Norfolk.

Hal spent July, 1961 to June, 1963, at USNA, instructing second class Midshipmen in Weapons, and then took instruction himself at the Nuclear Power Training School at Bainbridge, Maryland. In December, 1963, he was assigned as Weapons Officer on USS Tattnell (DDG 19) homeported in Charleston, South Carolina. Following this two-year tour, he studied Weapons Engineering at the Naval Postgraduate School in Monterey, California, before reporting in as Executive Officer on USS Tattnell. Daughter Leigh was born during this tour. March, 1969, to February, 1970, were spent as Chief Staff Officer on COMDESRON 26 Staff, homeported in Norfolk.

From March, 1970, to June, 1974, Hal served as Technical Plans Officer for Special Programs (United Kingdom Polaris Program) and Assistant Branch Head for Launching Systems at the Strategic Systems Project Office (PMI) in Washington, D. C. (Polaris, Poseidon, and Trident programs). In October, 1972, he was redesignated Ordnance Engineering Duty Officer (Restricted Line). He then spent five years as Combat Systems Officer at Mare Island Naval Shipyard in Vallejo, California, before assuming his present position as Planning Officer at Naval Ordnance Station in Louisville, Kentucky.



## MURRAY M.J. NICHOLSON, JR.

Airline pilot/Entrepreneur

After three cruises aboard USS Intrepid as A-4 driver with VA-66, three years at USNA as Professor de Espanol, a quick tour aboard USS Saratoga (VA-340), followed by six months at the Caribbean Admission Center in Miami, Nick left the Navy and joined Trans World Airlines as a pilot. Still flying high in the Lockheed L1011 on the Miami-New York run, he is looking forward to checking out in the Boeing 767 to add to his ratings in the 747, 707, and 1011.

Nick and wife Renate and two children reside in Nashville, Tennessee, and invite all to come on down. The total family roster reads: Murray (wife Barbara), born November 11, 1956; Theresa (husband Kevin), born January 16, 1958; Karen (husband Gilsten), born January 12, 1959; Michael, born April 20, 1962; Bettina, born November 16, 1979; and Ryan, born February 4, 1981.

Career Highlights: "Married to the loveliest lady in the world, have six beautiful children, one super grandson, and two new grandchildren due in September, 1982."



## JEROME O'CONNELL

Captain, USN

Jerry characterizes his career as a "pretty standard surface line type." He has served as Department head in destroyers, Executive Officer in a destroyer, and has held command of an auxiliary and an amphib. Shore duty has been primarily in training/education: three years teaching history at USMA, West Point; three years with NROTC; and two years at the Marine Corps School, Quantico. He also spent one year in Vietnam, as a Lt. Commander, as an advisor to "Junk Force," and two years as a part-time social aide in the White House during the Johnson administration.

As a Captain, Jerry has had four years in OPNAV, and is now Director of Fleet Operations, USCLANT.

Career Highlight: "Surviving 25 years."



## DONALD TAYLOR OGRAM

Branch Chief--Supervisor, I.E.'s  
Aberdeen Proving Grounds

Don and Barbara were married 22 years ago in November, 1959. Don resigned from the Navy in 1961 and went to Wharton School of Business in Pennsylvania. A varied and interesting career followed, starting off with DuPont, then moving to Hatteras Yacht as Product Engineer. Concord Yacht as Plant Manager was next, then off to Wickes Manufactured Housing as Plant Manager. Don has also been General Manager of two different modular housing companies and General Manager of two different fiber-glass companies. Most fun for the Ograms was the period they spent as the owners of a bicycle shop, which included retail and repair of bicycles.

Don and Barbara have lived in Bel Air for 8 years now; instead of moving two years ago, Don chose to go to work for the Department of the Army at Aberdeen Proving Grounds. Don is also active as an Elder in the church.

Don, Jr., is at the US Naval Academy, Class of 1983. Bill just graduated from high school and has joined the work force in auto body repair, and Barbara works part time as a trauma nurse at Baltimore City Hospital's Emergency Rooms.

## MARK A. O'HARA, JR.

Subsystem Acquisition Manager  
IBM

After graduation Mark went into the Air Force and to Personnel School at Scott AFB, Illinois. His first duty assignment was as the Adjutant of the 647th AC&W Squadron near Manassas, Virginia. On his first duty day he broke his collar bone playing touch football. It healed in time to get married on February 9, 1957. The pending birth of his oldest son, Mark, nine months later kept him from a remote assignment in Labrador; instead he was sent to graduate school at Stanford University in Palo Alto, California. Along with an M.S. in Electrical Engineering (1960), came Suzanne (1959).



Mark was then assigned to the 416-L SAGE Program Office, Hanscom Field, Massachusetts. Patrick was born in 1962, and Mark resigned in 1963 to join IBM's Federal Systems Division in the Washington area. He has remained with IBM for the last 18 years. Betsy was born in 1964 and Michael was born in 1966.

In IBM Mark has had a number of technical and management jobs in a variety of applications--473L Air Force Command Post, Post Office Bulk Mail System, a Blood Bank System, a Land Use Planning System, and Waste Treatment Process Control. He is presently a Subsystem Acquisition Manager for the Air Force's Data Systems Modernization program, which is an upgrade to the Satellite Control Facility located at Sunnyvale, California.

Career Highlight: "Marrying Joanne almost 25 years ago, and together raising five children who remain close to each other and to us."

## DOUGLASS J. OHMEN

Nuclear Power Generation Engineer  
Pacific Gas and Electric Company

On graduation from the Academy, Doug sailed in the Newport to Bermuda Race. He then reported to the USS McKean (DDR 784) for a year as Assistant Engineer, was selected for Submarine School, and served three years on USS Trout. He went to Navy Nuclear Power School and the prototype in West Miflin, New York, served as an Assistant Engineer in the commissioning crew of USS Sam Houston (Gold), and then was made the commissioning Engineer of USS Nathanael Greene (Blue). After an overhaul tour as Executive Officer on USS Sargo, he was assigned as Executive Officer of USS John Adams (Gold). In total, he made seven FBM patrols and various others on the attack submarines.

Doug finally received shore duty as the Engineering Division Officer of Submarine Training Center, Pearl Harbor, and then served out the remainder of his Navy career as Officer in Charge and Assistant Officer in Charge of the Submarine Training Center Detachment in San Diego.

While in San Diego, Doug completed all the course work for an MBA with honors from San Diego State University. After retirement, he received an Administrator position with Lawrence Berkeley Laboratory in Berkeley, California. That was a most interesting four years, but he was laid off when his project was completed. He is now working in support of nuclear power training with Pacific Gas and Electric Company in San Francisco.

Doug is about three-quarters of the way through the work necessary for an M.A. degree in Economics from California State University, Hayward. He is also looking into the possibility of forming his own company to manufacture and sell a newly-designed type of servomechanism and manipulator. It will be different from anything currently on the market, incredibly versatile, and useful in a broad variety of locations.

Doug and Audrey have been married happily for 23 years and have three fine sons. Jeff, the oldest, is going for his doctorate in micro-biology at UCLA. Ross is a freshman at California State University, Hayward, and plans to go into engineering. Craig, the youngest, is a sophomore in high school and has not yet decided on a career.

"Looking back over the last 25 years, I think that my greatest enjoyment has come from learning about new and more sophisticated ideas. I enjoyed the engineering plant on a destroyer, and then progressing on into submarines. Nuclear submarines were even more interesting, especially the incredible complexity of the FBM submarines. Training and complex training devices were a branch from the engineering, as was the new knowledge in business and economics. The research laboratory had a wealth of fascinating projects and civilian nuclear power has added still more size and complexity to the ship-board power systems. I still have a long list of things that I would like to do and accomplish, and I hope that the list will lengthen the rest of my life. Learning is fun and the world is a wonderful and fascinating place. My long-term goal is to have a business of my own where I can combine a maximum number of the things that I have learned in the past."



## WILLIAM J. O'KEEFE

Program Analyst  
U.S. Dept. of Transportation

Bill's Navy service included Flight School, Pensacola, Florida, duties aboard the USS John Willis (DE 1027) and USS Boston (CAG 1), and assignment to the U.S. Naval Shipyard at New York as ship superintendent on the USS Constellation (CVA 64) and USS Vancouver (LPD 2). He resigned his Navy commission in June, 1963, and joined Bell Telephone Labs. After earning an MBA at Farleigh Dickinson night school, he joined NASA Electronics Research Center in June, 1966. NASA ERC closed in June, 1970, and Bill joined the Department of Transportation, Transportation Systems Center, that same year. He is presently serving in the DOT/TSC Office of Data Systems and Technology in the area of designing and implementing Management Information Systems for various government sponsors.



Bill is also an independent consultant in the Management Information Systems field. He writes and teaches a course in Management Introduction to ADP for the Office of Personnel Management (the old Civil Service Commission), and has taught as invitational instructor and lecturer at Suffolk University in Boston.

The O'Keefe family is presently living in the Boston area and liking every minute of it. "New England is about the best place to live"--but vacations are divided between Cape Cod and Bermuda. Bill's wife is the former Patricia Cummings, R. N. The four young O'Keefes all arrived during the 1960's: Maureen, born in 1962; Brian, born in 1964; Brenda, born in 1965; and Elaine, born in 1968.

Career Highlights: "MBA degree cum laude. NASA Patent Award (Head-up display for aircraft). Appointment to Board of Directors, American Institute of Aeronautics and Astronautics. Appointed Chairman, New England Section, AIAA."

## DOUGLAS CHARLES OSGOOD

Professor of Contract Management  
U.S. Air Force Institute of Technology

Doug made the Navy Supply Corps his home, serving successively as Assistant to the Supply Officer, USS Norfolk (DL-1); Supply Officer, USS Eugene A Greene (DDR-711); Assistant to the Supply Officer, USMC Air Station, Cherry Point, North Carolina; Assistant Supply and Fiscal Officer, U.S. Naval Air Facility, Naha, Okinawa; and Deputy Director, Purchase Department, Naval Supply Center, Oakland, California. He then attended Naval Postgraduate School, Monterey, California, earning an M.S. in management, before taking on the duties of Assistant Supply Officer, USS Forrestal (CVA-59).

Returning to shore duty, Doug was assigned as Officer in Charge, Fleet Aviation Accounting Office, Atlantic, Norfolk. He was awarded the Navy Achievement Medal for this tour. He then applied his accumulated knowledge to teaching at the School of Systems and Logistics, U.S. Air Force Institute of Technology, Wright-Patterson AFB, Ohio, where he was awarded the Air Force Commendation Medal.



## WAYNE ROBERT OSGOOD

Manager, ADP Department  
Cerberonics

After marrying the former Joan Frederixon in June, Wayne went to flight training at Pensacola in August of 1956 and completed training at Hutchinson, Kansas; in March 1958. His first squadron was VQ-1, which was permanently deployed at Iwakuni, Japan. Wayne spent three years in that squadron flying the P4M and A3D. During that period the squadron moved to Atsugi and retired the P4M aircraft. Wayne's first son, Wayne, Jr. (called Bob), was born in Iwakuni, and Bill was born in Atsugi.

Wayne then went to Postgraduate School in Monterey for three years, graduating in 1964 with a Master's degree in aeronautical engineering. Changing designator to Aeronautical Engineering Duty Officer, he spent most of the rest of his active duty in the Aeronautical Material Acquisition field.

One of Wayne's most enjoyable tours of duty came between 1968 and 1971, when he was a member of the faculty of the Aerospace Engineering Department of USNA. "My sons were just at the right age to really enjoy the activities connected with the old school also. Even Joan got caught up in the excitement and became a tour guide."

After retirement Wayne started working as a Logistics Engineer with a small company--Cerberonics. When the firm acquired a computer in 1977, he gravitated in that direction and has become firmly ensconced in computers as a second career.

## DAVID LEE PALMER

Area Contracts Manager  
Brown & Root

Dave took a commission in the Air Force, and spent the five years following graduation in flight training and flying out of Sewart AFB, Tennessee, and Ashiya AB and Tachikawa AB, Japan. He took time out for a year to do graduate study at Purdue University in Industrial Engineering, Human Factors

Doug retired on June 30, 1976, and became the Budget Officer, Lau Industries, Dayton, Ohio. He soon returned to AFIT, however, in a civilian capacity, as Professor of Contract Management, School of Systems and Logistics. He earned an Outstanding Performance Rating (and was also certified Professional Property Manager by the National Property Management Association) before changing departments. He now is a Professor of Contract Management in the AFIT School of Civil Engineering.

Doug married Ann Louise Dougherty at Annapolis on June 2, 1956. The Osgoods have four children: Paul Douglas (born March 5, 1957), Marie Patrice (born January 6, 1959, and now married to Lt(jg) Jay Schwermer), Michael Putnam (born January 23, 1960), and Therese Ann (born January 15, 1965).

Career Highlights: "Provided by my wife and four children."



and Management, and reported in 1963 to Air Force Systems Command, Electronic Systems Division at L. G. Hanscom Field, Massachusetts as Configuration Control Officer.

Returning to a flying job, Dave became a Reconnaissance Aircraft Commander in 1965, flying C-130's out of Rhein/Main AB, Germany. He shifted his zone of operation to Taiwan in 1968, with an operational area including Southeast Asia and the Pacific, and then to Pope AFB, North Carolina, in 1970.

After resigning in 1971, Dave worked first for Silas Mason Co., Inc., in their Burlington, Iowa, plant as a senior engineer. He moved to Kaiser Engineers, Zimmer Nuclear Power Plant in Moscow, Ohio, for most of 1974, and in September of that year took a position with Bechtel Power Corporation in their Midland Nuclear Power Project, Midland, Mississippi. Since 1979 he has been involved as a Contracts Manager for Brown & Root on the Libyan Coastal Belt Water Project, "which if it is allowed to continue under contract with Brown & Root will be the largest water conveyance system ever built--it is a multi-billion dollar project which will project into the future for a period of ten to fifteen years." Dave is married to Janie Palmer, and has three children: Joel, Margie, and Mike.

Career Highlight: "Five hundred eighty-two sorties in Vietnam without damage to aircraft or injury to crew members. Awarded DFC, six Air Medals, four Outstanding Unit Awards, flew 1600 hours of combat and combat support time and a total of 6000 accident incident free hours. My dues have been paid."

## EDWARD J. PARENT

Test Support Engineer

Tempus fugit. Four years after tossing his hat in the air Ed had relished two tours as a navigator in Houston and Charleston and flying around the world with the Military Air Transport Service, and resigned his regular commission as the Air Force froze navigator promotions and transfers. He started study in the classics, Latin and Greek, and after seven years was ordained a priest. For four years he taught math in high school and coached a beginning high school wrestling team (losing almost every match in the established leagues) and a highly successful golf team (won the league and sectional championships two of four years).

Ed spent the next five years with the Air Force as a chaplain, and in 1976 resigned from the Air Force and from the priesthood. He taught in a community college and consulted for a Japanese solar collector engineering firm. When this deal fell through, he landed a job in the Charleston Naval Shipyard testing submarine HP&A systems, and in that year, 1977, married for the first time at the age of 44. "I enjoy my job and simply adore my wife, Ms. Ann Hofbauer, a fascinating person and a brilliant research scientist."

Ed has always enjoyed learning, study, and books, and has picked up a B.A. in philosophy, M.S. in mathematics, M.S. in counseling psychology, and an M.A. in business administration. Wrestling and the martial arts have also been a part of his learning life since 1945. He earned the first wrestling letter awarded in the Syracuse public school system in 1949, and in Charleston has studied Aikido with master Roy Y. Suenaka, as well as karate, Zen, and kung fu.

Other current interests include many topics in psychology, quality control, solar collector research, electronics, submarines, hypnosis, and stress research. Ed is currently studying the works of renowned innovative hypnotist Milton Erickson, M.D., with whom he studied in 1947, and the developing field of neuro-linguistic programming (Bandler and Grinder). He has formed a consulting group in business organization and profitability, and is a shipyard Kepner-Tregoe course leader in decision-making



(Genco) and process consultant. "Next I'll be leading courses for the Navy in sexual harassment. How to help stop it, not how to do it.

Career Highlight: "I am proudest of my black belt in Aikido awarded in 1979 at the age of 46. You're never too young. I now face the toughest decision of my life: when to start middle age."

## EDGAR H PARKER

Planning and Scheduling Engineer  
Westinghouse

After graduation, Ed married Jean (same hometown) and reported to the USS Hunt (DD 674) in Newport, Rhode Island. Will and Jan Rich camped in their living room for two weeks awaiting their own apartment. Frank Smith became the Hunt's supply officer. After two Mediterranean, one North Atlantic, and one midshipman cruises and refresher training

at Gitmo, Ed was assigned precommissioning gunnery officer of the USS Claude Jones (DE 1033), being built at Avondale, Louisiana. Ed Mortimer was operations officer. Homeport was first Charleston, South Carolina, then Key West, and the Parkers' first child, Leslie Jean, was born August 12, 1959, in Baltimore, while Ed was on shakedown cruise in the English Channel.

Ed left the Navy in June, 1960, and worked for the Westinghouse defense Center in Baltimore as a technical writer. Jonathan George was born June 14, 1963, in Baltimore. In the fall of 1964, Ed was transferred to Pittsburgh and became a recruiter and selector for the company engineering training program for recent college graduates, interviewing at colleges in the Southwest and mid-Atlantic for three years. "This was the most interesting job I've had."

Ed remained in Pittsburgh until 1973 doing technical writing for various Westinghouse divisions. (Jean regarded the time in Pittsburgh as extra duty.) In 1974 the family moved to the Annapolis area--Cape St. Claire, a waterfront community on the Magothy River, where Ed has been a planning and scheduling engineer for the Westinghouse Oceanic division located at the Bay Bridge. "I spent three years at the tethered communications division writing about the theory, operation and maintenance of aerostats. Ask me what an aerostat is sometime."

With Leslie Jean now in her senior year of nursing at the University of Maryland and Jonathan a freshman engineering student at Stevens Institute in New Jersey, both children have pretty much left the nest, and it's quiet in the evening now. Jean and Ed would welcome visits from their friends in the 13th.

Career Highlight: "Chief editor of successful Westinghouse Fast Breeder Reactor proposal for Clinch River, Tennessee. Contract value \$400 million."

## C. ROBERT PERRY

### Engineer/Lawyer

Bob spent the months immediately following graduation at the USMC Basic School in Quantico, Virginia, then moved on to flight training at Pensacola, Florida. He completed both basic and primary training in fighter/attack, then switched to advanced training in helicopters, receiving his promotion to first lieutenant in December, 1957. Reporting to Jacksonville, North Carolina, Bob flew H-34's for a year and a half before receiving an assignment to Futenma, Okinawa. Here he served aboard several helicopter and anti-submarine carriers operating from the Philippines, Borneo, and off the coast of Vietnam, Korea, and Japan, and was awarded the Armed Forces Expeditionary Medal.

From August, 1961, to June, 1963, Bob attended the Naval Postgraduate School, receiving a B.S. in meteorology and his promotion to Captain in 1962. Following graduation, he served as 3rd MAF Meteorology Officer until December, 1965, and then was assigned to HMM-165 MCAS, Santa Ana, California, as Logistics Officer. Here he retrained to CH-46 copters before serving a tour in Ky Ha, Vietnam, also as Logistics Officer. Promotion to Major came in November, 1966, and Bob received numerous awards during his tour, including 28 Air Medals and two Vietnam Cross of Gallantry awards.

Returning to the States, Bob served with the 2nd MAF MCAS at Cherry Point, North Carolina as MAG 27 Operations Officer before retraining to KC-130's. Returning to CH-46's in June, 1970, he was sent back to Danang, Vietnam, as Executive Officer, WERS-17. He was made Commanding Officer of WERS-17 in December, 1970, and served during the withdrawal of the squadron from Danang to Iwakuni, Japan.

From August, 1971, to July, 1973, Bob served first as Operations Officer and then as Executive Officer of HMM-263, MCAS, in Quantico. He attended Command and Staff College from July, 1973, until June, 1974, receiving his promotion to LtCol in October, 1973, and was then assigned as Commanding Officer of MARTD, Detroit, Michigan. He retired in September, 1977.

Taking up a dual civilian career, Bob worked as production tooling engineer for Ford Motor Company from September, 1977, to January, 1981, attending law school full time at night. Following graduation from law school, he passed the Michigan State Bar Exam in May, 1981, and worked with a patent law practice in Mt. Clemens, Michigan, until September. His present position is that of consulting engineer for Electromagnetic Tech., Inc., in Springfield, Virginia.

Bob and Bunny Perry were the first to be married in the USNA Chapel after graduation. They have one son, a 1981 Naval Academy graduate, who has completed USMC Basic School and is proceeding to Pensacola for flight training.

Career Highlight: "Although I don't think of it as a notable achievement, I guess the strain I put Bunny through should put my completion of Law School in the achievement category. Her most notable achievement has been putting up with me for 25 years."

## KENNETH M. PETCH

### Senior Staff Engineer Stearns-Roger Engineering Corporation

After graduation Ken attended a USAF contract pilot training school at Marana Air Base near Tucson, Arizona, for primary pilot training. The class was entirely made up of U.S. Naval Academy and West Point graduates--a good time was had by all. After graduation from basic multi-engine training at Goodfellow AFB in San Angelo, Texas, he was assigned to the 62nd Troop Carrier Wing at Larson AFB in Moses Lake, Washington. There he had his first command--Salvage Officer! A short time later he was reassigned to the 7th Troop Carrier Squadron as a line pilot for C-124 Globemaster aircraft. He flew them until he submitted his resignation in February, 1963. During his flying career, Ken was promoted to Captain with an Aircraft Commander status, and logged about 3,000 hours over areas from the North Pole to the southern tip of Australia, east to Athens, Greece, and west as far as Rangoon, Burma.

While home on leave in Denver, after earning his wings, Ken met his wife, the former Patricia Ann Richardson of San Benito (near Brownsville), TEXAS.



"We were married on July 5th (I wanted our last Independence Day), 1959, and since then we've had three lovely children." Bradford was born in Tacoma, Washington, on July 26, 1962, and is now a sophomore at the University of Michigan with an NROTC scholarship. He had three congressional appointments to USNA; however, because of his need for glasses, he was not admitted. Bryan was born in Denver on June 6, 1964, and is now a senior in high school and the Drum Major of the High School Marching Band. Jennie is also a native Denverite--since June 20, 1966. She's a busy high school sophomore, an excellent student and busy with Job's Daughters, Marching Band, and other musical groups. She has a natural talent for music and languages.

Upon his resignation from the Air Force, Ken joined a family real estate firm in Lakewood, Colorado, a suburb of Denver. During the following eighteen years, he was involved with real estate in a number of ways: property management of commercial and residential properties and several real estate brokerage activities in the family firm, his own company, and later with the largest privately owned real estate company in the Denver area. Currently Ken is employed by Stearns-Roger Engineering Corporation as Senior Staff Engineer in the Petroleum and Petrochemical Division; however, his specific duties involve helping new employees relocate to the Denver area.

The Petches enjoy camping, hiking, and are enthusiastic skiers.

Career Highlight: "Pilot and Aircraft Commander flying anywhere in the world in all weather conditions. Responsible for safety of C-124 aircraft, crew and cargo, and for prompt completion of assigned mission."

## CLIFFORD DEAN PETERSON

Colonel, USAF

Following his graduation from the academy, Pete was commissioned a Second Lieutenant in the U.S. Air Force and completed pilot training at Malden AB, Missouri, and Webb AFB, Texas. He received his wings in October, 1957. Assigned to the Strategic Air Command, his next six years of duty were as a B-47 co-pilot and then aircraft commander at Schilling and Forbes Air Force Bases, Kansas.

In 1964, while at Forbes AFB, Pete transferred to Tactical Air Command and received transition training into C-130's. During his year flying C-130's, he participated in air operations in the Dominican Republic and South America. His C-130 led the deployment of 250 Paraguayan troops from Asuncion, Paraguay, to the Dominican Republic, to augment the Organization of American States peacekeeping efforts.

Pete was assigned to the Air Force Command Post at Ubon Royal Thai AFB, Thailand, in July, 1965. In June, 1967, he volunteered for a second Southeast Asia tour of duty and completed F-4 transition training at George AFB, California. He was assigned to the 347th Tactical Fighter Wing, Yokota AB, Japan, as assistant squadron operations officer and wing flying training officer. In February, 1970, he transferred to the 421st Tactical Fighter Squadron at Da Nang AB, Republic of Vietnam, where he flew more than 180 combat missions in F-4's while performing duty as a flight commander and squadron maintenance officer.

Upon his return to the United States in February, 1971, Pete was assigned to the Operations Directorate's Tactical Division, Headquarters U.S. Air Force, Washington, D. C., working as the operations representative for tactical fighter matters in the planning, programming and budgeting process. In 1975 he served for six months in NATO logistics



## GEORGE W. PETERSON, J R.

Program Manager  
Consolidated Controls Corporation

George opted for the Air Force and pilot training. After he received his wings, he reported first to Donaldson AFB, Greenville, South Carolina, where from September, 1957, to August, 1962, he served as pilot and aircraft commander with the 63rd Troop Carrier Wing, flying C-124 Globemasters. During this five year period, he spent many months away from home flying in the Antarctic on Deepfreeze missions, in the Arctic resupplying remote radar sites, and flying out of Frankfurt, Germany in six-month stints with destinations all over Europe, Africa, and the Middle East. "fun" times included getting shot at by natives in the Congo in 1960 and by Russian Migs while flying into Berlin.

plans at Headquarters United States Air Forces in Europe, prior to being assigned as deputy commander for maintenance with the 26th Tactical Reconnaissance Wing, Zweibrucken AB, Germany. He transferred to Royal Air Force Station Bentwaters, England, in November, 1977, as deputy commander of maintenance, 81st Tactical fighter Wing, and became vice commander in August, 1979. He returned to Washington, D. C., in April, 1980, to begin training for his attache assignment in the Arab Republic of Egypt, which he began in September, 1981. He was in attendance at the October 6 parade and had the misfortune to witness the assassination of Anwar El Sadat.

Pete is a command pilot whose military decorations and awards include the Distinguished Flying Cross, the Air Medal with nine oak leaf clusters, the Meritorious Service Medal, Air Force Commendation Medal and Vietnam Service Medal. He was promoted to colonel on December 1, 1975, with date of rank December 14, 1974.

Pete is married to the former Elizabeth Anne Curry of Klamath Falls, Oregon. They have a son Carl John II, and a daughter Sarah.

Career Highlight: "Managed 81 TEW aircraft maintenance conversion from 66 F-40 to 108 A-10 between December, 1977, and October, 1979."

From September, 1962, to January, 1964, George attended Graduate School at SMU, Dallas, Texas. He then was assigned to Air Force Flight Test Center, Edwards AFB, California, as Flight Test Engineer, flying and testing the X-21, HC-130H, F-5, and C-141. He left Edwards in June, 1966, trained in TAC C-130's, and then was assigned to Southeast Asia flying Tactical Airlift Combat Support missions in Vietnam, gaining a few more medals and ribbons to add to those acquired in the late 50's. Returning home, George reported in August, 1967, to HQ Air Force systems Command at Andrews AFB, Washington, D. C. "Lots of Staff Engineering and planning work trying to please Generals (I was a Major!). I did not like the job but my family enjoyed living in Maryland."

This was followed by assignment to Aeronautical Systems Division, Wright-Patterson AFB, Ohio, in July, 1971. As a Drone/RPV Program Manager and Division Chief, George developed the successful Compass Cope Drones, and was promoted to Lieutenant Colonel in 1973. His final Air Force assignment, from September, 1974, to August, 1977, was to Air Force Satellite Control Facility, Los Angeles AFS, California. Here he worked as Chief of Plans and Programs until he retired in 1977.

Deciding to stay in southern California, George began working for Martin Marietta Aerospace Corporation in El Segundo, California, as a Senior Staff Engineer



## KARL L. PETERSON

After graduation, Karl served two years in USS Columbus (CA 74) before going to Submarine School. He served in five diesel submarines: USS Clamagore (SS 343), USS Amberjack (SS 522), USS Sea Leopard (SS 483), USS Gudgeon (SS 567), and USS Greenfish (SS 351), which he commanded from 1970 to 1972. Other assignments included two years as Company Officer at USNA (1963-1965), Atlantic Submarine Force Commander's Staff (1969), and three years on the NATO staff of Supreme Allied Commander Atlantic in Norfolk (1972-1975). After two years as Chief Staff Officer of Submarine Squadron Two in New London, Connecticut, he was assigned as Executive Officer of the submarine base at New London (1977-1979), before retiring in 1979.

Karl and Shirley were married right after graduation and have lived in Long Beach, San Francisco, Honolulu, Vallejo, Key West, Charleston, Annapolis, Quantico, Norfolk, and Groton. Their retirement home is on a hill on Fox Island, Washington, 325 feet above the Puget Sound with a view of Sound and mountains and surrounded by forests. Fun time is mainly spent cruising on their 30-foot sailboat and salmon fishing.

and as an Integration Project Engineer on the Space Shuttle. In March, 1981, he moved to Program Manager for Consolidated Controls in the Los Angeles area.

Sally Peterson (nee Masten), George's wife since December 23, 1956, is a realtor. They have two children: Douglas Edward, born February, 1959, and a Second Lieutenant, USMC, at Pensacola, Florida, and Judith Lynn, born May, 1960, due to graduate from college in June, just married, and working part-time as an accountant.

Career Highlights: "Surviving years of hazardous flying in some unfriendly places and still married to the same woman for over 25 years. Plus raising two exceptional children who are on their own now. I gave up flying a few years back and now enjoy sailing on my Islander 36 sloop."



## PETER C. PETERSON, JR.

Senior Consultant Engineer  
CACI, Rosslyn, Virginia

Upon graduation, Pete remained at USNA for the summer to help the class of '60 get started on their left feet, before departing for Pensacola in September. By December, Peg Showalter of Philippi, West Virginia, and Baltimore joined him to start the next 25 years off on the right foot.

Following three years in various Amphibious Force tours, daughter Susan Jill was born in December, 1959. Five days short of three years at Postgraduate school and destroyer tours, son Peter managed to join the family of celebrants in December, 1962.

The next 20 years took the family from Hawaii to Washington, D. C., and from Newport, Rhode Island, to Charleston, South Carolina, with side tours to D.C. interspersed. After two destroyer commands and five D. C. tours, Pete retired from NAVSEA, where he was Director, Fleet Modernization Program, and stayed in the D. C. area as a "highway helper." Although Jill graduated from the University of Maryland in December, 1981, Pete still has difficulty cheering for Maryland. Son Peter follows his mother's proud tradition as a West Virginia Mountaineer.

Pete has remained active in class affairs and currently displays his bull talent as author of the '56 column in Shipmate.

Career Highlight: "Getting the class column in to Shipmate by deadline each month in spite of frequent lack of correspondence by classmates."



## ROY M. PHILLIPS

Marketing Manager  
Rantec Division, Emerson Electric Co.

## RALEIGH EDWARD PIATT, JR.

Senior Industrial Engineer  
Hughes Helicopters

Lee entered the Air Force after USNA graduation and was sent to the aircraft maintenance course, Chanute AFB, Illinois. In April, 1957, he was assigned to March AFB, Riverside, California, and completed his service tour there. While at Chanute AFB, he met Shirley at a Valentine Day Dance in 1957, and they were married in one year and one day (February 15, 1958).

After leaving the Air Force, Lee attended graduate school at Stanford University, Palo Alto, California, and Oklahoma State University, Stillwater, Oklahoma. His studies were in the field of industrial engineering, and he was awarded an M.S. degree in June, 1961.

Now it was time to go to work. Shirley and Lee decided to settle in Southern California, and have been living and working there ever since. Lee has worked with Ampex Corporation, Litton Data Systems Division, TRW, Inc., and is now employed at Hughes Helicopters, Inc. Shirley is a registered nurse and works part-time at a hospital in Culver City.



The Piatt's only child, Susan, was born on September 18, 1963, and "baby makes three." Susan now works in an animal hospital and is saving for her own car. She was graduated from high school June 19, 1981, and may enter college next year.

Some of Lee's interests are reading and keeping in shape; he works out twice a week by running and training with light weights.

## ANDREUS A. PISKE, JR.

Physician, Family Practice

Andy held a commission in the Air Force for ten years, working his way through Missile Guidance School, Lowry AFB, Colorado; Squadron Officer's School, Alabama; and earning a Master's degree in astronautics from the Air Force Institute of Technology. Along the way he met and married Jean, and acquired five children: Becky (born February 16, 1957), Mary Jo (born September 7, 1958), Greg (born June 15, 1962), Brad (born March 27, 1964), and Beth (born September 13, 1966).

Career Highlight: "At the age of 37 (with five children, a wife, two dogs and one cat) Andy turned down a transfer within TRW Systems to Australia, took a demotion with pay cut to stay in the Dickerson, Texas, area, and took pre-med requirements at the University of Houston on the chance that his application to medical school might be accepted. The gamble paid off, for he was accepted at the University of Texas Medical Branch, Galveston, as the oldest freshman medical student (37-3/4 years) in the state in 1971. Andy started medical school when Becky entered high school. He graduated in 1974, did a 14-month residency in Family Medicine, and is now a partner in a nine-doctor clinic in Texas City. It took him 37 years to decide 'what he wanted to do when he grew up.' He is doing it and never once regretted his decision." (Jean Piske)

## BENJAMIN LEWIS POE, JR.

Senior Engineer  
VEDA, Inc.

In July, 1956, Ben reported to Pensacola for flight training, and received his wings in October, 1957, in Corpus Christi. He then returned to Whiting Field as a formation flight instructor. The next tour was to Jacksonville, Florida, where Ben went through A-4 RAG Squadron VA-44 and on to join Bob Kemper in VA-106 at Cecil Field. After developing back problems, he was transferred to VP-5 to fly P-2 aircraft, also serving as Personnel Officer and Administrative Officer. He was Officer in Charge of the P-2 detachment at Roosevelt Roads when the Cuban Quarantine started.

In May, 1963, Ben reported to COMFAIRWINGSLANT in Norfolk, where he was Aide to Admirals George Koch, Class of '55, Norman Gillette, Class of '36, and Alfred Matter, Class of '32. While Aide, he was deep-selected for Lt Commander.

In June, 1965, he reported to the P-3 RAG, VP-30 at Patuxent River, where he was Operations Officer for two years. Ben then spent a year in Newport, Rhode Island, at the War College, at the same time earning a Master's in Political Science from George Washington University. Joining VP-56 at Pax River, he participated in the transition from P-2 to P-3 when VP-56 became the Navy's first P3C squadron. In April, 1970, he reported to VX-1 in Key West, where he flew all models of the P-3, served as Admin and Maintenance Officers, and was presented the Navy Commendation Medal for his performance.

In the summer of 1972, Ben reported back to Pax River to the staff of the Naval Air Test Center and served as Branch Head with the Test and Evaluation Coordinator Staff. He traveled to Puerto Rico from June, 1976, to June, 1979, serving as Air Operations Officer for the Air Station in Roosevelt Roads, and then returned to Pax River in July, 1979, as Air Operations Officer for the Air Station until March, 1981, when he retired.

After three weeks of retirement, Ben started working for VEDA, Inc., as a Senior Engineer in the field of Aircraft Test and Evaluation. His first project was the aerial refueling of the C-2A aircraft.



Ben married the former Donna McCord on June 23, 1956 and together they produced five children: Benjamin III (September 8, 1957); Daniel (October 17, 1958); Mark (September 7, 1960); Rebecca (April 25, 1962); and Timothy (October 28, 1968). At this time they have one grandchild, Rachael, born to Benjamin III and his wife, the former Anita Fuller.

Career Highlight: "Completed 22 years flying duty after Medical said he was through flying and would probably be given a medical discharge."

## WENDELL W. POWELL

Captain, USN

After graduation from USNA, Wendy went to flight training, got married to his high school sweetheart, and flew A-3's out of Sanford, Florida. He earned a Master of Science in Operations Research from Postgraduate School before participating in our Southeast Asia exercises for three years in VQ-1. Afterwards he was designated Aeronautical Engineering Duty Officer and is presently Commanding Officer, Naval Air Research Facility, Jacksonville, Florida.

The Powells have two children: Jeff, graduating from college and aspiring to be an attorney, and Candy, married to a Navy pilot (Class of '79 USNA).

Career Highlight: "Landing the venerable A-3 Skywarrior on a 27 Charlie class aircraft carrier at night--also living in Japan for three years without an automobile accident."



## JAN PROKOP

Senior Vice President  
Data Resources, Inc.

Following graduation Jan entered the Supply Corps, with an initial duty assignment as Supply and Disbursing Officer, USS Fessenden (DER-142), Honolulu, Hawaii. While he was Department Head, the Ship's Supply Department was awarded the highest rating among DER-class ships in Supply Effectiveness.

After a two-year interlude as Instructor in Marine Engineering, U.S. Naval Academy, Annapolis, Maryland, Jan was assigned as the Logistics Advisor to the Venezuelan Navy, Caracas, Venezuela, in August, 1962. When he returned to the states, he entered the M.S. Program at the Naval Postgraduate School, earning a Master's in management/data processing in June, 1964. He then reported as Chief, Data Systems Support Office, Oakland, California. Jan established, organized, staffed and then headed this independent West Coast central analysis and programming office for Navy Stock Points. He then undertook a two-month special assignment from May through July, 1966, taking charge of establishing a computation facility for the Chilean Navy at Valparaiso, Chile, at the request of the Chilean Government. (He returned to Chile in June, 1967, and July, 1972, for follow-up review and guidance.)

Jan completed a Ph.D. program at the University of North Carolina between June, 1966, and June, 1969, receiving his doctorate in computer science. He then began a series of assignments in Washington, D. C., first as Assistant Deputy Controller for Data Automation, Office of the Secretary of Defense (Comptroller); then as Director of Data Processing and Systems Analysis, Federal Energy Office; and finally as Director, Department of the Navy Automatic Data Processing Equipment Selection Office. He retired from the Navy in November, 1976.

Jan's civilian career has kept him in the computer/management field. From November, 1976, to March, 1979, he served as Director, Office of Procurement and Automatic Data Processing Management, U.S. Department of Commerce, directing audits of the ADP performance of the Bureaus and providing direct computer support to the Office of the Secretary and various Bureaus. Between March, 1979, and September, 1980, as Associate Commissioner, Office of Sys-

tems Social Security Administration, Baltimore, he managed six offices and 2,100 employees in the full spectrum of general and project management, budget, personnel, requirements determination, acquisition, strategic planning and operational production associated with approximately 20 large-scale mainframe computers, including a telecommunications network of approximately 4,000 remote terminals at over 1,000 locations nationwide. In 1980 he assumed his present position as Senior Vice President, Computer Services, Data Resources, Inc., in Lexington, Massachusetts.



## ROBERT E. QUINN, JR.

Captain, USN

Judy and Bob were married at the Chapel the day after graduation. Bob reported to Naval Air Station, Quonset Point, Rhode Island, for duty in the Public Works Department, and had a memorable winter removing snow from the runways. Moving to Rensselaer Polytechnic Institute in Troy, New York, in May, 1957, Bob studied civil engineering. He was promoted to Lieutenant (jg) in December, 1957, and was awarded a BCE and membership in Chi-Epsilon in August, 1958. The family then traveled to Naval Ammunition Depot, Fallbrook, California, in August, 1958, where Bob became Public Works Officer. Robert was born on January 15, 1959, at the Naval Hospital, Camp Pendleton, and Bob was promoted to Lieutenant in June, 1960.

In October, 1960, the Quinns moved to Port Hueneme, California, and Bob joined Naval Mobile Construction Battalion 11. The battalion deployed to Guam for 11 months, with Bob as the Operations Officer. After three months in homeport, they deployed to Midway Island. Diane was born on February 6, 1961, in Oxnard, California, and John was born on July 13, 1962, also in Oxnard.

In March, 1962, Bob reported to the Civil Engineer Corps Officers School at Port Hueneme as an instructor. In June of 1964, he moved to Stanford University, where he was awarded an MCE in Construction Management in 1965. He was then assigned to Naval Air Station, Alameda, California, where he became the Assistant Public Works Officer and was promoted to Lieutenant Commander in July, 1965.

In April, 1967, Bob deposited Judy and the kids in Janesville, Wisconsin, and left for Vietnam, assigned as Planning Officer and Assistant Operations Officer of the 20th Naval Construction Regiment, located at Red Beach, Danang. In August, 1967, he was ordered to be the first Operations Officer of the newly created 32nd Regiment located at Gia Lei, outside Phu Bai. He was responsible for all Seabee operations between the DMZ and Danang, and had some interesting operations along the DMZ, at Khe Sanh, Dong Ha, Hue and numerous unnamed spots. He built the base at Luang Tri and was wounded during the Tet offensive in the city of Hue. Awarded the Bronze Star and Purple Heart, Bob was patched up



in the hospital at Yokosuka, Japan, and returned to the states for two months of convalescent leave with the family in Wisconsin. He was then ordered to the staff of the Supreme Headquarters Allied Powers Europe in Belgium. As a new Commander (July, 1968), Bob had responsibility for the facilities program for 54 naval bases in ten countries, developed and sustained NATO approval of the NATO airfield protection program, earned registration as a registered Professional Engineer in Massachusetts, and was awarded the Meritorious Service Medal.

The Quinns returned to the states in May, 1971, with Bob ordered to the staff of the Joint Chiefs of Staff, Washington, D. C., as action officer on all NATO infrastructure matters. With a second Meritorious Medal, he was then ordered to Port Hueneme, California, to take command of Naval Mobile Construction Battalion 40. The battalion deployed to Okinawa for eight months, followed by six months in home port, and eight months in Puerto Rico. Bob was the commander of the tent city on Guam during Project New Life, the evacuation of refugees from Vietnam in 1974, where he was awarded the Joint Service Commendation Medal. During 1975, he provided disaster recovery assistance to Guatemala following the earthquake.

In July, 1976, Bob was called home as Executive Officer of the Construction Battalion Center, Port Hueneme. He was promoted to Captain in the same month, and became a registered Professional Engineer in California. In June, 1978, however, he left for the Far East as Commanding Officer of the Public Works Center--Officer in Charge of Construction Far East and Force Civil Engineer, Commander Naval Forces, Yokosuka, Japan. During this tour he developed the first comprehensive Master Plan for Yokosuka, organized the program to coordinate Japanese support of U.S. Navy facility requirements in Japan, and was awarded the Legion of Merit and awards from the Japanese Maritime Self Defense Force, the City of Yokohama, and City of Yokosuka.

In June, 1981, Bob took command of the Western Division, Naval Facilities Engineering Command in San Bruno, California. He is currently responsible for the planning, real estate, design, construction, maintenance, transportation, utilities, housing, environmental and energy programs for the Navy and Marine Corps in the nine western states, including Alaska.

Judy and Bob reside in the former Admiral Nimitz quarters on Yerba Buena Island, San Francisco.



## JAMES P. RANSOM II

Captain USN

The Ransom family has grown and scattered since Dale and Jay were married in April of 1957. Their three boys, raised in and around New London, Hawaii, Windsor, Bainbridge, Vallejo, and London, are now all sporting sea service blue. Jim (born March 1, 1958) graduated from USNA in 1980, and is enroute Hawaii to join his first ship, USS Los Angeles. Daughter Anne was added to the clan only last year, when she and Jim exchanged wedding vows. Scott (born June 29, 1960) is a senior at USCGA, rowing up a storm for the crew team, and doubtless headed for one of the Coast Guard's fabled outposts come next summer. Tom (born October 15, 1961) is a youngster at USNA, and will assuredly be happy with any kind of duty so long as the homeport is Hawaii.

As for duty history: Jay served happily for almost two years on the ASW carrier Tarawa before entering the submarine service in 1958. Since then, he has served on Bashaw (SSK-241), Seadragon (SSN-584), Halibut (SSN-587), Guardfish (SSN-612), and for three great years was in command of Pargo (SSN-650). He also enjoyed three years in command of Nuclear Power School Mare Island, and staff tours at CINCUSNAVEUR (London) and COMSUBPAC. Jay is presently serving as commander of the Navy's operational deep submergence squadron, Submarine Development Group One in San Diego, where he and Dale are rattling around in large Victorian Navy quarters, ready to share hospitality and sea stories with old friends from '56.

Career Highlight: "I neither know nor want to know anything other than how to drive a submarine. Have been awarded the Legion of Merit three times for some success at doing that."

## ALLEN E. REED

Senior Marketing Engineer/Electronics  
Hamilton Standard/Div. of United Technologies

Al served with the Navy as an aviator until 1960, when he transferred to the Naval Reserve and looked for civilian employment on the side. He started with Hamilton Standard in 1961, working in Production Control, as a Senior Engineer, and as a Sales Engineer. In 1966 he moved to Chandler Evans as a Senior Sales Engineer working with jet fuel controls and pumps, and remained with this firm for 11 years before returning to Hamilton Standard as a Senior Sales Engineer. Throughout his career, Al has been associated with jet engine fuel controls for small engines (turbofan, turboshaft, and turbo-prop), frequently also being involved with customer contact, proposals, and negotiable program contracts. He is currently involved with the new (microprocessor) small electronic fuel controls for commuter aircraft jet engines.

Outside of business hours, Al has managed to make two trips to the Bahamas, one in a Cessna 182, one in a Mooney, and looks forward to returning. He also enjoys travelling and staying at restored New England Colonial inns with his wife, Ellen G. Reed, a native of West Hartford, Connecticut, who works as a legal secretary. The Reeds have three children: Susan, born September 29, 1960, who has completed two years at Dennison University before transferring to Syracuse in Graphic Design; Allen,



born November 9, 1962, who is in his first year at Gordon College, Massachusetts, and is interested in pursuing a liberal arts degree with religious and missionary emphases; and Matthew, a junior at Westminster Prep School, Simsbury, Connecticut, who was born March 14, 1965.

Career Highlights: "Obtained (as civilian) aviator's license--helicopter, seaplane, multiengine, commercial and instrument rating. Have been flying for 26 years--mostly single engine. Also, served as NCAA lacrosse referee (17 years)--also soccer referee (6 years) for high school and preps."

## PAUL J. REESE

MTS Systems Analyst

The day after graduation, Nancy Schofield and Paul were married at St. Mary's and remained in Annapolis for the summer while Paul instructed in the Seamanship and Navigation Department. He then reported aboard the Task Force Alpha destroyer USS Bache (DDE-470) in Norfolk as Electronics Maintenance Officer. When the ship deployed to the Red Sea, Nancy went home to Annapolis to give birth to Paul, Jr., at the USNA hospital in May, 1957. Postgraduate school (meteorology) was next, and Michael and Cecilia were born in 1958 and 1959.

From Monterey, Paul was assigned to NAS Moffett field near San Francisco as Assistant Meteorology Officer. In December, 1961, son Thomas was born and the next spring the Reeses returned to Norfolk to report aboard the cruiser-type command ship USS Northampton (CC-1) as Meteorology Officer. President Kennedy and several Congressmen spent a night aboard to highlight that tour. Another son, Stephen, was born in Norfolk in 1963. From 1964 to 1967 Paul was Officer in Charge of the Naval Weather Service Environmental Detachment at Glynco, Georgia; son John was born there in 1965.

The Navy had no openings for a Lieutenant Commander with one black shoe and one brown shoe, so Paul left them to move to Plainfield, New Jersey, where he worked as a programmer on the Mark 86 Shipboard Gun Fire Control System at Lockheed Electronics for three years. In 1970 the family moved to Fort Lauderdale where Paul has worked with Systems Engineering Labs, the City of Fort Lauderdale, and now Modular Computer Systems, a computer manufacturer.



Paul, Jr., graduated from USNA in 1979 and is a NFO flying in P3V's at NAS Jacksonville. Michael and Cecilia graduated from Florida Atlantic University and are working locally. "Most of our time is spent maintaining and improving our 'old Florida atmosphere' property on the New River in Fort Lauderdale. There's lots of dock space if any small boat (under Minesweeper size) sailors need a place to rest and relax and sip a cool one when you're in the area."

Career Highlights: "Getting a Master's degree and owning a house on the New River in Fort Lauderdale."

## WILLIS SCOTT RICH

Captain, USN

Willis lists a long string of sea assignments: the USS McCaffery (DDE-860) as Gunnery Officer; Executive Officer with USS Waldo County (LST-1163); Ops/Nav with USS Swordfish (SSN-579); Executive Officer with USS Stonewall Jackson and USS Gato (SSN-615); and Commanding Officer for USS Guardfish (SSN-612), USS Sam Houston (SSBN-609), and USS Fulton (AS-11).

In his intervals ashore, he attended New York University, receiving a Master's degree in Mathematics; served at BuPers as Asst. Prog. Manager for Nuclear Power Personnel; and was assigned as Assistant Chief of Personnel, Strategic Systems, COMSUBPAC.

Career Highlights; "Marrying Jan and then being blessed with four daughters: Ann, Mary Beth, Sarah, and Carolyn."



## DOUGLAS V. RIGLER

Lawyer

Doug left the Navy in 1960 in order to attend law school; he continued to fly as a "Weekend Warrior" in the reserves, and found his school career interrupted by a recall during the Berlin Crisis of 1961-1962. Upon graduation from law school in 1963, he spent a year as a counsel to the House Judiciary Committee before entering private practice.

Doug's firm, Foley and Gardner, is one of the largest national firms, with around 200 lawyers in Washington, D. C., Wisconsin and Florida. His own practice is divided among federal, corporate, and agency litigation (such as antitrust cases) and technology licensing, both domestic and international. In the public service vein he has served on the



## NED COOPER ROBERTS

Captain, USN

After graduation Ned went to Pensacola for flight training. Soon after arriving he found out that he was medically unqualified to fly, and had to quickly reorient his focus toward going to sea in ships interspersed with periods of shore duty. The first five years were spent at sea in three different ships: USS Lester (DE-1022) as Operations, CIC, and Communications Officer; USS Toledo (CA-133) as Fire Control Officer; and USS Los Angeles (CA-135) as Fire Control Officer. Ned then spent 1961-1962 as a student at Postgraduate School, Monterey, in the Ops Analysis Curriculum, and the following two years as an instructor at USNA.

Returning to sea in 1964-1965, Ned served as Commanding Officer of USS Mattabesset (AOG-52), and as Executive Officer of USS O'Hare (DD 889) in 1964-1965. He then put in two years (1967-1969) at the Bureau of Naval Personnel, Officer Distribution, and two more years with the Staff, COMSIXTHFLT, as Fleet Scheduler and Surface Operations Officer. His second sea command came from 1971-1973, when he skippered USS Knox (FF-1052). A year as a student at the National War College preceded a three-year (1974-1977) tour as Commanding Officer, Navy Recruiting District, Cleveland, Ohio. In 1977 Ned moved to the Staff, COMCRUDESCRU 3, ACOS Ops and Plans. He held a third

Atomic Safety and Licensing Board by presiding over Nuclear Regulatory Commission panels which decide whether or not to issue licenses for nuclear power plants. He also does some litigation on a pro bono basis, for example, representing the Environmental Defense Fund.

Doug and his wife Kitty have a son, Douglas Curtis, who is a freshman at Columbia pursuing an interest in architecture, and a daughter, Katherine Brooke, who is a freshman at Walt Whitman High School and pursues a good many things.

Kitty is a consultant to school systems and parent groups interested in establishing or expanding programs for gifted and talented students. She is also the Chairman of several state committees and boards which are involved in the distribution of grants and federal funds to local school districts. Since both Kitty and Doug are on several boards of directors, and both travel extensively, they sometimes have weeks where their paths cross only in the Boston airport. Fortunately, those weeks are infrequent, and the Riglens have ample time for hiking in the White Mountains, the Washington Print Club, tennis, and seeing classmates who are in town.



sea command, USS William H. Standley (CG-32) from 1979 to 1981, before moving to his present assignment as Fleet Operations Officer, Staff, CINCPACFLT.

For four years after graduation Ned remained in the state of bachelorhood. Then on June 24, 1960, he gave that up to marry Margaret (Peggy) Evans; they've been able to continue to hold hands through raising four children and making ten moves over the past 21 years. The children are Derek, 19 and a member of USNA Class of 1983; Julie, 18 and a member of USNA Class of 1984; Brian, 15 and a sophomore at Radford High School; and Garren, 12 and a seventh grader at Aliamanu Intermediate School.

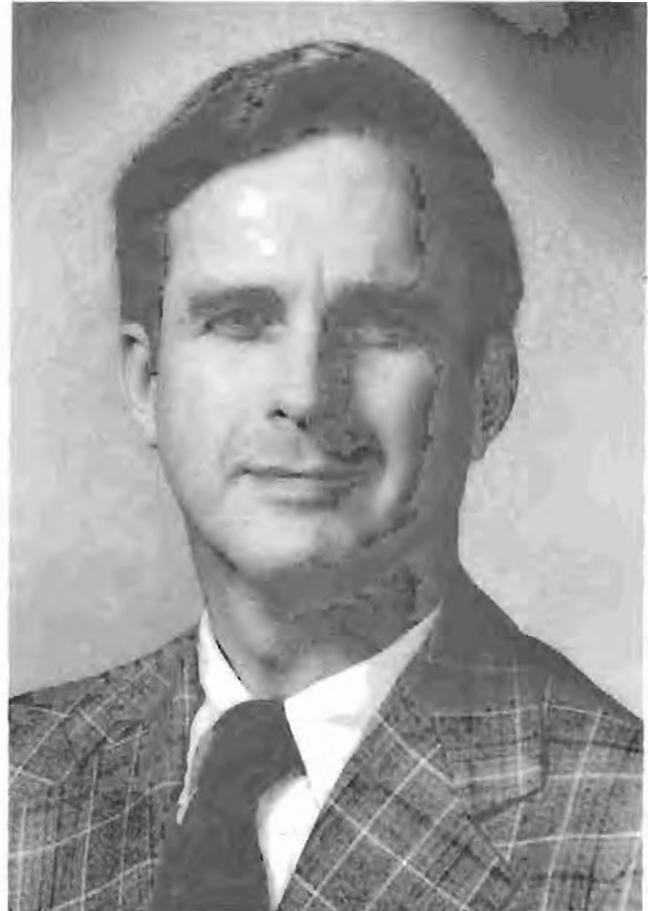
"Looking forward to the next 25 and joining you at the 50th reunion."

Career Highlights: "Meeting and marrying my beautiful bride Peggy. Professionally, I've been fortunate to have four commands, three at sea and one ashore."

## RICHARD D. ROBERTS

President  
TeleCable Corporation

Richard spent his Navy years at sea, first aboard USS Forrestal (CVA-59) as OOD underway, OOD in port, and Division Officer, and then on USS Sirago (SS-485) as Supply Officer, Engineering Officer, and Operations Officer. Following his resignation, he entered Harvard Business School (1961-1963), where he was elected Baker Scholar and received his MBA. He then started a progression up the administrative ladder, beginning as Research Director, WTAR Radio and TV Corporation from 1963 to 1965. He left WTAR to become Assistant Secretary of Landmark Communications Inc. (WTAR's parent company) from 1964 to 1967; was made Assistant to the President of WTAR from 1965 to 1968; and then moved to the position of Corporate Secretary, Landmark Communications, from 1968 to 1973. In 1968 he also went to work for TeleCable Corporation, first as Vice-President/Operations until 1977, and then as President and Director of TeleCable Corporation and 22 cable television subsidiaries (1977 to present).



Richard is also involved in varied community activities. He is Chairman of the Board of Trustees, Norfolk Collegiate School; Trustee, Westminster-Canterbury of Hampton Roads, Inc.; and an Elder of the First Presbyterian Church, Norfolk. He is also a past president, past director, and still a member of the Norfolk Lions Club, and past president and director of the Portsmouth Girls Club.

Richard and his wife, the former Shirley Hanson of Lynchburg, Virginia, have three children: Catherine (21), Helen (18), and Caroline (17).

Career Highlight: "Convincing a beautiful Southern girl from Lynchburg, Virginia, to marry a Yankee from Quincy, Massachusetts."

## HOLLIS EUGENE ROBERTSON

Captain, USN

Robbie Robertson, a native of Illinois, has never been far enough away from the waterfront to be completely safe from a low-flying seagull since graduation. In 1964 he received a Bachelor of Science degree in Mechanical Engineering from the Naval Postgraduate School in Monterey, California. He is a proven ships engineering subspecialist and co-author of the Naval Engineer's Guide published by the Naval Institute in 1972.

Robbie has served ashore as an instructor of engineering at the Naval Academy, as Officer in Charge of Fleet Introduction Team Two, Spruance (DD 963) Class destroyers, and as Senior Member, CINCLANTFLT Propulsion Examining Board, Norfolk, Virginia. He has served at sea in USS Francis M. Robinson (EDE 220), USS Franklin D. Roosevelt (CVA 42), USS Catamount (LSD 17), USS Columbus (CG 12), USS Wainwright (CG 28), and has commanded USS Charles S. Sperry (DD 697) and USS Rich (DD 820). He is currently in command of USS Biddle (CG 34).



Robbie is married to the former Mary Catherine Debelius of Baltimore, Maryland. They have five daughters, Cathy, Helen, Barbara, Susan, and Beth, and one son, Harry. Two of the kids have graduated from college, three are in college, and one is in high school.

"Business Tale--This year the class of '56 dominated Cruiser/Destroyer Group Eight in Norfolk: Ross Hatch, (CO Belknap (CV 26); Howard Burdick, COMDESRON Ten; Nick Brown, COMDESRON 26; Danny Michaels, Chief of Staff--Group 8; and Robbie Robertson, CO Biddle (LCC 34)."

Career Highlight: "A terrific 25-year marriage to Kay and six beautiful children."

## VINCENT W. ROPER

Captain, USN

Vince made his first tour in Monrovia (ADA-31), homeported in Norfolk, in the Deck and Ops Departments, while the ship operated in the Caribbean area. He was promoted to Lieutenant (jg) in December, 1957. He departed Monrovia in June, 1958, for Postgraduate School, and on the way to Monterey married Roberta "Robbie" Henesey of Norfolk on July 12, 1958. Scott Chester, Ed Covey, Ralph Jacobson and Don Ogram served as ushers.

Vince took his MS in meteorology in May, 1960, and the Ropers headed east for destroyer duty in Norfolk with their first child, Stephanie, born January 18, 1960, at Fort Ord. Vince spent 1960-1962 as Ops in Holder (DDE-819) operating with Task Group "B" in the Atlantic, northern Europe, and the Mediterranean. He made Lieutenant in June, 1960, and departed Holder in July, 1962, for Fleet Weather Central, Pearl Harbor. The next three years passed watching Oahu grow smaller and the family grow larger (Sharon, March 11, 1964, and Brian, May 21, 1965, were both born at Tripler). He ended the tour at Fleet Weather in the Computer Department and changed designator to 1530 (AEDO--Meteorology).

In July, 1965, Vince packed up his crew and headed for duty in Washington on the staff of Commander, Naval Weather Service. Here he worked in Ops/Comms wiring the Weather Service computers from Guam to



Rota together. He was promoted to LtCommander in July, 1965, and son Daniel was born on July 2, 1967, at Andrews AFB.

The next stop was Quonset Point, Rhode Island, and assignment as Meteorologist in Essex (CVS-9). After Apollo 7 recovery operations, news came that Essex was to be converted into razor blades, so in April, 1969, Vince made an Atlantic crossing in SS United States to the United Kingdom for duty as Ops at Fleet Weather Facility, London, CINCUSNAVEUR Staff. His designator transitioned from 1530 to 1800 (geophysics). The Ropers lived in a 350-year-old house near Amersham, Bucks--charming, except when it rained too hard or the cold winds blew--and traveled from Ireland to Scandinavia and Scotland to Germany. They headed back to Washington in July, 1972, with a permanent British souvenir --son Peter, born at USAF Hospital, South Ruislip, on April 13, 1972.

The next three years were spent in the Weather Service Staff, Washington Navy Yard, in the Requirements Branch. Promoted to Commander in May, 1973, Vince built a home on five acres in Croom, south of Upper Marlboro, Maryland, in 1974-1975. He was ordered to Fleet Weather Facility, Suitland, Maryland, as Exec-

utive Officer in summer, 1975, and finished up as Commanding Officer. He then went to NAVAIR (AIR-553) as program manager for Navy/Marine Corps meteorological equipment. He advanced to Captain in March, 1980, and transferred to Naval Oceanography Division of OPNAV (OP-952) in July, 1980, where he has headed the Operations and Development Branches to date.

Vince is past president of the Croom Sales Association, soccer director and coach for the Marlboro Boys and Girls Club, and merit badge counselor for the Boy Scouts. "Still manage to run three or four times a week and try not to let too many girls pass me. Look forward to seeing you dedicated Washington joggers at the Naval District Washington Spring '82 Meet at NNMC Bethesda."

## THOMAS M. RYAN

Owner, Matt Ryan Company

Matt spent August, 1956, to June, 1957, on the USS Bremerton (CA-130), homeported in Long Beach, as M Division Officer and Assistant 2nd Division Deck Officer. While aboard, he qualified as Engineering Watch Officer, and went to the Olympics at Melbourne, Australia. He was then tapped for Submarine School in New London, where he was promoted to Lt(jg), and was assigned after graduation to USS Sablefish (SS-303), New London, as Supply and Weapons Officer. Matt qualified in submarines and was thrown in fresh water in Lake Michigan during the cruise to open the St. Lawrence Seaway.

From December, 1959, to April, 1960, Matt served aboard the USS Miro (SS-378) out of San Francisco as Weapons/Supply Officer. After the U.S. gave Miro to Turkey as ICG Hizgrisis, he was transferred to USS Barbero (SSG-317), homeported in Pearl Harbor, as Engineer, where he was promoted to Lieutenant. The next four years were spent in staff positions: from December, 1960, to February, 1962, as SUBFLOT 7 Staff Material Officer, and from February, 1962, to July, 1964, as SUBGRU San Francisco Training Officer. While in San Francisco, Matt met and married Pat Bogel. He then spent two years (September, 1964, through June, 1966) aboard USS Iorsk as Navigator and Engineer, qualifying for command and mak-



ing Lt. Commander during this tour. The Ryan's first child, Lydia Davina, was born at this time, but died as an infant.

The next move was to the Polaris Missile Facility Pacific, in Bangor, Washington, where from June, 1966, to June, 1968, Matt served as Quality Assurance Officer and then as Plans and Programs Officer. Number One Son Eric Sven was born on November 24, 1966. "He is now 15 and smarter than his father." Matt then became Navigator aboard USS Okinawa (LPH-3) from July, 1968, to December, 1970. He qualified as Surface Warfare Officer and received the Navy Commendation Medal. Number Two Son, Scott Evan, was born February 15, 1969--now 13, a good athlete, and friendly. From January, 1970, to August, 1973, Matt worked at NAD Earle, Colts Neck, New Jersey, as Quality Assurance Officer, and commuted to Newark, New Jersey, to attend graduate school at Rutgers. Number Three Son, Carl, was added to the family on September 11, 1970. He presently wants to be a Marine or play professional soccer.

Matt's final tour, September, 1973, to June, 1976, was at Service School Command, Great Lakes as Director FT/OM/IM Schools. "Found Christ. Broke kneecap which would have caused me to be surveyed had I not retired." From July, 1976, to the present, the Ryans have lived in Bremerton, Washington. Matt has worked with Phoenix Mutual Life as an agent since November, 1976, and owns Matt Ryan Company, providing services in the area of employee benefits, estate financial planning to businesses and individuals. Matt should be a Chartered Life Underwriter by fall.

The family lives on the water 7-½ miles north of the ferry terminal in Bremerton, having purchased the land in 1967. They sail a Hobie 14 and a Newport

"flipper." "Besides sailing and work, I've had a 'tour' as President of the PIA, and am currently on the vestry of my church, St. Charles in Poulsbo. I've been busy during the campaigns helping get Republicans elected."

Career Highlight: "Courting and winning my wife Pat."

## DONALD A. SACAROB

Senior Marketing Manager  
Burroughs Corporation

Following graduation, the first major milestone in Don's life occurred on Thanksgiving Day, 1956, when the lovely Joan Walder (of Annapolis) and he were wed while he was attending Supply Corps School in Athens, Georgia.

Having resigned from the Navy after only 14 months of active duty (due to medical problems), Don sought fame and fortune in the civilian sector first with Potomac Electric Power Company in Washington, D. C., with whom he remained five years. During this time son Harvey was born (1958) as well as daughter Susan (1961). Don then joined the ranks of Civil Servants in Washington and began a five year tour of duty with the Area Public Works Office, Chesapeake, and the Federal Power Commission before being called to Naval Facilities Engineering Command Headquarters to set up a viable cost accounting and reporting system for the Navy in utilities and utilities management.

In 1966, Don left the Federal Service to accept a position with Tracor as the business manager for the Submarine Improved Sonar System Project Office within the Naval Sea Systems Command. A year later, he joined Sperry Univac, Defense Systems Division, as a marketing representative, primarily to the Navy in the tactical arena. In August, 1981, after almost 14 years with Sperry, he accepted a more challenging position with Burroughs Corporation Special Systems Division as senior marketing manager, involved with custom data processing systems for the military and industry.

Don's activities have included (among other things) serving as President of his synagogue, Commander of his Jewish War Veterans Post, President of the Civic Association, and President of the P.T.A. His hobbies include traveling, sub squad and geneology-- trying to trace his "roots" back to Moses.

Son Harvey is in the landscaping business in the Kona area of Hawaii, while Susan is currently a political science major in her third year at George Washington University, aspiring to become a member of the Congress. Joan continues to be most active nationally in volunteer work for Hadassah (the Women's Zionist Organization in America) where she rose to the position of National Vice President. She also serves as National Co-Chairman of the "Free Wallenberg Committee." Additionally, she is a consultant in food service, gourmet cooking, convention planning, and organizational management. In her spare time, she leads tours on Capitol Hill. Both Joan and Susan are fans of classmate Charlie Wilson, Susan having served an internship for Charlie.

The family has been living in the Northern Virginia area for the past 24 years and look forward to hearing from classmates wherever they may be to renew old acquaintances and memories.

Career Highlight: "Having achieved a place on this earth and in this life where I am able to contribute, where I am able to 'make things happen,' and where I am comfortable doing so."

## ROBERT J. SAMPSON

Plant Manager  
Prestolite Electronics

After graduating in 1956, Bob went into flight training in Pensacola. Here he met Sherry, who had just graduated from the University of Alabama and was teaching in Pensacola. They were married in June, 1957, after Bob was transferred to a Destroyer out of Newport. Later, he was transferred to a Cruiser out of Boston. He resigned in June of 1960 to go into industry.

The Sampsons moved to numerous areas with several companies in the fields of engineering and manufacturing before locating in Decatur, Alabama, eight years ago. Bob is Plant Manager for the Decatur Manufacturing Plant of the Prestolite Electronics Division of Allied Corporation. In addition to his duties at the plant, he is a member of the Board of Directors for the Community Relations Association; Vice-President, Decatur Chapter of the Associated Industries of Alabama; Vice-President, Decatur Junior Achievement Program; and a member of the Decatur Chamber of Commerce; Industrial Development Association; and the Rotary Club. Bob is also active in St. John's Episcopal Church, where he serves as an usher, a member of the Christian Education Committee, and a member of the vestry.

Sherry and Bob have been married nearly 25 years and have three children. Robert, Jr., just graduated from the University of Alabama with a double major in Computer Science and Math, has accepted a job with Texas Instruments in Dallas, and will be reporting the first of January after a trip to the Cotton Bowl as a member of the Million Dollar Band. Scott is in his third year at Alabama majoring in Electrical Engineering; he too was a member of the band until the engineering labs interfered with band practice. Sherry Lynn is a senior in high school, a member of the band playing the bassoon for concert season, and a majorette during marching season.

Sherry has returned to teaching after an absence of nearly 20 years. "We spend our weekends in the fall going to high school games on Friday night and to the Alabama games on Saturday. It seems to be the only way to see all the kids."



## MARIO E. SANCHEZ-CARRION

Vice President/Sales  
Latin America--ITT/Qume

Mario served in the Peruvian navy (submarines) until 1968. Since then he has worked with ITT in Latin America for ten-plus years in the field of communications. Lately he has been involved in computers, serving ITT-QUME Corporation for the past three years to help bring operations in Puerto Rico from five people to the present 1000 employees.

"I am involved in same field for the Latin American Region. With more than 440 million people this region (L.A.) looks very challenging and promising! Any classmate involved in this field please contact/write me."

Mario has three children: Mario, Jr., 20; Eddie, 19; and Viviana, 15.



## STEPHEN E. SARGENT

Merchant

Steve's Navy career included line officer assignments on destroyers, conventional submarines, and nuclear submarines. He resigned from the water world in 1965 and began a career in computers with IBM. After five years of "training," he moved on to National Information Systems, where he held the position of Vice President/Marketing, and Continental Computer Leasing Corporation, of which he was President.

In 1980, following a divorce, Steve sold his interest in Continental and moved to his original home state of Vermont. Here he bought a hardware store and a small oil company and married "a beautiful redhead named Justine ('Tina')." "

Steve's children by his first marriage are Julie, born in 1961 and attending college at Delaware, and Ellen, born in 1963 and studying at Kutztown. His new stepchildren include Carol, 14, and Shawn, 12.



## ROBERT JOSEPH SCANLON

Director, Command Manpower Management Office  
Naval Sea Systems Command, Washington, D. C.

After graduation Bob reported to the USS Norris (DDE 859) in Newport, Rhode Island. While aboard from 1956 through 1959, he served as Engineering Officer and later Operations Officer. He transferred to the Supply Corps after completion of Supply Corps School in Athens, Georgia, in February, 1960, and his first Supply Corps duty was at the Naval Shipyard at Philadelphia, working in the Supply Department as Head of the Stock Control Branch and later Head of the Traffic Management Branch.

Bob became a "plank owner" of the USS Barney (DDG 6) when he was assigned to the precommissioning detail, and he later became the first Supply Officer from 1962 to 1964. Barney was commissioned in Camden, New Jersey, and homeported in Norfolk. He decided to return to civilian life while attached to the Material Control Division of the Bureau of Ships from 1964 through 1967.

Civilian employment has included management analyst and program analyst positions in the Naval Ship Systems Command. Bob is currently the Director, Command Manpower Management Office of the Naval Sea Systems Command, and as a collateral duty he has served on the Navy Department Board for Correction of Naval Records.

In October, 1958, Bob married Audrey Valzis of Baltimore, a graduate of the College of Notre Dame of Maryland, whom he met at a Newman Club "Tea Fight" in Annapolis in 1954. There are four young Scanlons: Robert, born in 1959, is a senior at George Mason University; Patricia, born in 1961, is a sophomore at James Madison University; Michael, born in 1963, is a freshman at Virginia Tech; and Mark, born in 1965, is a junior in Annandale High School.

Bob has been active in PTA, Boy Scouts and youth athletic club activities in the Springfield, Virginia, area, holding posts such as troop committee chairman, acting scoutmaster, and soccer coach.



## ROBERT A. SCHADE, JR.

Captain, USN

Bob arrived at Mother Bancroft at the tender age of 17 from East Rockaway, New York. He immediately threw himself into his academics and his first love, music. It was his music that brought him to Kentucky where we met in June of '56. We decided to make our own music in March of '57. Our harmony produced three gorgeous daughters and one adorable grandson.

Bob's career with the Civil Engineer Corps (CEC) has been a most rewarding and challenging one. After RPI, we went to Meridian, Mississippi, where he was Resident Officer in Charge of the construction of a new Air Station for two and one-half years. With this assignment winding down, we asked for duty in Hawaii but found ourselves in Cambodia with the Military Advisory Group, as the lone naval officer in an Army Command, an experience that we cherish. The Army awarded Bob with their Commendation Medal for his expertise.

Next, off to MII, where he received his MSCE. From Boston we went to Public Works Center, Newport, Rhode Island. In October of 1966 we found ourselves in Washington at the Naval Facilities Engineering Command (NAVFACENCOM) Headquarters. Before leaving in April of '69, Bob received the Navy Commendation Medal.



May of '69 found us in Port Hueneme, California, where Bob assumed command of Mobile Construction Battalion Five (MCB-5) and deployed for three tours in Vietnam. During his command with MCB-5, Bob was recipient of three Bronze Stars. After 'Nam, Bob was assigned to the staff of Port Hueneme as the Construction Equipment Officer and this proved to be the shortest tour of his career, because six months later he was back in D. C. as the Navy representative on a Department of Defense Construction Equipment Maintenance Study.

Back to NAVFACENCOM in '73 as the Director of the Operational Facilities Construction Division until August of '75 when he attended the Industrial College of the Armed Forces. We truly enjoyed being there and participating in the many Bicentennial celebrations.

Unfortunately, we were unable to accompany Bob to Guam in '76 where he was Assistant Chief of Staff for Base Support and Force Civil Engineer. Looking back, those 15 months went quickly, but certainly not at the time! Bob returned to Headquarters in D. C. and reported in as Officer in Charge of Con-

struction at Bethesda. We look upon the new National Naval Medical Center and the Uniformed Service University of the Health Sciences with a great deal of pride. Presently, Bob is the Vice Commander of the Atlantic Division, NAVFACENGCOM in Norfolk.

As his wife, I am proud to have shared his various jobs and I say to all of you who know Bob well, he remains one terrific guy.

God bless!  
Cele Schade

Career Highlight: "Officer in Charge of design and construction of the new National Medical Center Bethesda and the Uniformed Services University of the Health Sciences."

## JOHN E. SCHAEFER

Vice President, Manufacturing  
Solid State Scientific

Jack spent three and a half years in the USAF Air Weather Service, finishing at Griffith AFB, New York, before resigning his commission in 1959. He then embarked on a longer tour with Texas Instruments--15 years, with promotions leading to Manager of Time Products Marketing. The family--wife Barbara, two girls and two boys--lived for 12 of those 15 years in Texas, six years each in Richardson (Dallas) and Spring Branch (Houston). An outdoor-focussed group, the girls concentrated on competitive horseback riding, the boys on football and baseball, and Barbara on activities with the Houston and Dallas Junior League.

Jack accepted the position of Manager, Domestic IC Operations of the RCA Findley, Ohio, and Palm Beach Plants and Director of Government/HiRel Products and the family moved to Findlay, Ohio. Here the girls capitalized on long-standing family interests in tennis to make the varsity tennis teams, and Jack became a member of Rotary. After three years, The Schaefers moved again, this time to Wayne, Pennsylvania, adjacent to Valley Forge Park. Jack took up his present position with Solid State Scientific as Vice President, Manufacturing.



The family remains very active. Daughter Lyell, 22, is now at Duke University, and Margaret, 20, is at Princeton. John, Jr., 17, attends Conestoga Senior High, and Peter, 14, is at Valley Forge Junior High; both boys are active with football, baseball, tennis, band, and acolyting. Barbara plays tournament bridge, and both Barbara and Jack are involved in church work at St. Mary's Episcopal Church, Jack on the vestry and Barbara as a member of altar guild.

## ERNEST J. SCHEYDER

Captain, USN

Following graduation from the Naval Academy in 1956, Ernie was assigned to USS James E. Kyes (DD 787) as a first Lieutenant for one year. From June, 1957, to December, 1957, he attended the Submarine School at New London, Connecticut, and subsequently served aboard USS Sea Robin (SS 497) as Supply, Weapons, and Engineer Officer until February, 1960. During this period he was qualified in submarines. His next assignment was aboard USS Albacore (AGSS 569) as Engineer in February, 1960.

From June, 1961, to June, 1964, Ernie attended graduate school at Massachusetts Institute of Technology, where he received a Master's degree in Electrical Engineering and the degree of Naval Engineer. Following designation as an Engineering Duty Officer in June, 1964, he reported to Portsmouth Naval Shipyard where he served a three-year tour as New Construction Ship Superintendent on USS Jack (SSN 605).



Ernie's next assignment took him to the Pacific area in June, 1967, where he was assigned to the Ship Repair Facility, Subic Bay, Republic of the Philippines, with duties as Planning and Estimating Superintendent and then Repair Officer. In June, 1969, he reported to the Supervisor of Shipbuilding, Pascagoula, Mississippi, as Quality Assurance Officer and East Bank Assistant Supervisor of Shipbuilding. He was next attached to the Portsmouth Naval Shipyard where he served as Shipboard Test Officer from October, 1971, and Repair Officer from June, 1972, to June, 1976.

Returning to the Pacific area in June, 1976, he joined the staff of Commander Submarine Force, Pacific Fleet at Pearl Harbor as Force Material Officer. He reported to the Naval Sea Systems Command in January, 1979, as Director, Submarine Logistics Division, and his present position is that of Commander, Mare Island Naval Shipyard.

Ernie has earned the Navy Commendation Medal, Navy Achievement Medal, Meritorious Service Medal (with one gold star), Meritorious Unit Commendation, National Defense Service Medal, and the Vietnam Service Medal. He is a member of the American Society of Naval Engineers.

He is married to the former Mary Ann Reynolds of New York City, and the father of four children: Ernest, Mark, who is attending the Maine Maritime Academy, Susan, and Kristen.

## EDWARD W. SCHILDHAUER

Senior Systems Engineer  
Raytheon

Since leaving the Navy in 1965, Schlitz has worked for Raytheon, initially in the FBM Program Office, but in more recent years doing more and more computer software design. In the midst of all this he took advantage of the G.I. Bill and obtained a Master's degree in business administration from Northeastern University.

On the personal side--shortly after leaving the Navy his first marriage ended. In 1970 Schlitz remarried. He and his wife, Carole, live in Cambridge, Massachusetts, and enjoy the advantages of that unique community. His children (all by his first marriage) are almost grown. Kurt, 24, is living and going to college in California; Erich, 22, is working toward a Master's degree at the University of Freiburg (Germany); Katherine, 20, is a sophomore at the University of Rochester; and Craig, 18, is an artist.

Free time interests (besides sailing) include skiing, hiking, birdwatching, music, and theater.

Career Highlight: "Living to be 47."



## GEORGE FREDERIC SCHILLING

Captain, USN

Fred's first duty assignment was in USS Leyte (CVS 32), where he served first in the Gunnery Department and then in the Engineering Department as Repair Officer. He was promoted to Lieutenant (j.g.) in December, 1957, during this assignment. Operations during this tour included deployments in the North Atlantic and the Caribbean, Norwegian, and Mediterranean Seas.

After graduating from Submarine School in December, 1958, Fred reported for duty in USS Bashaw (SSK 241), where he served as Supply Officer and then Gunnery Officer, completing one deployment to the Western Pacific. He married the former Joan Madden of Avis, Pennsylvania, in October, 1959, was promoted to Lieutenant in June, 1960, and entered nuclear power training in September, 1960.

After completing courses of instruction at Nuclear Power School, Vallejo, California; Nuclear Power Training Unit, Idaho Falls, Idaho; and Bettis Atomic Power Laboratory, Pittsburgh, Pennsylvania, Fred reported to the precommissioning crew of Thomas Jefferson (SSBN 618), serving as Main Propulsion Assistant of the Blue crew following commissioning through July, 1963. In August he reported to the precommissioning detail of John C. Calhoun (SSBN 630), serving as Engineer Officer of the Gold crew from commissioning through September, 1965, completing one deterrent patrol.

Promoted in July, 1965, George attended Polaris-Poseidon PCO/PXD School at Dam Neck, Virginia, in the fall and reported to USS Daniel Webster (SSBN 626) in January, 1966, where he completed five deterrent patrols as the Gold crew Executive Officer. He attended the Submarine Prospective Commanding Officer Course and reported in October, 1968, as Executive Officer in USS Whale (SSN 638). Highlights of the tour in Whale were the birth of a daughter, Bayle Elizabeth, on January 23, 1969; a trip to the Arctic and the North Pole in April to commemorate the 60th anniversary of Adm Perry's visit; and promotion to Commander on October 7, 1969. Detached from Whale in September, 1970, Fred attended various courses of instruction prior to reporting as Commanding Officer, USS James Madison (SSBN 627) Blue in May, 1971.

In September, 1974, after completion of six deterrent patrols, Fred reported for duty with the Strategic Operations Branch, Staff, Commander in Chief Atlantic in Norfolk. Son George Edward was born on February 11, 1975, promotion to Captain occurred in July, 1977, and in April, 1979, George reported to his present assignment on the faculty at the Armed Forces Staff College, Norfolk, Virginia.

Awards include the Defense Meritorious Service Medal, Navy Unit Citation, Meritorious Unit Commendation, Navy Expeditionary Medal, and National Defense Service Medal (second award).

Career Highlight: "Command of USS James Madison (SSBN 627)."

## CARL SCHLEICHER

Technical Director  
Center for Preventive Therapy  
and Rehabilitation

With most advances in science there is usually disbelief, frequently ridicule, and occasionally persecution. But when the evidence, and the pursuit of further evidence, exists the scientists previously working within the dimensions of the known world must listen, evaluate, experience, test the evidence, continue to evaluate, and be ready to reject or expand accordingly.

Now what has been commonly referred to as Psi discoveries, plus aspects of Eastern medicine, are being put into respectable scientific language and subjected to experimental method in keeping with Western scientific principles.

The technical engineering aspects are more concrete and better understood, therefore less subject to overreaction--for or against.

The following interview with Carl Schleicher, Ph.D. should bring to light not only recent developments in the field but pose questions for further investigation.

Carl Schleicher, Ph.D. is the cofounder and technical director of the Center for Preventive Therapy and Rehabilitation, Inc. He is also president, and research and development director of Mankind Research Unlimited, Inc.--a frontier of science research company located in Washington, D.C.

Dr. Schleicher has special qualifications in the fields of biocybernetics, bionics, psychophysics, human systems engineering, special sensor design, and biocommunications research. This includes the design and application of devices used in the scientific evaluations of research in those advanced technology fields such as infrared radiation detectors, ultra-violet recorders, magnetometers, biofeedback recorders, Lakhovsky wave oscillators, and human sensory measurement devices. In the course of this research, Dr. Schleicher has developed special software systems employing statistical analysis, operation research, and mathematical programming to record, evaluate, and document biological effects of special environmental factors on plants, animals, and humans.



Dr. Schleicher studied electrical engineering at Drexel Institute of Technology and graduated with a B.S. in engineering from the United States Naval Academy. He received his M.A. from the University of Cologne in political economics, and has also done graduate study at the University of Lund (Sweden) and the University of Bonn (Germany). He did further Ph.D. coursework at American University, Washington, D. C., completed his thesis at Bernadean University, Las Vegas, Nevada, and was granted a Ph.D. in the field of technology of management with specialties in human systems design, operations research, management information systems, and research and development management.

A prolific writer, Dr. Schleicher has written many articles, manuals and reports which include the areas of statistical theory, gaming analysis simulations, systems engineering, biophysical effects, human engineering, and parapsychology.

Dr. Schleicher is a member of a number of research societies, professional organizations, and is associated with a variety of "futurology" and advanced technology activities.

## ROBERT WILLIAM SCHMITT

Rear Admiral, USN

Bob is Director for Intelligence and Space Policy, Office of the Secretary of Defense. He has served in numerous intelligence assignments on afloat and shore based staffs in both the Atlantic and Pacific Fleets, and at Naval Commands ashore in the Philippine Islands; Chicago, Illinois; and Washington, D. C. He also served as Assistant Naval Attache at the U.S. Embassy, Stockholm, from 1967 to 1970.

Other significant assignments include duty as Assistant for Intelligence, Plans, Policy and Estimates in the Office of the Chief of Naval Operations; Assistant Chief of Staff for Intelligence, Commander Sixth Fleet, and Intelligence Assistant to Director of ASW Programs in the Chief of Naval Operations. Early in his career, Bob served on amphibious ships in the Pacific fleet and was assigned to the staff



## JOHN CLIFFORD SCHOEP

Engineering Manager  
General Dynamics

Cliff entered the Air Force after graduation, and two weeks later married his high school sweetheart, Jacque Dagendorfer, in Norfolk, Nebraska. After a year in tech school at Keesler AFB, Mississippi, he went to Toul-Rosieres AB in France, as a Maintenance Officer in the 50th Tactical Fighter Wing. Jacque joined him there one month before their son Michael was born. Two years later they were transferred to Hahn AB, Germany, where their daughter, Ann, was born.

The Schoeps returned to the U.S. in 1960 to Wright-Patterson AFB, Ohio, where Cliff got a Master's Degree in Electrical Engineering in 1962 from the A.F. Institute of Technology. He returned to Keesler AFB as an instructor, then was assigned to Holloman AFB, New Mexico, as a Project Officer in the Air Force Guidance Lab. In 1965, back to Ohio, this time to Columbus and Ohio State University for two years of postgraduate study in EE.

Then came four years as an instructor at the A.F. Institute of Technology, two at the detachment at Malmstrom AFB, Montana, and two at the resident school at Wright-Patterson. Following a year at Air Command and Staff College, the Schoeps went to Edwards AFB, California, where Cliff became an instructor and Chief of Simulation at the Test Pilot School. In 1972, he was assigned as Chief of Engineering for the A.F. Remotely Piloted Vehicle Test Squadron, and in 1973 he planned and coordinated the move of that squadron from Edwards AFB to Hill AFB, Utah.

Cliff retired in June, 1976, with the rank of Lt. Colonel. Moving to California, he worked for the Northrup Corporation, Ventura Division, making several trips to Saudi Arabia to design a training range for the Saudi Air Defense Command. In January, 1978, the Schoeps moved to the San Diego area, where Cliff presently is an Engineering Manager for General Dynamics, Electronics Division.

of Commander, Military Advisory Group, Vietnam. His most recent assignment was as the Assistant Chief of Staff for Intelligence, U.S. Pacific Fleet.

Bob and his wife Jackie have five children. Bob, Jr., born July 9, 1958, is a 1980 graduate of American University and is now Assistant Editor of the Congressional Staff Directory. Karen, born August 31, 1959, graduated from Wellesley College in 1981, and is now a marketing representative for IBM in Chicago. Amy, born December 15, 1960, is a member of Penn State Class of 1982, and a foreign service major. Jeff, born January 19, 1962, is an economics major at the Naval Academy, Class of 1984. Kent, born November 21, 1963, will graduate from Mt. Vernon High School in 1982.

Career Highlight: "Exceptional husband and father. Respectfully submitted, Jackie."



Michael Schoep is a sonar technician on an MSO stationed in San Diego. He and his wife, Kathy, have just become parents of twin sons, Eric and Jason. Needless to say, Cliff and Jacque are very proud grandparents. Ann is working and attending college in Thousand Oaks, California, and is very busy planning an April 1982 wedding.

## RAY SCHREINER

Engineer  
NAVAIRSYSCOM IACTS Ground Systems

Following two tours of VS squadron sea duty and Electronics at USN Postgraduate School, Ray became the S-2 "Class Desk" Engineering Project Officer at NAVAIRSYSCOM, providing aircraft mods such as the S-2G. "I loved the work and found a home for my endeavors." After retirement, he consulted for two years for NAVAIR on T-34C and T-44A engineering work; then in 1978 he became "a cringing government bureaucrat" performing the same kind of engineering on ASW electronic systems, surveillance aircraft, and presently on air combat maneuvering ranges.

Maureen and Ray have three children: Stephen (17), Kristen (15), and Michael (14).

Career Highlight: "Graduation from the U.S. Naval Academy with the Class of '56."

## JOHN M. SCHULZE

Captain, USN

John was designated aviator in May, 1958, and lists his service branch as "Navy Super-Aviator." His more memorable assignments include the command of VFP-63 (1972-1973)--FB RAG and two combat cruises. Top awards include the Legion of Merit, Distinguished Flying Cross, Bronze Star, Meritorious Service Medal, and Air Medal. While still on active duty, he has become a member of the Board of Directors of Coal, Inc.--"presently a charitable organization but designed to be a giant money-making organization. One of my fondest memories is having set of blues (coat only) fit Jim Royer. Presently on CINCLANTFLT Staff with major responsibility of keeping Buzz Husted on straight path."

Career Highlight: "Convincing the beautiful and talented Arline Virga to be my wife--seconded only by surviving two combat cruises without having butt shot off."

## RALPH SCHWARTZ

Program Manager  
Control Data Corporation

When Ralph hasn't been commanding a desk, most of his years since graduation have been involved with helicopters. He entered helicopter training immediately after flight training, and his first operational assignment was in HS-1's out of Key West, Florida. He became HSS-1 aircraft commander before being transferred in 1961 to Patuxent River, Maryland, flying P2V's and P3A's.

Ralph kept his feet on the ground (but his eyes on the sky) while at Postgraduate School from 1963 to 1965, where he earned a B.S. in Meteorology. He was then assigned to the Naval Weather Facility, Sangley Point, as Operations Officer, from 1965 to 1967. He returned to helicopters thereafter, joining Helicopter Attack Light Three as Detachment Officer in Charge. While flying the UH-1B as Fire Team Lead, he earned a Silver Star, 27 Air Medals, the Navy Commendation Medal, a Purple Heart, and the Vietnamese Cross of Gallantry.

Ralph returned to the U.S. and a two-year stint as Naval Plant Representative, Boeing Viental, Philadelphia. In 1970 he was transferred to the Naval Coastal Systems Laboratory, Panama City, Florida, as Helicopter Department Head, and in 1972 moved to NAVAIR, Washington, D. C., on the Class Desk for LAMPS MKIII, where he served five years until his retirement. Since 1977 he has been employed by Control Data as Program Manager (ILS) for the AN/AYK-14.

Ralph married Louisa June 2, 1956. Their family consists of Laura, born November 21, 1958, who graduated from William and Mary in 1980; Eric, born March 30, 1962, and presently attending Lynchburg College; Benji the dog; and Kookie the cat.



## THOMAS SCHWARTZ

Lt. Colonel, USAF

Tom is currently assigned to the Directorate of Systems at Andrews AFB. As Chief, Acquisition Management Division, he is responsible for the Air Force Systems Command policy for bringing systems and equipment into the inventory. Previous to this assignment, he was Deputy Director for Spacetrack Systems at Electronic Systems Division, Hanscom AFB. Earlier assignments were also related to Air Force systems acquisitions at Headquarters, USAF and Aeronautical Systems Division at Wright-Patterson AFB. Before getting into the R & D business, his assignments were in the procurement and production field at Pittsburg Greater Airport and in the United Kingdom.

In between the "normal" duty assignments, Tom attended the Systems Management Program at AFII and the Education With Industry Program at Martin-Marietta,



Baltimore. Other incidentals were two children, both born in the United Kingdom. Deborah, the youngest (21), is now married and living at Myrtle Beach with her husband Gene. Marc, age 23, is in graduate school at Colgate. The latest addition to the Schwartz family is Ryan Paul, Grandson #1 (age seven months).

Tom is looking forward to two more years of active duty before retirement. "Would like to stay on, but this military business belongs to the young-- no matter how many I can beat on the racquetball courts."

Career Highlight: "Aside of meeting the girl who became my wife, being part of the R & D community responsible for bringing new systems into the Air force inventory."

## MELVIN B. SCHWEIGER

Deputy MX Program Manager  
General Electric

Sheila and Mel were married on June 3, 1956, and took a long graduation leave, near the end of which they traveled down to Norfolk and set up housekeeping. Mel reported aboard the USS Valley Forge (CVS-45) in August and spent nearly two years as F- Division officer and Assistant Fire-Control officer. In the middle of his tour he went to Justice School and wound up with the collateral duty of Special Courts Martial Trial Counsel. "I got so good at it (we had lots of them) that a couple of people requested me to be their defense counsel. If I remember correctly I was two of two on acquittals." Also in the middle of Mel's tour on the "Happy Valley," Carrie came along on May 16, 1957.

Mel applied for Submarine training and was ordered to the Submarine School in May, 1958. He stood high enough in his class to select a submarine stationed in a tropical wonderland, the USS Argonaut (SS 475) homeported in San Juan, Puerto Rico. She was a Regulus guidance boat, so they sent Mel to the Regulus missile course at Dam Neck, Virginia, right after graduation from sub school. He reported aboard Argonaut in April, 1959, and the Schweigers settled down to life in paradise. However, the Navy had other plans. The Polaris program was so successful that the timetable for doing away with Regulus was advanced, and Argonaut was taken out of the Regulus business, transferring the whole Division to Norfolk. "Life in paradise ended after four months. Fortunately we liked Norfolk and the folks on Argonaut."

After a couple of months in NORVA, Argonaut went to Philadelphia for an overhaul. The day before the ship transitted, Robert was born in January 5, 1960. The family set up temporary housekeeping in Woodbury, New Jersey, right after Sheila and Robert left the hospital. Time in the yard passed quickly and Mel was soon enroute to refresher training in New London, after which it was back to NORVA again. Argonaut was getting ready for a deployment to the Mediterranean and the Middle East when he was ordered to Washington to interview for Admiral Pickover. He was selected for nuclear power training contingent upon completion of submarine qualification. "We left at the end of July and returned at the end of December. Argonaut was old; we did a lot of high speed running trying to get from one commitment to



another, took a lot of heavy weather and got home in pretty bad shape." Mel managed to finish his qualification in Naples, Italy, during that cruise. In January, he received orders for Nuclear Power Training, but due to purely personal reasons, "I subjugated my strong desire to execute those orders and made the most agonizing decision of my life: I resigned from the Navy."

After submitting his resignation Mel interviewed for a number of companies, finally deciding to go with General Electric and work on Navy programs in Pittsfield, Massachusetts. The Schweigers spent three years in Pittsfield and Mel got his first taste of Program Management working on Polaris fire Control equipment. Although he had a Reserve Commission, after all that time at sea he found it difficult to orient to the reserve program and did very little.

After three years he decided that he needed a fresh challenge (must have been a holdover from Navy days) so he transferred to General Electric in Philadelphia, where he has been ever since. The youngest Schweiger, Lisa Joy, was born there in February, 1965.

Mel has worked in a number of positions in Philly, starting as an individual contributor in Systems Requirements Analysis and then in flight test, subsequently holding supervisory and management positions in flight test engineering systems evaluation and product management. He has worked on a great variety of Navy, NASA, and, most recently, Air Force programs. About two years ago he was appointed Deputy Program Manager for the MX Reentry Vehicle Program, a rewarding job with plenty of challenges and some fun, too.

After coming to Philadelphia Mel's desire to maintain Navy ties caused him to affiliate with the Naval Reserve. Along the way he has commanded two Submarine Reserve Units and as of this writing is in command of Military Sealift Command Unit. In July, 1977, he was promoted to the rank of Captain.

Career Highlight: "I've probably taken too much space already but can't close without saying something about my finest accomplishment, my family. The years have passed quickly with Sheila; she has been a superb wife and mother. We are both very proud of our kids. Our oldest, Carrie, graduated from Penn State two years ago and was married last year to a fine young man; she also has a successful career in sales. Robert, our son and middle child, is a senior at Villanova University. He is a business major and with his many talents and fine personality we are looking forward to good things from him. Our youngest, Lisa, is a junior in high school. She is bright, popular, and a happy person. She is looking forward to college in a couple of years. We are too, but with mixed emotions."

## THOMAS P. SCOTT

Captain, USN

Scotty's previous duties were with VA-12, VA-113, VA-44, VA-174, and VA-195. He served as Executive Officer and Commanding Officer of VA-82 aboard the USS America--then CUV-17 aboard the USS Forrestal. His staff duties included CTF-77, U.S. Air Force Academy, OP-506, and tactical Wings, Atlantic Fleet, NAS Oceana.

Sea commands include the USS Coronado LPD-11 from November, 1977, until June, 1979, and his present command of the USS Peleliu (LHA-5), homeported in Long Beach, California. Scotty assumed command of the Peleliu at the commissioning on May 3, 1980, at Pascagoula, Mississippi.



Awards include the Distinguished Flying Cross, Bronze Star Medal, Meritorious Service Medal, Air Medals (23), and the Navy Commendation Medal.

Scotty is married to the former Timmie Moyer of Quakertown, Pennsylvania. They have five children: John, born March 6, 1958; Jim, born May 16, 1959; Mary, born June 28, 1960; Mike, born December 21, 1962; and Paul, born June 29, 1966.

Career Highlight: "Commanding Officer, USS Peleliu (LHA-5)."

## EDWARD AMACKER SECHREST

Captain, USN

On graduation day, Ed married Peggy Thomas of St. Louis, Missouri, a senior at Howard University. After a couple of months teaching "steam" to the incoming plebes, he went to Pensacola to try Navy Air. Fifteen months, one bouncing baby boy (Ed, Jr.), and one too many near-accidents later, he went to Newport, Rhode Island, to join the Destroyer Force.

After tours as ASW and Gunnery Officer, Ed attended the Postgraduate School at Monterey (1960 - 1962), and managed to salvage a B.S. in Electrical Engineering even though it frequently interfered with his golf. Two daughters, Kim (January, 1959) and Lisa (October, 1960) were pleasant additions to the family during this period.

Then came two eventful years on the Carrier Essex (CV 9) as Main Propulsion Assistant. During this tour he "survived" the flooding of a major machinery space, a storm at sea resulting in complete loss of all propulsion power, a rupture of a main steam line and the usual hazards of being a black shoe on a "bird farm."

After Essex, homeported in Quonset Point, Rhode Island, the Sechrests moved back across the bay to Newport as Ed became Executive Officer of Camp (DER 251). Just when the family was settled comfortably --the Camp homeport was changed to Pearl Harbor (YEA!!!) and she deployed to patrol the coast of

Vietnam for eight months (BOO!!!). The family moved to Pearl Harbor in June, 1965, the ship returned in February, 1966, and Ed spent three great months on the golf courses. In July, back to Newport, Rhode Island, and the War College, where he received a Master's degree in International Affairs.

Orders to Canoe U as an instructor in Electrical Engineering convinced Ed that BUPERS had a sense of humor. After seeing the Midshipmen miraculously arrive at classes without marching in sections, the family settled down to a very active and enjoyable two years. Ed found time to pursue another Master's degree (Business Administration), teach Adult Education courses, and become the compromise President of the PTA when a redistricting of schools moved the USNA dependent children to a predominantly black elementary school. Peggy, while continuing her many volunteer activities, also managed to bring in the needed income of a junior high school teacher. Remembering Ed's "enviable" record on the "sub squad," '56-ers should marvel in the revelation that all of the little Sechrests became excellent swimmers, with Ed, Jr., advancing to Junior Olympic competition before devoting full-time to football and baseball.

After the Naval Academy came a year as Weapons Officer on the Guided Missile Cruiser Boston (CA 69), where Ed was promoted to Commander, visited Japan and Acapulco, and wore out three sets of eight-inch gun liners giving gunfire support to the Marines and Army in Vietnam. The tour on Boston was curtailed by her decommissioning, but once more Ed returned to Vietnam--this time in-country--Saigon, on the joint staff where he supervised, planned, and participated in the initial military assistance to Cambodia.

In August, 1971, he became Commanding Officer of USS Barry (DD 933) homeported in Newport, Rhode Island (where else?); however, Barry was one of six destroyers whose homeport was changed to Athens, Greece, in 1972. Next came a ten-week management course in Newport, and duty as a management consultant at the Navy Human Resources Management Center before reporting to the Headquarters, Navy Recruiting Command as Special Assistant for Minority Affairs. During 1974 to 1977 with the Recruiting Command, he averaged 50,000 miles a year traveling throughout the country while initiating and establishing a network of influential persons to assist in Navy recruiting. Ed, Jr., all-state in football, chose the University of Pennsylvania and an NROTC scholarship over an appointment to USNA and scholarships to several Ivy League schools.

In 1977, promoted to Captain, Ed was transferred to Norfolk to serve as the Assistant Chief of Staff for Operations, Second Fleet. Peggy remained in Reston, Virginia (Washington area) to shepherd Lisa through her senior year of high school, and to study Interior Design; she joined Ed in Norfolk a year later and together they survived the financial "joy" of three in college with both daughters enrolled in the University of Virginia.

Returning to Reston and Washington in 1979, after swearing in Ed, Jr., as Ensign, USN, Ed is currently Head of the Budget Section, Fleet Modernization Program (DP-43). Plans are to retire when an opportunity arises to absorb the energy currently channeled to numerous community service projects and additional studies in financial management. Peggy is an interior decorator with Bloomingdale's in preparation for launching her own business; Lt(jg) Ed, Jr., a chemical engineer, is serving in USS McCandless (FF 1084) and undecided as to the future; Kim and Lisa expect to receive degrees from UVA in 1982.

Ed holds the following awards: Bronze Star Medal with Combat "V," Meritorious Service Medal, Joint Service Commendation Medal, Naval Commendation Medal, Vietnamese Armed Forces Honor Medal, First Class, Republic of Vietnam Gallantry Ribbon Campaign and Service Medals, Navy Expeditionary Medal, Armed Forces Expeditionary Medal, National Defense with Bronze Star Medal, Vietnamese Service Medal with Silver and Bronze Stars, and Vietnam Campaign Medal.

Career Highlight: "Commanding Officer, USS Barry (DD-933)."



## JOHN RICHARD SEESHOLTZ

Captain, USN

Rich, a "surfaced submariner," holds a Ph.D. in Oceanography from MIT earned in 1968. His early shipboard tours included the USS Arneb (AKA 56), during which he participated in two Antarctic Deep Freeze Operations, USS Charr (SS 328), and USS Thomas A. Edison (SSBN 610), including the first three Gold Crew patrols of that Polaris submarine. He served as executive officer of USS Tigrone (AGSS 419) and USS Dolphin (AGSS 555). During his subsequent tour as commanding officer of Dolphin, the deepest sonar operations ever conducted by a submarine to that time were undertaken. He also commanded USS Ajax (AR 6).

Rich is qualified in both submarine and surface warfare. Shore tours included staff duty with Commander Amphibious Training, U.S. Atlantic Fleet, three years as a program manager at Defense Advanced Research Projects Agency (DARPA) and two years as a special projects officer for the Director ASW Pro-



grams (OP-095). While at DARPA he directed programs in anti-submarine warfare, Arctic, and anti-aircraft missile research and development. He worked primarily on advanced ASW systems and concepts while in OP-095. Service schools attended include Defense Language Institute, Monterey (Technical Russian Short Course), and the Senior Officers' Ship Material Readiness Course, Idaho Falls. Since February, 1980, Rich has served as the technology planner for the CNO's Long Range Planning Group (OP-00X).

Rich was married to the former Marylee Gehris of Bernville, Pennsylvania, in July, 1959. Marylee is a registered nurse who graduated from the University of Pennsylvania Nursing School. They have two children, twins born in 1960. Son Daniel is in training at Pensacola to become an NFO (Naval Flight Officer); daughter Amy is a senior at Messiah College in Grantham, Pennsylvania.

Career Highlights: "'Captured' twelve penguins for San Diego Zoo. (And loved every minute of it!) Commanding Officer--deep diving USS Dolphin and also USS Ajax."

## RICHARD W. SHAFER

Financial Planner

Dick is a retired submariner who is presently using his MBA from Stanford in his work as a financial planner. With his wife and three children, Stephen (born July 4, 1958), David (born May 18, 1960), and Kari (born December 13, 1968), he makes his home in Benicia, California.



## W. C. SHANNON

Attorney  
Caterpillar Tractor Company

Donning Air Force blue following graduation, Bill served four years on active duty as a Contracting Officer. He had duty assignments at Oxnard AFB and the 4600 Support Wing, U.S. Embassy, Ottawa, Canada. After careful consideration, he then resigned his commission to join the civilian ranks in the legal field.

Bill worked first for a U.S. Federal Court special committee in connection with multiple party anti-trust litigation, then spent ten years in private practice with Kirkland & Ellis in Chicago specializing in litigation and related matters. He is presently an attorney with Caterpillar Tractor Company, Peoria, Illinois, with similar responsibilities for the corporation.

Bill has remained a bachelor, with extensive extracurricular activities including travel and community and professional involvement. He has taken special studies at Northwestern University, and has had articles published in legal journals relating to trial law. He enjoys skiing, deep sea fishing and competitive tennis.



## DAVID A. SHELSON

Governmental Affairs Coordinator  
Peter Kiewit Sons

After the hats went up that June day in 1956, Dave reported to the USS Rochester (CA-124), flagship of the 7th Fleet, along with Matt Burt. This was their first experience with Navy efficiency--the powers that be in Yokosuka had lost track of the ship; it took almost three weeks to find it in Keelung, Taiwan. Once on board in July, 1957, Dave and Matt were the only two qualified (?) OOD's permitted to handle things at night. (The others were on 1 and 6; guess who had all the mids and 4 x 8's?)

November, 1957, found Dave at Submarine School until June, 1958, when he and Flossie were married and given a grand send-off by Jim Gilman, Roger Betts, and Glen Ball, who still remember water skiing at midnight in Fremont, Nebraska. Married life began in Key West, Florida, where Dave was assigned to the USS Chivo (SS-341). John was born in 1959 during the period the squadron was moving to Charleston, South Carolina; at the end of 1961 it was back to Key West to be officer-in-charge of the VIP fishing boat with a collateral duty of head of advanced sonar training. Ann was born during this year; then Dave entered the Polaris program via Dam Neck's PG course in computers and weapons systems.

New London was home while Tecumseh (SSBN 628) was being built, then Hawaii for three years. Three patrols on Tecumseh and then 13 months on Carbonero (SS-337) followed (one nine-month Westpac trip). August, 1967, found the family in Long Beach, California, where Dave was introduced to the "gator" Navy aboard the Merrick (LKA 97). Dave became Executive Officer of Pussumpsic (AO-307)--filling station operator on a large scale--in 1969.

Three stripes forced the next move, and in 1970 Dave arrived back at USNA for a five year tour, three as Assistant Dean for Faculty and Finance and officer rep for the golf team. During this time Flossie and Dave became re-involved with the Class of '56. Shipmate secretary, homecomings, class organization and such made this an unforgettable tour.

Bupers next shipped Dave off to Athens, Greece, to be senior U.S. Representative on the NATO staff.



## RICHARD THOMAS SHIGLEY

Colonel, USMC

Upon completion of "The Basic School" at Quantico in May of 1957, Shig was assigned as a Machine Gun Platoon Commander ("C" Company, 1st Battalion, 4th Marines, 1st Marine Brigade, at Kaneohe Bay, Hawaii). During the two years in Hawaii he became qualified as a Naval Air Observer and finished up in the Brigade G-2 shop. On his way to Camp Lejeune, Miss Liz became Mrs. Liz in Ft. Lauderdale.

Initially assigned to the Infantry Training Regiment, Shig was soon selected for a supply tour and spent most of the next three years in the Contracting and Materiel Management business at Camp Lejeune, North Carolina. Paul and Mark arrived during this period. In late 1962 Shig returned to infantry and spent a year in Iwakuni, Japan (sans the clan) as Provost Marshal. He then returned to The Basic School in Quantico, where he was assigned as the Logistics Instructor. Since Logistics apparently was to be his destiny, he shifted his primary field and reported as Supply and Fiscal Officer for the Marine Corps Development Center. During this period Anna Kathryn arrived at Bethesda Naval Hospital.

With assignment to the Amphibious Warfare School the move from Quantico was assured. As a Contracting Officer at Headquarters Marine Corps, Shig bought much of the engineer equipment used in Vietnam (and today). He then became Aide to the Assistant Secretary of the Navy (I&L), went to Vietnam in 1969 as Executive Officer of 3rd Shore Party Battalion and returned in 1970 to serve as Military Assistant to Assistant Secretary of Defense (I&L). In 1972 he moved to NavCompt as Marine Assistant to Director for Budget and Reports. The whole family made the odyssey to Okinawa in 1973 where Shig commanded the 3rd Supply Battalion, the 3rd Maintenance Battalion, and served as the Assistant Chief of Staff Operations while forming the 3rd Force Service Support Group. Back at Headquarters, Marine Corps in 1978, he was the Project Officer for the field Logistics System. In April, 1980, he was assigned as the Assistant Chief of Staff, Logistics for Marine Corps Base, Camp Lejeune, North Carolina, his present position.

"Since Greece had just pulled out of the military arm of NATO my duties generally involved attending receptions and traveling around Europe. A real tough assignment and frustrating at times, but a once in a lifetime experience."

April, 1978, was retirement time, and the Shelso family returned to grass roots in Fremont, Nebraska. By this time John was a freshman in pre-med at Nebraska and Ann was a sophomore in high school. Since retirement Dave has been with Peter Kiewit Sons' in Omaha, involved with regulatory affairs for the coal mining division. The duties require considerable traveling to Montana, Wyoming, Colorado, and Washington, D. C. John has graduated and is awaiting medical school, and Ann is a sophomore at Nebraska. Flossie is involved in community activities and recently got a real estate license just in case things start to turn around or on the chance Dave should lose his job.



Liz, a cum laude grad in chemistry and math from Trinity, has taught school since they arrived in Okinawa and is now teaching math at the Camp Lejeune High School. Paul and Mark are members of The Brigade, Class of 1982 and 1985 respectively, and Anna suffers as one of her mother's students as a junior at Lejeune High.

Shig was awarded the Legion of Merit, the Bronze Star with Combat V, the Navy Commendation Medal, the Combat Action Ribbon, and a few Vietnamese Medals (for actions he never figured out).

Career Highlight: "Conned Mary Elizabeth Killoran into becoming Mrs. Shigley after a three-year round-the-world chase."

## JAMES S. SHILLINGLAW

Certified Financial Planner

Jim attended USMC Basic School, Quantico, Virginia, then remained for a tour as platoon commander at Officer Candidate School, Quantico, until December, 1957. He was promoted to First Lieutenant there by the OOD, who performed the ceremony by saying, "Here, put these silver bars on--you're out of uniform!" Then, on to the 6th Marines at Camp Lejeune, North Carolina, where he assumed command of a weapons platoon in a rifle company while doubling as its Executive Officer. He was permitted to remain behind (while the Battalion mounted out ahead of schedule due to crisis in Lebanon) to marry Isabel Lee Gill of Bethesda, Maryland, at the Navy Chapel, Washington, D. C., on June 28, 1958. Shortly thereafter he rejoined the 6th Marines ashore in Lebanon.



Upon returning to CONUS, Jim was sent to Supply School--his last choice of duty. He served at Camp Pendleton, California, and on Okinawa with the 9th and 3rd Marines as Battalion Supply Officer. Bruce Allen Shillinglaw was born in South Laguna Beach, California, on April 23, 1960. Upon return from Okinawa, now a Captain as of October 1, 1961, Jim was sent to Basic School, Quantico, as an instructor in Military Law and as a platoon commander. Daughter Susan Lee was born in Fredericksburg, Virginia, on October 9, 1962.

In 1965 Jim attended Amphibious Warfare School, Quantico, and then joined the 6th Marines again at Camp Lejeune, this time as Operations Officer at Battalion and at Regiment. He also served a tour as Rifle Company Commander, shortened by promotion to Major on September 1, 1966. After several deployments (Mediterranean and Caribbean), Jim was off to advisor's school at Ft. Bragg, Virginia, and then on to Vietnam to serve as advisor with a Republic of Vietnam infantry battalion of the 1st Division out of Hue. He operated primarily near the Laotian border, and while in the field received a free nose and cheek (of face) job a la North Vietnamese 82mm mortar.

From Vietnam Jim went to Hawaii, where he served at FMFPac Headquarters in Management Division for three years. He was assigned (upon request this time) to the U.S. Naval Postgraduate School, Monterey, California, to study financial management, and promoted to Lt. Colonel July 1, 1973. Then on to HQMC, Washington, D. C., for a payback tour, and retirement July 31, 1977.

Returning to the Monterey area, Jim settled into a home in Pebble Beach. He joined Financial Marketing Corporation in October, 1977, as a full-time financial advisor and remains there today as a designated CFP (May, 1980), performing general financial planning for individuals. Bruce and Susan are attending Monterey Peninsula College, a local junior college. Both are planning to attend California State Colleges/Universities in the fall, 1982, leaving Mom and Dad behind.



career in sales. Robert, our son and middle child, is a senior at Villanova University. He is a business major and with his many talents and fine personality we are looking forward to good things for him. Our youngest, Lisa, is a junior in high school. She is bright, popular and a happy person. She is looking forward to college in a couple of years. We are too, but with mixed emotions."

## ROBERT A. SHINN

Systems Analyst  
Delex Systems, Inc.

After graduation Bob's initial assignment was to the USS Salem (CA-139), flagship of the U.S. Sixth Fleet, homeported in Southern France--a delightful duty station. He attended submarine school in January, 1958, and served in subs until an encounter with Admiral Rickover convinced him that the amphibious Navy was his bag. For the next 20 years it was just that--all amphibious--and all but three of those years in sea-going jobs. (Of 24 years total commissioned service, 19-1/2 were at sea!)

After serving as Chief of Staff to COMPHIBGROUP One in Okinawa, Japan, following two amphibious commands, Bob decided to return to Coronado, California, as a civilian. He now works for Delex Systems

## BENJAMIN F. SHORT

Captain, USN

Ben's first assignment in the Real Navy was to flight training. After receiving his wings in September, 1957, he was assigned to VA-54, and later to VA-126. He was reassigned in July, 1959, to VA-113, flying A-4B's. As a change of pace, he then attended Postgraduate School in Monterey, starting in June, 1961, and graduating in June, 1963, with a B.S. in Aero.

Ben traveled next to the Bureau of Weapons, first as Avionics Siplen Project Officer (F-8), and then as Assistant Avionics Siplen Officer (F-111B). This tour lasted until June, 1965, when he was sent to VA-86. He made one Mediterranean cruise flying A-4's, and one West Pac cruise (Vietnam), flying A-7's with the first A-7A squadron. This was followed by two years with COMOPTEVFCOR as A-7E Project Officer.



From July, 1971 to January, 1974, Ben was assigned to VA-86 again, first as Executive Officer, then as Commanding Officer. This included one Vietnam cruise for 11-1/2 months. He then went to COMCARGRO Iwo, homeported in Athens, Greece (although the carrier was not allowed back into Athens for a visit) as Plans and Assistant Air Ops. In March, 1976, he was assigned to Naval Air Systems Command as Project Manager, VTXIS, the position he still holds.

Ben married Jacqueline E. Filbry in San Diego in February, 1960. The Shorts have two children, Dawn, born in April, 1963, and William, born in November, 1965.

Career Highlights: Project Manager for VTXIS (Undergraduate Jet Flight Training System); Command Officer, VA-86 (A-7C Squadron); Two Distinguished Flying Crosses, 21 S/F and 1 individual Air Medal.

## ROBERT H. SHUMAKER

Commodore, USN

Since 1978, Shu has been assigned to the Naval Air Systems Command as a major project manager for several air-to-surface missiles including the HARM, WALL-LEME, MAVERICK, and HELLFIRE. Recently selected for the new rank of Commodore, his next duty assignment is as yet unannounced. He holds a PhD in electrical engineering from the Naval Postgraduate School, with specialty in estimation and control theory. His wife, Lorraine, is from Montreal and they were married in 1963; their only child, Grant, is a high school junior who aspires to medicine.

After USNA graduation, Shu flew F-8 Crusaders for several years and in 1964 was shot down over North Vietnam and held as a POW for over eight years. While in solitary confinement, he mentally dreamed of building a house...knew how many bricks, nails, etc., it would take...and eventually built it--on schedule, but over cost! Hobbies are farming and horses. He has been awarded the Distinguished Service Medal, Silver Star, Legion of Merit, Distinguished Flying Cross, and others.

Career Highlight: "Almost made it to the moon (final Apollo selectee)!"



## DAVE SIBLEY

Account Manager  
USLIFE Systems Corporation

Dave's initial sea duty was aboard USS Leyte (CVS 32) at Quonset Point, Rhode Island, as Division Officer. He was accepted for submarine training in 1959 at New London, then proceeded to duty out of Charleston, South Carolina, serving on USS Trumpetfish (SS 425) and USS Amberjack (SS 522) until 1962 (qualifying in submarines in 1960). He then departed for Naval Postgraduate School, Monterey, and a two-year tour during which he captured a BS(EE) degree and a 10 handicap in golf.

Dave was taken prisoner by Nuclear Power Program in May, 1964, for school at Vallejo and site training in Idaho. Long winter hours commuting to site! He reported to USS Tinosa (SSN 606) in 1965 at New London as Weapons Officer and Navigator, with a heavy operating schedule. This was followed by assignment as Executive Officer, USS Pargo (SSN 650) in new construction at Electric Boat in 1966. He spent many hours in a hard hat, but had qualified for command prior to reporting. Sea trials, commissioning, and shakedown on Pargo occurred in 1968.

Dave went off to FBM command school in summer of 1968 at Virginia Beach, a fun time for all the family. He reported as Executive Officer, USS Lincoln (SSN 602) (Gold) for three patrols out of Holy Loch, Scotland--nothing like summer and Christmas patrols! He was promoted to Commander in November, 1969, and resigned in June, 1970.

Accepting a position with Electronic Data Systems meant a move to Dallas, Texas. Dave received training in data processing in 1971 and became systems engineer in the life insurance industry, providing support to various accounts with project work. From 1974 to 1978, with the high school years started for the kids and Carol an office manager for a surgeon, he held various management roles in an insurance support group. Sue, born in August, 1957, went off to college in 1975, and the other children--Elizabeth, born in August, 1959, Karen, born in August, 1961, and Andrew, born in January, 1965, have been following down to U.T. ever since.



Dave headed up a development project from 1978 to 1980 for an insurance agent system on mini-computers for the office. The first Sibley wedding occurred in June, 1980, with Sue marrying Paul Riggs, and after ten years at EDS, Dave accepted a position at USLIFE Systems Corporation in July, 1980, as a service manager. He became corporate applications consultant for marketing systems in December, 1980, and was promoted to account manager for a life insurance subsidiary in Dallas in November of this year.

"A busy, busy 25 years, with each year seeming to pass more quickly than the last. Our latest interest has turned to sailing with the acquisition of a 30' sloop which may well be the first step to a way of life upon retirement in the 90's! Much enjoyment in the afloat hours. So it has been back to the sea in ships, or more correctly, back to the fresh water in a yacht! Best regards to all."

## WILLIAM T. SLAUGHTER

Branch Manager, Product Service Training  
McDonnell Douglas

"Kingfish" began life in the "real Navy" as a fighter pilot; his first operational assignment was to Fighter Squadron III (VF-III) as a fleet pilot for F-11A aircraft. He followed this with one and a half years of instructor piloting with Training Squadron 26 before reporting as CIC Officer, USS Wright (CC-2) from April, 1963, to May, 1965. He then served as a member of Staff, Attack Carrier Air Wing 14 and did a return trip to Training Squadron 26 from October, 1967, to July, 1969.

"Kingfish" then spent a year at the Naval War College prior to reporting to Composite Squadron Eight (VC-8) in July, 1970, where he became Operations Officer/Pilot providing aircraft services to the Atlantic Weapons Range, Puerto Rico. His final tour was with Naval Air Maintenance Group as Plans/Strike Systems/Curriculum Officer.

Following retirement in July, 1976, "Kingfish" joined McDonnell Douglas as a Senior Aircrew Analyst for F/A-18 training. He has moved up the McDonnell ladder ever since, serving as Manager, F/A-18 Operator Instructional System; Manager, Instructional Standards Group; and Manager, CF-18 Training. As the Lucky Bag goes to press, he is reporting as Branch Manager, Product Service Training, in St. Louis.

Career Highlight: "Raising three daughters!  
Slaughter's Daughters!"



## ROBERT R. SMILEY, III

Senior Partner  
Smiley, Olson & Gilman, Attorneys at Law

Bob's Navy career had him alternating between studying and flying. He completed flight training (jet syllabus) in 1957, and was assigned to VA-55, NAS Miramar, from 1957-1959. Aboard the USS Bennington and USS Ticonderoga, he completed two WESTPAC cruises in FJ4's.

The student life took over again in 1960, when Bob attended the Army Language School, Monterey. This was followed by two years at the University of Florence, Italy, as an Olmsted Scholar. Still interested in la dolce vita, Bob then served as Aide and

flag Lieutenant, DepCom Strike Force South, in Naples, Italy, for Rear Admiral Paul Masterson from 1963 to 1965. He had a brief tour in Officer Assignment with BuPers in 1965, and then returned to the cockpit with VA-55 flying A-4's off of USS Constellation. Between 1966 and 1968 he completed a WestPac cruise and 99 missions in A-4's. He resigned in 1968.

Re-entering the student life, Bob attended George Washington Law School from 1968 to 1970. Following graduation, he worked as a lawyer with the Air Crash Unit, Civil Division, Department of Justice from 1970 to 1972. He then set up a private practice in Washington, D. C. from 1972-1973, took on a partner to become Smiley & Lear from 1973 to 1978, and re-affiliated as Smiley, Olson & Gilman in 1979.

During the period 1970 to 1975, Bob was a member of a Naval Air Reserve squadron based at Andrews AFB; he finally became Commanding Officer of VFP 306 (1972-1974) flying RF8-G aircraft.

Wife Antonia, after raising three, got her CPA license and now has her own practice in Washington. Daughter Sim graduated from the Ecole Francaise Internationale in Washington, and is now studying at the University of Florence, Italy, in the Faculty of Political Science. Sons Robert and Nicholas graduated from high schools in Washington, D. C. and are now caravanning across the Sahara and becoming world-famous rock musicians, respectively.

Career Highlights: "Three healthy children; 25 years married to the same woman; 10 years of self-employment."

## JAMES WALKER SMITH

Jim's first position following his resignation from the Marine Corps in 1961 was a foreman with E. I. DuPont de Nemours. This was followed by a junior partnership with a consulting engineering firm from 1963 to 1964, and a stint as Project Engineer with Celanese Chemical Company from 1964 to 1967. In 1967 he began an association with Standard Oil (Indiana) which has continued until the present. His progression within the company has included: Regional Engineer with Tulsoma Gas Products Company, Area Engineer with Amoco Oil Company, Manager of Tenant Relations with Standard Oil (Indiana), Pro-



ject Engineer with Amoco Chemicals Corporation, and Director of Engineering and Plant Manager for Amoco Container Company.

Jim has maintained membership in several professional organizations, including the National Society of Professional Engineers, the Georgia Society of Professional Engineers, and the American Society of Professional Engineers. He became a Registered Professional Engineer, State of Illinois, in 1976, is a member of Rotary International, and in 1981 was President, Piedmont Industrial Association.

The largest project Jim has undertaken was the headquarters building for Standard Oil (Indiana), between 1971 and 1975. He was Office Building Project Representative; Manager, Building Services; and Manager, Tenant Relations. He also was given the special assignment of Chairman, Move-in Committee; 4,000 employees relocated from locations around Chicago, and Amoco Production Company came to Chicago from Tulsa. Jim maintained communications and supervised construction of interiors to accommodate major departments and subsidiary companies.

Jim and his wife, Barbara, have two daughters, Kelly and Kimberly.

Career Highlight: "Marriage to Barbara."

## JAMES WILLIAM SMITH

Manager, Defense Programs  
McDonnell Douglas Systems Group

After graduation Jim reported to USS Bayfield (APA-33) in San Diego, and was ordered to submarine school at New London a year later. He then reported aboard USS Cubera (SS-347), where he was promoted to Lieutenant (jg) in December, 1957, and qualified in submarines in December 1958. He served in all J.O. assignments including Engineer, and was promoted to Lieutenant in June, 1960.

Jim was ordered to USS Redfin (SS-272) in August, 1960, as Operations and Navigator, and in August, 1961, proceeded to FBM Navigation School, Dam Neck, Virginia. Following graduation, he reported aboard USS John Marshall (SSBN 611) as Navigator. Marshall was then in construction at Newport News Shipbuilding and Dry Dock Co.; Jim completed construction, shakedown, and DASO, and deployed on initial patrol on December 31, 1962. After two patrols, he resigned from active duty and accepted a reserve commission in September, 1963.

Jim's first civilian employment was with Vitro Laboratories as a Systems Engineer. In August, 1966, he left Vitro and started work for Nuclear Utilities Company as Director, Government Programs Development. In May, 1971, he moved to Bradford National Corporation as Manager, Defense Programs.

In January, 1979, Jim retired from the Naval Reserve with the rank of Captain. His most notable tour in reserves was as Commanding Officer, Submarine Division 5-8, for three years. His unit was awarded the Commandant's Trophy for best in District twice during this command tour.

In December, 1981, the Bradford Systems Division was purchased by McDonnell Douglas Automation Company and was made a wholly owned subsidiary--MCAUTO Systems Group, Inc. Jim presently is the Director, Defense Programs.



Jim and his wife, Charlotte, have raised four children: Charlotte, 25, is married and a career consultant; Mary, 23, is single and a nurse; Jimmy, 21, is a student at Virginia Tech on a football scholarship; and Tommy, 14, is a student in Junior High School.

Career Highlight: "Surviving open heart surgery in order to enjoy Charlotte's and my 25th wedding anniversary."

## NORMAN MARSHALL SMITH

Captain  
U.S. Merchant Marine

Following graduation and a year on board USS Magoffin, Norm attended submarine school and was assigned to USS Diodon in San Diego. This was followed by duty in Spinox and Perch, where he qualified in 1962 for command of submarines.

Two years shore duty in the Polaris program at BuWepsRep, Lockheed, were followed by further sea duty in USS Bluegill and staff duty with Commander, Patrol Force Seventh Fleet in the far East and Vietnam.



## PHILLIP JAX SMITH

Manager, A-7 Program Development

On the day of graduation, June 1, 1956, P.J. and Kay Scanlan, a Navy junior, were married in the Chapel. Although P.J. was at sea during the early years, Jax, Elizabeth, and Laura were born in 1957, 1958, and 1959, respectively.

P.J. received his Navy wings in September, 1957, at Memphis, Tennessee. Following Advanced Training at Sherman Field, he attended the Photo Reconnaissance School at Pensacola. In June, 1958, he reported to VFP-62 at NAS Cecil Field, Florida, and after a couple of Med cruises and numerous short deployments, resigned from the Navy in July, 1962.

In 1967 Norm resigned to accept the position of engineer in charge with Western Electric on board Navy and MSC cable ships for the Caesar project. During this period he was also assigned as cable engineer to AT&T and participated in the laying of the Transpac II cable from California to Okinawa on the cable ship Long Lines. He was the engineer in charge of laying the TAT 6 cable from the United States to France.

The new civilian chose Vought Corporation in Dallas as his next duty station. He joined Vought as a Systems Safety Engineer, but soon moved into Vought's test pilot staff and for a short period flew the F8E and F8E(FN) aircraft. P.J. then entered the marketing department and was on the road to Washington and various F8 operating bases to peddle improvements to the venerable "Crusader."

While employed at Western Electric, Norm acquired his Chief Mate license and consequently resigned in 1977 for that position on board Sedco 472. He spent one year, every other month, drilling for oil in 4000 feet of water off Surinam.

At the same time, a Naval Reserve career was being conducted across the field at NAS Dallas. In 1968, the squadron was recalled to active duty during the "Pueblo crisis." P.J. and his squadron mates re-qualified both day and night in USS Ranger off the Pacific coast. Prior to deployment in early 1969 in USS Iconderoga, someone in Washington decided that the "call up" was possibly illegal, so the unit was released to inactive duty.

Norm's third and present career began in 1978 when he was invited to join Energy Transportation Corporation as a Chief Mate on one of their new LNG carriers. After a brief period at sea he was promoted to Captain and is at present permanent master of the LNG Gemini, transporting LNG from Indonesia to Japan.

P.J. returned to Vought Corporation and resumed both civilian and Reserve careers. In the Reserves, he served as Safety Officer and then Executive Officer of Fighter Squadron VF 202; Commanding Officer, Replacement Training Unit 201; Executive Officer and then Commanding Officer of Fighter Squadron 201; Volunteer Training Unit Recruiting; and most recently as Commanding Officer, Naval Air Systems Command Reserve Unit 0370, from October, 1977, to September, 1979. Presently he is on Standby Reserve Status S-1.

In August of 1980 in Honolulu he married Dawna Youland from San Francisco, California, and Bath, Maine. ("A wise decision, since who else would have written this thing!") He also acquired a 10-year-old boy, Bradford.

Meanwhile at Vought, a career in military aircraft marketing also continued. P.J. switched from Chief Representative F8 Requirements to Chief Representative IA7 Requirements in 1972. Subsequently, he was

Currently the Smiths are building an earth-bermed solar envelope house, thirty feet from the salt water in Harpswill, Maine. They spend most of their spare time either traveling, sailing, or thinking about it.



promoted to Manager and his responsibilities have expanded to include all A7's in both Air Force and Navy. The travel required by the position has allowed him to maintain contact with a number of people.

During these years, the hectic civilian/Reserve life took its toll on his marriage, which was dissolved in January, 1975. After six years of single life in Dallas, P.J. made a life-saving move to married life again, marrying Lynda Dickens Slone of Arlington, Texas. Along with lovely Lynda came Kelly Slone, age 10, from a previous marriage. The trio presently reside on "the grandest prairie of them all"-- Grand Prairie, Texas.

Career Highlight: "Surviving two Crusader ejections at sea."

## RICHARD E. SMITH

Program Manager  
Sperry Flight Systems

Dick completed Air Force primary pilot training at Marana AB, Arizona, as the outstanding student. Additional flight training at Webb AFB, Texas, and Perrin AFB, Texas, prepared him for his first squadron pilot job in F89J's at Ellsworth AFB, South Dakota, where he earned the Air Defense Command Well Done Award for his handling of an aircraft emergency. The dawning of the space age and the threat of a non-flying job convinced him that it was time to continue his education at the Air Force Institute of Technology, Wright-Patterson AFB, Ohio, in 1959. It was there that he married a Fairborn, Ohio, school teacher, Caroline Fore, in September, 1960.

After graduating from AFIT with an MS degree in Astronautics he reported to the Manned Spacecraft Engineering Office at the Air Force Flight Test Center, Edwards AFB, California, working with subsystems on the X-15 rocket airplane and the X-20 Dyna Soar glider. Dick continued at Edwards in performance flight test engineering of ordinary aircraft after cancellation of the X-20 in December, 1963. Both of the Smith girls were born at Edwards during this tour; Pamela Carol arrived on November 12, 1962, and Monica Ann on May 14, 1964.

The next assignment in 1966 was as an F-105D squadron pilot and Chief of Wing Plans in the 18th Tactical Fighter Wing at Kadena AB, Okinawa. Then followed an Air Staff tour at the Pentagon in the Air Force Operational Test and Evaluation Office. Continuing to alternate between staff and flying jobs, Dick returned to the cockpit in F-105G "Wild Weasels" at Korat AB, Thailand, in November, 1971, just in time for the war to heat up again. Another tour at Edwards was begun in 1972, this time as the Deputy Director/Engineering for the B-1 Test Force. Dick went back to the Pentagon to be a B-1 expert in the Office of the Secretary of Defense, Defense Test and Evaluation Office, just as the B-1 program was cancelled by the President in 1977. He remained with strategic systems, however, primarily working with the ALCM, M-X, and Pershing II. An organizational change moved him to Program Analysis and Evaluation (also in OSD) in the same capacity for six months before he moved to Albuquerque in 1978



to be Test Director for the Data Link Vulnerability Joint Service Test Force. Next followed positions for the Air Force Test and Evaluation Center as Director, Cruise Missile Guidance Special Project and as the Test Director, Advanced Medium Range Air-to-Air Missile Operational Utility Evaluation.

Dick's Air force career progressed normally with promotions on time. His combat awards included two Distinguished Flying Crosses and fifteen Air Medals. He retired with the rank of Colonel on December 31, 1981, and became Program Manager for Sperry Flight Systems in Albuquerque.

## STEPHEN ARTHUR SOLTESZ

Staff Analyst II  
County of San Bernardino, California

Steve was commissioned a 2nd Lieutenant in the U.S. Air Force, and by April, 1957, had successfully completed the Ground Electronics Officer Course at Keesler AFB, Mississippi. Fellow '56ers included John Nelson, Marc Wolff, Cliff Schoep, Gene De Nezza, Dave Noonan, and Dick Warren (latter three his "wives" there). He was then assigned as Radar Maintenance Officer with Detachment 4, 11th Communications Maintenance Squadron, Air Materiel Forces of Europe, at Nouasseur AB, Morocco, where he also acted as Detachment Adjutant. TDY's included Saudi Arabia, Turkey, Greece, Lybia (where he visited with John and Martha Nelson), and throughout Morocco.



From January, 1959, to June, 1961, Steve was assigned to Laughlin AFB, Texas. Starting as Administrative Officer of 4080th Field Maintenance Squadron (SAC), supporting U-2/RB-57 strategic reconnaissance program, he became Commander, Headquarters Squadron Section, 4080th Combat Support Group prior to TDY to Squadron Officers School at Maxwell AFB, Alabama. Upon return, he became Commander, Headquarters Squadron Section, 4080th Strategic Reconnaissance Wing. Steve attended Guided Missile Operations/Maintenance Officer Course at Sheppard AFB, Texas, where he was "corralled" out of the bachelor fold by a lovely Texas filly (Mary Lydia Aldrete) and hog tied on June 11, 1961.

Steve was next assigned to Headquarters Second Air Force (SAC), Barksdale AFB, Louisiana, as Staff Missile Maintenance officer. Transferred to the 308th Strategic Missile Wing at Little Rock, Steve served as Deputy Missile Combat Crew Commander and Missile Combat Crew Commander. He was assigned as Missile Operations Staff Officer to the 825th Strategic Aerospace Division prior to transfer in July, 1968, as a Missile Requirements Officer for Deputy Chief of Staff/Plans, Headquarters SAC, Offutt AFB, Nebraska. Steve was the Command Program Element Monitor for the Titan II Missile Weapon System, and also assisted with preliminary development of the new Hard Rock Silo ICBM System.

After a year and a half at the U.S. Air Force Institute of Technology, completing his Master's in Systems Management, Steve was assigned in January, 1972, to the Deputy for Reentry Systems Program, AF Systems Command, at Los Angeles AS. As Chief of Program Analysis Division, he was responsible for cost analysis of an annual \$100 million research and development program for new reentry vehicle systems

for use on ICBM's. His final tour, from August, 1974, to December, 1976, was at Norton AFB, California, as Deputy Program Manager for Logistics with the MX Development Program.

Following retirement, Steve became Inventory Manager, Special Districts Department, County of San Bernardino, California, before taking up his present position. Steve and Lydia have two children: Diana Lynn, born October 30, 1954, and Stephen Christopher, born January 7, 1963.

Career Highlight: "I was the Logistics Manager, representing the Air Force Logistics Command in support of the Air Mobile Feasibility Demonstration from 14 Aug 74 through 24 Oct 74. A joint military/civilian team proved the feasibility of extracting an ICBM from a C-5A aircraft with subsequent in-flight ignition of the missile. This demonstration was part of the early efforts of the MX ICBM development Program. I received the First Oak Leaf Cluster to the Air Force Commendation Medal for my support of the effort."



## FRED G. SPELLMAN

Fred entered Navy flight training in August, 1956, and received his wings November 1, 1957. He had assignments as a flight instructor and with VA-76 flying A-4's, making a Med cruise on the USS Intrepid (CVA-11). Then he detoured to Monterey for the AeroEngineering curriculum, graduating with a BS in 1963 and an MS in 1964.

With Vietnam heating up, Fred reported to VA-22, "The Fighting Redcocks," in Lemoore and made back-to-back deployments to North Vietnam in 1965-1967 on the USS Midway (CVA-41) and the USS Coral Sea (CVA-43). He was awarded the Distinguished Flying Cross, 22 Air Medals and numerous other awards as a strike leader flying A-4's. When he was detailed from the squadron in April, 1967, he had over 200 missions over North Vietnam; if South Vietnamese missions were added, he had the then highest total among Navy pilots. Back home, Fred was assigned to teach weapons in the replacement training squadron, VA-125, heading the Jet Light Attack Weapons School at Lemoore. After another Vietnam deployment as Strike Operations on the USS Kitty Hawk (CVA-63), he reported in Octo-

ber, 1969, to the Naval Air Systems Command in Washington, D. C., as Deputy Program Manager for Anti-Radiation Missiles. There he was instrumental in initiating the development of an improved type, HARM.

Selected for command of VC-8 based in Roosevelt Roads, Puerto Rico, Fred reported there in June, 1971, and spent two delightful years. The Squadron surpassed all goals and flew over 20,000 hours accident free with some seven different types of aircraft: two jet, four prop, and one helo. Fred then transferred to the Naval Weapons Center in August, 1973, as assistant Technical Officer for Air Weapons, responsible for the development and test of the HARM. He flew many test flights and fired the first three guided versions of the new missile, getting two direct hits!

Fred finished at NWC as Associate Department Head of the Weapons Planning group. In this position he pioneered the integration of operational/technical/analytical teams in outlining the future path of tactical air-to-ground weapons, and managed two big efforts, the Tactical Air Concepts and Options Project and the V/STOL Fleet Operational Concepts and Requirements Study. "Literally spent 2-½ years on

the road performing these studies and reporting them. I was traveling during both my Welcome Aboard and Farewell parties at China Lake."

Acclimated to desert living, the Spellmans spent 13 months (1978-1979) as Chief of Staff and Senior Naval Officer in the U.S. Military Training Mission to Saudi Arabia at Dhahran. (The family was present except when the two in high school were in school in England.) Fred flew all over the country in this job, in Army aircraft. "This assignment was quite an experience. More than once I found myself sitting on the floor at sunrise, in Dress Whites, surrounded by Arabs and incense, eating out of a common platter with my bare hands." His final assignment was to the Air Force Institute of Technology at Wright-Patterson in August, 1979, as Senior Naval Officer, Assistant Professor of Systems Management, and Department Head.

Fred married Eileen in June, 1959--"the smartest thing I ever did." Son Fred, born in 1960, daughter Kathie, born in 1962, and son Steve, born in 1965, have flourished in communities and school all over the world. Fred has served communities around the world for the past twelve years as Scoutmaster or Assistant, including Scoutmaster of an internationally flavored troop in Saudi Arabia. He currently runs the AFB Troop in Wright-Patterson. He retired as of January 1, 1982, and is returning to the South-West, ultimate destination unknown.

Career Highlights: "Commanding Officer, VC-8; Scoutmaster for 12 years; as Senior Naval Officer, AFII, got entire AFB to declare a holiday and shut down for Navy Day, 1980."

## PETER JOSEPH SPINK

Captain, USN

Pete was assigned to USS C.S. Sperry (DD 697) as DCA in September, 1956. He completed two years as Engineer Officer before traveling to Submarine School in June, 1959. Ordered to the USS Atule (SS 403) in January, 1960, he served in Supply, Communications, and Engineer Officer billets. He attended Guided Missile School enroute to serving on the commissioning crew of USS Thomas Jefferson (SSBN 618)(G) as Assistant Weapons Officer.

Pete relieved the Weapons Officer after the first patrol and completed four more patrols, including a successful follow-on test launch of two Polaris Missiles. He then spent two years as head of the Weapons Department, Advanced IBM Refresher Training, Submarine School, New London. He returned to sea duty as Executive Officer, USS Salmon (SS 573) in May, 1967, receiving the Navy Achievement Medal during that tour.

Following seven weeks of PACO School, Pete assumed command of the USS Picuda (SS 382) in December, 1969. Picuda won Battle Efficiency "E" and was SUBLANT's nominee for the Arleigh Burke Award in 1970. Relieved of command in August, 1971, Pete reported as an Action Officer in the maritime section of the Plans and Policy Division, Supreme Headquarters Allied Powers Europe (SHAPE), in Casteau, Belgium. Here he met a U.S. Army Major General's French secretary named Martha T. Poulin, in the Nuclear Ops Division, and was awarded the Joint Service Commendation Medal by General A. Haig, USA. He was assigned to COMCRUDESGRU One in September, 1975, as Submarine Liaison and Readiness and Training Officer, and Martha was ordered from Casteau to San Diego to be permanently assigned personal secretary on November 5, 1976.

Upon completion of his second WESTPAC deployment Pete was relieved in Singapore in July, 1977, and reported as COMSUBLANT Representative, Northwood, England, for two years. Here he was awarded the Defense Meritorious Service Medal by Admiral Train. Pete is currently assigned as Senior Submarine Inspector and Executive Officer, Sub-Board of Inspection and Survey (INSLRV), Pacific, which unit was recently awarded the Presidential Unit Citation.

## WALTER H. STAMMER, JR.

Clinic Manager  
Quail Park Medical Center

### To Whom It May Concern:

I have been given the distinct honor and privilege of providing a biographical sketch of Commander Walter H. Stammer, Jr., U.S.N., Ret.

Walter H. Stammer, Jr., a native of Fresno, California, attended Stanford University before graduating from the United States Naval Academy, on June 1, 1956. Following service on the USS Estes (AGC-12) he attended Submarine School, New London, Connecticut. After graduation, he served aboard the submarines USS Capitaine (SS-336) and USS Pomodon (SS-486). In September, 1961, he reported to U.S. Naval Guided Missiles School, Dam Neck, Virginia, to serve as a Polaris Weapons Instructor; subsequently, he attended U.S. Naval Postgraduate School, served aboard USS Ronquil (SS-396), Staff Commander Submarine Squadron Three, and was attached to the Bureau of Naval Personnel in Washington, D. C. After detachment from the Bureau of Naval Personnel in November, 1967, he served as Executive Officer of USS Spinax (SS-489) and reported as Commanding Officer of USS Sea Fox (SS-402) in July, 1969. In December, 1970, Walt decommissioned USS Sea Fox, and reported to the Staff of the Commander-in-Chief, U.S. Naval Forces Europe, in London, England. During this time, he received his Master of Science Degree in Business from the University of Arkansas, Resident Graduate Center, Ruislip, England. In October, 1974, he assumed command of Navy Recruiting District, Oklahoma City, Oklahoma.

Since Walter's retirement as Commanding Officer, Naval Recruiting District, Oklahoma City, Oklahoma, he has become one of the most active citizens of our community. As a businessman in his position as Clinic Manager, Quail Park Medical Center; as a member of the Edmond Chamber of Commerce; as a member of the Edmond City Council, representing Ward 2; Walter has provided leadership and motivation for those who work with him. Walter is still active in support of the United States Navy by recruiting young people for the Naval Academy and lobbying for the needs of the Navy.

Even with his busy civic and business life, Walter still provides time for his lovely wife, Alice, and his two children, Walter and Robert. Because of his support, his wife Alice has now opened her own business, The Roosevelt Grill Pantry. His son Walter is currently enrolled at Central State University at Edmond, while Robert is attending the University of Colorado at Boulder.



Walter still maintains those high standards of an Academy graduate--moral integrity, honesty, and dedication--which made him a success as a submarine Commander while on active duty.

It has been indeed a pleasure to discuss with you my friend and colleague. In closing, I believe that two words exemplify Walter today: "Personal Contentment." Walter has found the lifestyle, the position, and the personal satisfaction that will allow him to continue to be a productive member of our community.

After moving three times in the last six years, Walt and Alice are finally residing at Somerset Farm, in a hybrid solar "farm house" where they are raising Gelbvieh cattle in their spare time.

Sincerely,

Carl F. Reheman  
Mayor, City of Edmond

We retired in Athens in 1977, where Chris became manager of an American construction company. Inflation running rampant, congestion, pollution, and all the problems of a rapidly developing country, not to mention the hidden specter of the Greek draft, made us decide to return to the tranquility of Charleston.

The "lust" for academics lured Chris to the College of Charleston (the oldest municipal college in the U.S., and my alma mater). I haven't decided whether his lust was for the books or the great abundance of pretty young girls.

He graduated with honors (which he considers no mean feat) with a degree in geology, so he now considers himself a geologist. We have been considering heading west in quest of oil.

Career Highlight: "Having thrown all cares to the winds and returned to school--a task which I swore I would never pursue again after June, 1956. It was a strange feeling at first going to school and fraternizing with kids that were old enough to be my own children. It was hard getting those girls to stop saying 'sir' to me."

## CHRISTOPHER M. STEFANOU

### Geologist

Probably the most notable achievement in Chris's life was his getting married, especially after being a confirmed and avowed bachelor.

I'm Alexandra, and I met Chris shortly after he was stationed on a destroyer in Charleston in 1963. We were married in 1966, and spent our honeymoon for the next three years in Athens, Greece, where Chris was stationed with the Military Assistance Group. Our son, Marcus, was born there and is now 13.

Back in Charleston again after a tour in Vietnam. Our daughter, Cristina, now 10, was born. We had liked Greece so much that, seemingly through Divine intervention, Chris got orders to the newly established Fleet Support Office in 1972. The second tour lacked the glamour that the first had, and frustrations paralleled Greece's developing pains. In retrospect, it was an interesting six years.



## JOHN CORYDON STERLING

Department Manager  
Logistics Planning and Supportability Dept.  
CACI, Inc.

John began his Navy line career with service aboard the USS Jerome County (LST 848) and USS Preston (DD 795); other early assignments included instructor in Ordnance Systems Engineering at USMA and Commanding Officer of USS Hickman County (LST 825). From 1968 to 1970 he served as commissioning Executive Officer and Navigator, USS Newport (LST 1179), the first ship of the 20-knot class of LST's (during which time he developed and documented the LST 1179 Class Ship's Organization Manual and Battle Procedures Manual); from 1970 to 1971 as Weapons Officer on USS Springfield (CLG-7), Sixth Fleet flagship; and from 1971 to 1972 as Commanding Officer, USS Valcour (AGF-1), homeported in Bahrain, Arabian Gulf, as the Middle East Force flagship.

A long (1972-1974) tour followed as Surface Plans Officer on Carrier Group Two/CTF 60 Staff, homeported in Athens, Greece, with responsibilities including rewriting the CTF 60/COMSIXTHFLEET "National/International Week" OPCODE, promulgating the monthly CIG 60.1 OPCODE/OPLAN, and editing a complete revision of the CTF SIXTY OPCODE.

From 1974 to 1976 John was Head, Navy Section and Deputy Chief of the U.S. Military Liaison Office, Tunisia (USLOT) as its first (and at that time, only) U.S. Navy advisor. During that period, he established, planned and supervised extensive maintenance and logistics support TA programs. He planned, executed, and supervised two ship repair Technical Availabilities (TAVs) for the Tunisian Navy Ship Bourguiba (formerly the USS Thomas J. Gerry), alongside the U.S. Navy's Sixth fleet tender in Naples. John also planned and established an extensive training program, both in-country and at USN technical training schools, for TNS Bourguiba personnel, including development of an English language school at the TN Naval Base at Bizerte, Tunisia. In his capacity as the only foreign Naval advisor to the Tunisian Navy, he supervised establishment of a small Tunisian Naval Supply Center (the first of its kind in Tunisia) to support the TNS Bourguiba.

Immediately prior to his retirement from the Navy as a Commander, John was the head, Fleet Support Branch, Naval Sea Systems Command (1976-1979), where he established and documented the formal NAVSEA Technical Assistance programs for Direct Fleet Support and the Mobile Technical Units/Contractor Engineering and Technical Services (CETS). He also established and documented the NAVSEA Miniature/Microminiature (2M) Electronic Repair and Test Program, established and managed NAVSEA's first formal long-range support program for Shore Intermediate Maintenance Activities, and initiated NAVSEA's program to improve the combat systems (including weapons and electronics) repair capability at all IMAs. He was awarded the Navy Commendation Medal upon retirement.

As a new Research Fellow at Logistics Management Institute, John participated in a project to write a procedures manual for the use of U.S. Navy ships and shipboard systems Program Managers and logisticians, and Military Assistance Advisory Groups in developing life-cycle logistics support, based upon DOD and Navy Department policy and procedures, for USN Foreign Military Sales of ships, aircraft, and weapons systems. In 1980 he became Manager of the Logistics Planning and Supportability Department located in New Orleans, Louisiana, overseeing the establishment of a fully automated Integrated Logistic Support and Property Management program for the primary operations and maintenance contractor for the Strategic Petroleum Reserve.

Career Highlights: "(1) Won five trophies as skipper of USNA yacht frolic in '63 Annapolis-Newport race. (2) Had two commands on active duty. (3) Received highest military decoration from President Bourguiba of Tunisia, the "Order of Republic of Tunisia." (4) In process of establishing a new department for CACI in New Orleans for a \$10 million Logistics Support (ILS) and Property Management effort for the Strategic Petroleum Reserve O & M contractor over a five-year period."



## CONNELLY D. STEVENSON

Research Director  
Logistics Management Institute

After graduation, Con's first activity was sailing the USNA yacht Highland Light in the Newport-Bermuda race prior to reporting to USS Renshaw (DDE 499) at Pearl Harbor. His first western Pacific deployment and officer of the deck qualification behind him, he attended Submarine School (105th Class) in Groton, Connecticut, in 1957, and then returned to Pearl for duty in USS Greenfish (SS 351), USS Gudgeon (SS 567), USS Sabalo (SS 302), and on the staffs of COMSUBDIV 72 and COMSUBPAC. Con then attended the USN Post-graduate School in Monterey, California, from 1962 to 1964, earning an MS in physics and election to Sigma Xi, the national research honorary society.

After nuclear power training, he served as operations officer and navigator in USS Scorpion (SSN 589) from 1965 to 1967, homeported at Norfolk, Virginia; then as executive officer of USS Halibut (SSN 587), homeported at Pearl Harbor. While in Halibut, from 1967 to 1969, the ship was awarded the Presidential Unit Citation and Con the Legion of Merit--the first such awards made since World War II. After a tour as Submarine School department head, 1969 to 1971, prospective Commanding Officer training on the staffs of COMSUBLANT and the Director of the Naval Reactors Division, Atomic Energy Commission, Con commanded the USS Finback (SSN 670), homeported at Norfolk, Virginia, for 3-½ years, including several extended deployments in the North Atlantic and the Mediterranean. As part of the celebration of getting his ship and crew back to sea after an overhaul, Con included a go-go dancer in his deck crew while leaving a Florida port one morning. Time magazine and other national news media brought this unusual navel maneuver to the attention of the public, thereby disturbing the naval establishment and causing Con a bit of embarrassment.

Con then served from 1976 to 1978 as the head of a small group of naval officers based at the London branch of the Office of Naval Research, who sought European technical developments applicable to US Navy usage. One of his most important discoveries was that looking at the world directly, rather than through a periscope, could be enjoyable--especially wher his beat included the French Navy torpedo research station at St. Tropez. Con discovered another delight that had been there all along, but hidden from the view due to nearly continuous sea duty--long weekends. Two, sometimes even three and four full days with exploration of English country inns and cross-channel sailing to enjoy. The Bicentennial Fourth of July found him sailing a Royal Navy yawl, blue ensign astern and "Don't Tread on Me" jack flying from the spreaders, with a crew of Dutch, Australian and British naval officers into an Isle of Wight port. The visiting American was thrilled to have a pub full of Brit sailors greet his entry with the "Star Spangled Banner" and "Happy Birthday America." And he can still taste the beer.

Con retired from active duty in July of 1978 and joined the Logistics Management Institute in Washington, D. C., where he currently directs research on defense energy policy issues. He is married to the former Joan Holland, originally of Aruba, Netherlands Antilles. With daughter Andrea, eight, they live in Arlington, Virginia. His children Hillary, 18, and Ian, 16, attend George Mason University and McLean High School, respectively. Formerly a stickler for navigation, Con always kept his ship off the bottom. Now he's relaxed to the point that putting a sailboat aground in Chesapeake Bay simply signals "Swim Call."



## JAMES WALTER STINSON

Intelligence Officer, David Taylor  
Naval Ship Research and Development Center

Jim served two years in the USS Wilkinson (DL-5) as Assistant Gunnery Officer, ASW Officer, and Electronics Officer, followed by two years in the USS Skagit (AKA-105) as Communications Officer. He then resigned from active duty, but maintained his seagoing connection by becoming an employee of the David Taylor Naval Ship Research and Development Center. Here he has progressed through the positions of Supervisory Electronics Engineer in the Central Instrumentation Department; Scientific Staff Assistant in the Program Office; Physical Science Coordinator in the Structural Mechanics Laboratory; Head, Program Planning Branch, Office of the Technical Director; Operations Research Analyst, Advanced Concepts Office; General Engineer, Staff Assistant to Head, Systems Development Department; and his present position of Scientific and Technical Intelligence Liaison Officer. Jim also serves as a member of the Secretary of the Navy's Board for Correction of Naval Records.

Career Highlights: "Married Sylvia K. Bennett on December 7, 1956 (Pearl Harbor Day). Three children: James W. Jr. (9-7-57); Suzanne K. (9-14-58); David B. (2-25-60)."



## PERRY STONE

Electronic Warfare Program Planning  
American Electronics Laboratories

After graduation Perry went directly to flight training in Pensacola. He subsequently moved throughout the training command (Milton, Florida; Foley, Alabama; and Corpus Christi, Texas) finding time to marry his current bride Nancy of Norfolk in December, 1956. The first duty station was the Naval Air Station at Whidbey Island, Washington, flying the P5M seaplane. This initial attachment to the Pacific Northwest began a series of assignments that would place him at NAS Whidbey for 15 of the next 21 years. The breaks in this span of time included two years at Monterey, where he received a BSEE (for some reason), two years in Albuquerque, where he was attached to the Naval Weapons Evaluation Facility (where he qualified himself out of patrol aviation into carrier aviation), and one year as the fifth Battalion Officer at USNA (Perry??).

Besides the stint in the P5M at Whidbey, he was attached to two A3 squadrons and the A3 RAG, commanded the first EA6B squadron, and finally commanded the EA6B RAG. All this carrier duty amounted to over 5000 flight hours, 506 carrier landings, 354 combat support missions (tanking and ECM) and lots of fun.

Prior to his retirement on September 30, 1981, Perry served on the CNO staff as the Programs and Requirements Branch Head, Electronic Warfare Division for the EW Coordinator of the Navy. He is now employed by the American Electronics Laboratories, Inc., in Washington, as their EW Plans and Requirements Coordinator.

Perry and Nancy's two children, Greg, born in Oak Harbor, Washington, and Courtney, born in Monterey, California, both attend the University of Richmond, she at Westhampton College and Greg at Richmond College. The Stone family loves to lounge on the beach during the summer; and Perry specifically adores his goose pit on the Eastern Shore, his golf, and skiing with the whole family whenever they can get out west to the Cascades. Sangre de Cristos. or Rockies.

The honors have been few and far between. There were certainly none in education; he didn't write any books or professional articles for Naval Institute or like publications. He did get a few medals (Legion of Merit, Air Medal (11), and Navy Commendation Medal (3)), won a lot of golf trophies, and has served on the Board of Governors at the Pentagon Officers Athletic Center and Army-Navy Country Club. All-in-all, a normal life during the last 25 years.

Career Highlight: "Carrier qualifications."



## DANIEL L. SULLIVAN

Marketing Representative  
Storage Technology Corporation

Dan, Mary Pat and their five sons have lived in Webster Groves, Missouri for the past 13 years. After four years as an O3 in the Marines, Dan joined IBM for an 18-year hitch in Sales, Education, and Management. After a couple of years of exploration in smaller businesses he joined Storage Technology Corporation in a marketing position, reentering the computer field which he has enjoyed thoroughly.

"More than 20 years in the computer industry have brought excitement, reasonable financial reward, and enough broad exposure to industry and government to make work constantly interesting. Seeking a tap root in a good place to raise our family has been a very happy decision for us. Looking back at the changes of the past 25 years, one can be certain that the next 25 will be just as dynamic. I dearly hope our country will continue to be a place where independence and personal values can continue to be top priority for living and making a contribution to society.

"Life in an outstanding midwestern suburb has been personally rewarding. Serving on the School Board, involvement with youth hockey, parenting, partying and exhibiting a need for independence without marching extra duty for it have made Webster Groves a great place to be."

Career Highlight: "Still to come."

## GENE FERRALL SULLIVAN

Senior Instruments and Controls Engineer  
New Orleans Public Service, Inc.

Gene attended USN flight training at Pensacola, Florida and Memphis, Tennessee, as well as CIC/Air Controllers School at NAS Glencoe, Georgia, from June, 1956, to June, 1958. His first operational assignment was as CIC Officer, USS Steinaker (DD-863), homeported in Norfolk, Virginia; Steinaker provided air controllers for CAP in support of amphibious operation at Beirut, Lebanon, in summer, 1958. In February, 1960, he was assigned as Assistant Gunnery Officer, USS Des Moines (CA-134), while it was the 6th Fleet Flagship. Des Moines was homeported in Ville Franche, France, and Gene drew additional duties as OOD and Senior Shore Patrol Officer. He was promoted to Lieutenant in June, 1960, returned with the ship, and reassigned as DCA. Des Moines was decommissioned at Boston Naval Shipyard in June, 1961.

Gene next attended Naval Postgraduate School and received an M.S. in electrical engineering with distinction. While a student, he married the former Nellie Ann Tell of Metairie (New Orleans), Louisiana. In July, 1963, he was assigned to Pearl Harbor, Hawaii, as Engineer Officer of USS Renshaw (DD-499). "(Always departed on time. but twice arrived back in port at times different from rest of task group.)" Daughter Lisa Suzanne was born in Feb. 1965. and in March, Gene was made Logistics Officer, COM-CRUDESCLOTM, homeported in Long Beach, California. He deployed to WESPAC in Iloilo from November, 1965, to March, 1966, and was awarded the Navy Achievement Medal for service during this deployment.

Promoted to Lieutenant Commander, Gene was next assigned as Assistant Repair Officer, San Francisco Bay Naval Shipyard, Vallejo, California. He was redesignated for Engineering duty only (1400) on receipt of this assignment, but served additional duty as Docking Officer. Daughter Toni Ellen was born April 9, 1968.

Gene's next duty was with the Supervisor of Shipbuilding, Conversion, and Repair, New Orleans, Louisiana, as Planning Officer, Quality Assurance Officer, and DE-1056 (class) Project Officer. "Avondale Shipyards constructed 27 of 46 ships of this class--one of which is named for my USNA roommate, Wilmer Cook." In March, 1972, he was assigned to the Staff of COMOPTEVFOR, Norfolk, Virginia. Most significant project of this tour was the operational evaluation of FFG-7 class gas turbine power plant at NAVSEC, Philadelphia, Pennsylvania. Other projects included participation in development of larger controllable pitch propellers and operational evaluations of DD-963 and LPH class ships. Gene retired on June 30, 1976.

From March, 1977, to the present, Gene has worked for New Orleans Public Service, Inc. (soon to merge with Louisiana Power and Light). As a staff assistant to the Plant Manager, he is responsible for plant instrumentation and controls at the company's 900 MW plant. He installed the new plant computer system and adapted it to provide automatic control for the largest unit (a 3600 psi, 540 MW unit). Gene is a member of the Instrument Society of America and a member of their Executive Board of Power Industry Division, and is a registered professional engineer in Louisiana.

## PHILIP L. SULLIVAN

Lt. Colonel, USAF

After leaving Marana, Arizona (where a number of '56-ers found out that the Air Force didn't need pilots) Chuck Missler, George Regan, and Phil plus two '56-ers from Woo Poo wound up in Denver, Colorado. Chuck and Phil went into missiles while the rest of the gang became armament systems officers. They had quite a bachelor pad until matrimony and new assignments split them up. Phil was assigned to Holloman AFB, New Mexico, as Assistant Project Officer for the development of the Mace Missile, but took leave immediately after arriving at his new station to fly to L.A. to be best man in Chuck's wedding. It was quite an affair--complete with Mitchell Airs Boy's Choir singing at the wedding. Chuck never does things half way!

One of Phil's duties as Project Officer was to conduct the terminal portion of missile test firings from White Sands to Wenslover, Utah. "A Martin Co. engineer and I were on such an assignment in January, 1958, when disaster struck. A B-26 was to take us up to Wendover and drop us off before flying weather recon for the missile test. We had spent the night in Salt Lake City, where the plane had refueled, and were scheduled to take off at dawn for Wendover. It was snowing hard but conditions were good enough to make the flight, so we decided to press on. The Martin Co. rep, Jim Wharton, and I had taken turns riding in the plexiglass nose while the other crammed into the cockpit. It was Jim's turn to ride in the nose, but I asked if he wanted to ride in the cockpit for that flight. Luckily for me he said no. Takeoff was normal and I had just settled back for a short nap when suddenly I had a very uneasy feeling. I came up with a start just in time to see us break out of the clouds in a steep right bank, nose down, and only a few hundred feet from the ground. The pilot was able to pull the nose up and level the wings just as we hit, but we still had full takeoff power on the engines.

"The plane broke up around us as we bounced for a half mile before slamming into a ditch. Flames started to envelop the fuselage as I jumped out and ran as fast as my short legs would go. I heard steps behind me and figured the others were behind me when I heard cries for help coming from the plane. The pilot and I turned around to see the crew chief still sitting in the plane. We had gone about 50 yards, but he hadn't moved. It only took a guiding hand and our yells that the plane was about to explode to bring him out and pull him to a safe distance. I guess I thought I was explosion-proof, for I started back again to look for Jim (and my cherished cashmere-wool overcoat that I had bought in London while on cruise) before the pilot grabbed me and pointed out that there was no nose left on the plane.

"The adrenaline was still pumping through me as I took off along the crash route where I finally located Jim. There was not much I could do but treat him for shock before starting off again to seek help. I located a farmer coming across the field, and it was not long before an ambulance was speeding us to the hospital. Unfortunately, Jim's skull was so battered that he died on the way, but the crew chief and pilot survived. By the time I got to the hospital I couldn't get off the stretcher, as I had wrenched my back in the crash. I guess when the adrenaline stopped so did I. Fortunately I had enough sense to phone my folks in Washington, D. C., before they carted me off to Hill AFB hospital, or the D. C. reporters would have broken the news to them a half hour later. Evidently they don't withhold names unless you die."

Phil decided that he should at least become rated if he was going to fly that much in the missile business, so he became a navigator and eventually was assigned to a B-52 squadron in Moses Lake, Washington. His career plan was to get back into the research and development business or into MAC and C-141's, but all attempts were turned down. His squadron was transferred to March AFB, California, but was sent to Guam for six months at a time to support the Vietnamese conflict.

Phil resigned his commission and took a Reserve commission in May, 1967. As fate would have it, he was selected to be in the initial cadre to start the MAC associate program. The Reserve associate groups supplement the active duty C-141 and C-5 crews. Soon he was flying back into Vietnam with cargo instead of bombs--he actually flew more in the Reserves than he did in the same number of years in B-52's.

Three years ago Phil was asked by the Air Staff to go back on active duty as the Air Reserve Force advisor to Deputy Chief of Staff operations plans at MAC Headquarters, Scott AFB, Illinois. The Reserve and Guard are responsible for more than half of MAC's airlift capability in wartime, so assigning their tasking in MAC plans is a rewarding experience. Phil has also been designated the focal point for all mobilization matters at MAC HQ. The public speaking courses at the Academy have come in handy, as he now gives lectures on mobilization throughout the country. He hopes to return to Del Mar, California, to resume his career in the investment business upon retiring from the Air Force.

Career Highlight: Award of the Soldier's Medal for "heroism involving voluntary risk of life" in the B-52 crash described above; award of the Air Force Commendation Medal for "heroism and selfless devotion to duty" while involved in directing an explosion crippled B-52 away from populated areas and preparing the crew for bailout (23 January, 1963).



## JOSEPH TRUITT TALBERT, JR.

Staff Engineer  
Sperry Univac

Upon graduation Joe reported to USS Floyd B. Parks (DD 884) as Assistant Engineer and DCA, prior to attending Submarine School in New London, Connecticut, from July to December, 1957. From January, 1958, to December, 1960, he held various Junior Officer and Department Head billets aboard USS Redfish (SS 395) and USS Salmon (SSR 573). He then joined the commissioning crew of USS Theodore Roosevelt (SSBN 600) (Gold) and served through commissioning and two deterrent SSBN patrols. Joe served as a SSBN Navigation Instructor at the fleet Ballistic Missile School, Dam Neck, Virginia, from February, 1963, until May, 1965. This was followed by duty aboard USS Carbonero (SS 337) and a return to the SSBN program with duty as Navigator aboard the USS U.S. Grant (SSBN 631) (Blue) for one deterrent patrol and the first Polaris (A3) missile operational test in the Pacific. Then, in November, 1965, Joe became the first '56-er submarine Executive Officer with duty aboard USS Sterlet (SS 392).

Second shore duty was as a student at the Air Command and Staff College at Maxwell AFB in Montgomery, Alabama (1967-1968). This tour preceded assignment as Senior Command Center Watch Officer on the Staff of Commander Submarine Force, U.S. Pacific fleet. In 1969, Joe took command of USS Razorback (SS 394) in San Diego; while in command, he received the Navy Commendation Medal for operations conducted while deployed to the Western Pacific. In December, 1970, he decommissioned USS Razorback and turned the ship over to the Turkish Navy.

The following tour, only nine months in length, Joe spent in the Office of the Chief of Naval Operations (OPNAV). Then in September, 1971, he reported to the Policy Planning Directorate of the Office of the Assistant Secretary of Defense for International Security Affairs (ISA) and managed the Navy Overseas Homeporting Program (receiving the Meritorious Service Medal). He attended the National War College from 1974 to 1975, and in July, 1975, became ASW and Ocean Surveillance Officer on the Staff of Commander Seventh Fleet in Yokosuka, Japan. While in this assignment, he was credited with making major contributions in the field of ASW and was awarded another Meritorious Service Medal.

Joe's final tour was in the Office of the Joint Chiefs of Staff (OJCS) in the Strategic Negotiations Division, beginning in January, 1978. His duties involved alternating assignments in the Pentagon and as Senior Advisor and Acting Member of the U.S. SALT Negotiating Delegation in Geneva, Switzerland. Joe was awarded the Defense Superior Service Medal for this duty upon retirement from the Navy on November 1, 1979. In addition to the awards already mentioned, Joe has earned the Navy Expeditionary Medal, the National Defense Medal, the Vietnam Service Medal, and the Expert Pistol Medal.

Joe is married to Emily E. Haugen of Ann Arbor, Michigan. They have three sons: Joseph, born November 3, 1964; Stephen, born December 22, 1966; and Peter, born July 30, 1975.

Career Highlights: "Command at sea--USS Razorback (SS 394)--1969-1970. Senior Advisor and Acting Member, U.S. SALT Negotiating Delegation, 1978-1979."



## RICHARD R. TARBUCK

Captain, USN

Dick started his service in USS Dennis J. Buckley (DDR-808) as Gunnery Officer; he participated in three deployments with the Seventh Fleet including the Formosa Patrol and Quemoy-Matsu crises in 1958, where he served as an all-weather Air Controller.

Upon completion of this tour in December, 1958, Dick attended Mine Warfare School and subsequently served as Executive Officer and Navigator of the Ocean Minesweeper Conquest (MSO-488). This tour included operations in Thailand, Vietnam, Philippines, and Japan. He next assumed command of a coaster minesweeper homeported in Sasebo, Japan, and in May, 1962, he relieved as COMINDIV 32.

In his first of five Washington, D. C., tours, Dick was assigned to the Bureau of Naval Personnel, Officer Distribution Section, in March, 1963. Two years later he joined the USS Dale (DLG-19) in the Tonkin Gulf where he assumed duties as Operations Officer. Upon completion of a second Vietnam area tour in August, 1966, he was detached and reported for duty as Executive Officer of USS Joseph Strauss (DDG-76) homeported in Pearl Harbor, Hawaii. More significant destroyer duty came in February, 1967, when J. Strauss participated in the first Sea Dragon operations against North Vietnam.

After completion of the course at the Armed Forces Staff College, Norfolk, Virginia, Dick was assigned to the Command Policy Branch of the Strategic Plans and Policy Division (OP-60), OPNAV. Five months later he was selected to serve as the Administrative Assistant and Aide to the Vice Chief of Naval Operations. He reported to COMNAVFOR Vietnam in June, 1970, for duty as Senior Advisor, NTC-VN Naval Academy Na Trang. In October, 1971, he relieved as Commanding Officer, USS King (DLG-10), supervising two combat tours in Vietnam waters and, during the India-Pakistan War, deployment into the Indian Ocean with the first Carrier Task Group.

After instruction at the National War College, Ft. McNair, in Washington, Dick was assigned to OPNAV Politico Division (OP-61). In August, 1977, he took over as ACOS for Ops and Plans Staff, CJM-CRUEDESGRU Eight, Norfolk, Virginia, serving in the Mediterranean, Caribbean, and Western Atlantic. He assumed command of USS Halsey (CG-23) in May, 1979. Halsey deployed in the Seventh Fleet where she participated in contingencies off Korea, Thailand, and Iran/Afghanistan crises. Dick's present assignment is command of Fleet Training Group, San Diego.

Dick has two children, Robray, born December, 1958, and Michelle, born March, 1961.

Career Highlights: "Five commands: minesweeper, mine division, DLG, and a cruiser; now a Group Commander job."



## JAMES M. TAYLOR

Director, Division of Reactor Programs  
Office of Inspection and Enforcement  
U.S. Nuclear Regulatory Commission

Jim spent 1956-1958 on the USS Forrestal as Main Engines Officer, before reporting to MIT for Post-graduate School. After earning a Master's degree in Marine Engineering and Naval Architecture, he entered the Naval Reactors Program in 1962.

In 1964 he began a series of assignments drawing on his nuclear training, reporting first as Senior AEC Rep, Ingalls Shipping. From 1969 to 1974, he served as Senior AEC Rep, Pearl Harbor, and in 1974 became SSN688 Program Manager, Naval Reactors. He retired as a Commander in 1976, but retained his position until 1980, when he joined the U.S. Nuclear Regulatory Commission, first as Deputy Director, Division of Constructor, and now as Director, Division of Reactor Programs. He is now a member of the Senior Executive Service (ES-3).

Jim's wife, Michele Fox of Coral Gables, Florida, works in real estate with McEneaney Associates, in Alexandria, Virginia. Jim, Jr., 15, is at St. Stephen's School, and Virginia Lee, 12, is at St. Agnes.

## RICHMOND B. TERRELL

Director  
Land Warfare Systems

Dick was terminated from USNA on December 29, 1955, and entered the University of Illinois at Urbana. He married Chonetta Perdue from Pine Bluff, Arkansas, in September, 1956, just after she was graduated from the University of Arkansas; she put him through the final year as a school teacher in Urbana, and he finally was graduated August, 1957, with a BSCE.

Dick started work with Douglas Aircraft in Santa Monica, California, and spent two years in England installing Thor missile sites. Returning to the U.S.A., he left Douglas for Litton Industries, and traveled to Germany with Chonetta and three boys, ages 6, 2, and two months, as Director of European Product Support for the Litton F-104 Inertial Navigation System. He returned to the States after two years and continued with Litton until starting a company, Satellite Positioning Corporation, in 1969, which he sold three years later. He worked as a business consultant a couple of years and then returned to Litton in 1975, remaining there until the present as Director of Marketing for Land Warfare Systems.

In the meantime, the three boys have become 23, 19, and 17. The oldest, Rick, after spending one year in Durango, Colorado, at Fort Lewis College, is now a ski instructor at Mammoth Lakes, California--"I'll let you fill in the details." Britton, the middle son, is a sophomore at Humbolt State in Northern California and doing well. Hollis is a senior in high school in Woodland Hills, California. "Look out, Angus. I intend to send our boys to visit the McEachen girls soon."

The family spends time in the mountains skiing and at the beach, including an occasional scuba diving trip, and do many things together. Chonetta plays a lot of tennis and now beats all the boys and Dick, so they have switched sports.

Career Highlight: "Having married Chonetta, who settled me down and blessed us with three fine boys. Then Chonetta raising her four boys to the ages of 49, 23, 19, and 17. I have no complaints; it has been a good 25 years for the Terrell family--perhaps a little tough for Chonetta, but I now have 25 years for repayment--it will take longer."



## GEORGE P. TEXTOR

Mission Director  
Voyager Project

George left the Air Force in 1967 after duty in Training (four years) and Air Defense Commands (six years) followed by a year in Vietnam. He has been with Jet Propulsion Laboratory ever since. George received the NASA Exceptional Service Medal for his work on the Viking Project to Mars and the NASA Outstanding Leadership Medal for his work on the Voyager Project to Jupiter/Saturn. He currently is the Mission Director for the Voyager Uranus Interstellar Mission.

George's family consists of his wife Bonnie and four sons. Garrett, age 24, graduated from the University of California majoring in bio-genetics. Robert, age 20, is a student at Pasadena City College majoring in telecommunications. Clayton, age 18, is an art major at Pasadena City College. Anthony, age 16, is a junior at Blair High School in Pasadena.

Not to be forgotten as family members are Caesar Textor, George's 200-pound, two-year-old Great Dane, who, undaunted by rain or cold, takes George for a walk four nights a week but refuses to give up "his" sofa to George. Frank Textor is George's 13-year-old tomcat who bears scars of his more active youth. George refers to him as the original "sour puss."

As for hobbies and relaxation, George enjoys golf. He secured a spot in the Directors Tournament with the Golf Club at JPL by winning a qualifying 54-hole tournament, but still finds himself in some "rough" spots when he plays the Pebble Beach Golf Course.

George is still playing football on Thanksgiving but now his team members are sons and nephews and he is a little slower than he was 25 years ago. The Army-Navy game is still the favorite with him and his arm-chair quarterbacking and coaching is as much fun to watch as the game.



## JAMES G. THOMAS

Program Manager/Senior Systems Analyst  
General Physics Corporation

Following graduation and marriage to Martha, Jim joined USS Wasp (CVA 18) in WESTPAC. Upon return to San Diego, Wasp changed homeport to Boston via a cruise around the Horn. Jim traveled next to Submarine School, in July, 1957, and on to USS Bergall (SS 320) in New London. Son Jim Jr. was born there on March 5, 1958, and the Thomases moved to Key West on a change of homeport the following June. After delivering the ship to Turkey, Jim joined USS Trumpetfish (SS 425), also in Key West. However, it too changed homeport and the family moved to Charleston in April, 1959, where they bought their first house and where daughter Meg was born on October 3, 1960.

Jim made the usual Med and Caribbean cruises, and spent two years as Chief Engineer, including FRAM conversion. In April, 1962, he attended Polaris Weapons System School at Dam Neck, and joined USS Andrew Jackson (SSBN 619)(Blue) in new construction at Mare Island. After completion in July, 1963, homeport was changed back to Charleston, via the Panama Canal. During missile firings at Cape Canaveral, President Kennedy observed one shot, and Jim was "anointed" to describe it for him. He subsequently made three patrols out of Rota.

In July, 1965, Jim moved to Norfolk and duty as the Force Nuclear Weapons Officer on SUBLANT staff. He traveled extensively inspecting submarines and wrote the original Submarine Nuclear Weapons Manual. He was also promoted to Lt Commander, and attended the tenth reunion in Annapolis.

The next tour was as Executive Officer in USS Catfish (SS 339) in San Diego, September, 1967. The Thomases bought another house, Kathy was born on November 15, 1967, and Jim made another WESTPAC cruise. He also shifted to COMSUBFLOT 1 as Assistant Ops and Scheduler in December, 1968.

In January, 1970, Jim attended PCO school and took command of USS Barbel (SS 580) on February 21, 1970, in Pearl Harbor. "We experienced the definition of fun for the next 27 months and 10 days. We made a WESTPAC cruise, visited most of the Neighbor Islands hosted Australian, Japanese and Dutch submarines, and had wardroom tablecloth-and-wine picnics at the polo matches. I also was promoted to Commander." In July, 1972, Jim finally had to leave 16 years of sea duty, and report to the Pentagon for a lesson in humility. The family bought a house in Annandale, and Jim became the Overseas Homeporting Project Officer for La Maddalena and Yokosuka in OP-60. In January, 1974, he was assigned as Deputy Director for the Undersea Warfare Division in ONI. He became active in class affairs, attended the 20th reunion, and was promoted to Captain.

Jim returned to San Diego in January, 1977, as the SLO on the staff of COMCRUDESGRU 5. He carefully selected a new house on a half-acre in Green Valley, and made a cruise to WESTPAC, Australia and the Indian Ocean. He also flew to Sydney twice as Chief U.S. Planner for Exercise Kangaroo III.

In early 1979 Jim opted to retire, and was shifted to duty as Senior Submarine Member on the Pacific Insurv Sub-board. Retirement occurred on September 1, 1979, and Jim immediately became a freeway bandito with Computer Sciences Corporation. He jumped to General Physics Corporation in April, 1980, and is currently managing contracts with the Navy Labs and the RAN. "Joe Talbert and I are now endeavoring to start our own company in San Diego. In addition, we organized and remain quite active in '56 West, and we attended the extraordinary 25th reunion in Annapolis."

Career Highlight: "Submarine command."



## RICHARD L. THOMAS

Captain, USN

Dick went from USNA graduation to the Engineering Department, USS Bon Homme Richard (CVA 31). On January 4, 1958, he was married to Faye Ann Shafer in Towner, North Dakota; their first apartment was in Bremerton, Washington, for overhaul from December, 1957, to May, 1958. In July, 1958, Dick entered Postgraduate School at MIT, earning the degree of Naval Engineer and a Master's Degree in Naval Architecture and Marine Engineering. He was promoted to Lieutenant in June, 1960, and gained a son, Layne Albert, born at Chelsea, Massachusetts on June 8, 1960.

June, 1961, to March, 1963, saw Dick standing duty at Puget Sound Naval Shipyard as Docking Officer and Ship Superintendent (new construction on AOE-1, LPH-1, DLG-29 and DLG-31; repair on Coast Guard ice-breaker and ROH of USS Bennington). On January 29, 1962, his second son, Brent Alan, was born at Bremerton. In April, 1963, Dick became Chief Engineer, USS Coontz (DLG-9). He participated in a fleet missile shoot for President Kennedy in 1963; underwent regular overhaul from September, 1963, to April, 1964, at Long Beach NSY; and made one and a half WESTPAC deployments. Promoted to Lt Commander in July, 1965, and assigned to headquarters, NAVSHIPS as Assistant Ship Acquisition in August, 1965, he served as Program Manager for completing new construction of DE-1040 and DEG-1 class ships in private shipyards.

In August, 1968, Dick was assigned to Norfolk Naval Shipyard as the Program Manager for the first complex overhaul of USS America (CVA-66). He was promoted to Commander one year early (September, 1969) and awarded the Navy Commendation Medal for the successful America 10-month ROH. His following assignment (June, 1970, to September, 1972) was as Chief Engineer, USS Constellation (CV-64). Here he coordinated a 10-month complex overhaul at Puget Sound NSY, including the first Navy Distillate fuel conversion of a 1200 psi aircraft carrier. A WESTPAC deployment (September, 1971, to April, 1972) was extended until July due to the Vietnam campaign, and Dick was awarded the Bronze Star.

From September, 1972, to July, 1974, Dick served as production Officer in San Diego at the Naval Development and Training Center, where naval enlisted artificers come for two to three years of shore duty, and provided repair and maintenance on homeported ships. The number of personnel were augmented by the CNO program of Fleet Maintenance Assistance Groups. He then became Executive Officer (an engineering duty billet) at DATC/FMAG from July, 1974, to July, 1976, was promoted to Captain in July, 1976, and was awarded his second Navy Commendation Medal. Two staff tours followed: Current Fleet Maintenance Officer on Staff, CINCPACFLT and COMNAVLOGPAC from August, 1976, to August, 1977, and then, following attendance at CNO's Senior Officers Ship Material Readiness Course in Idaho, Ship Material Officer on Staff of COMNAVAIRPAC from August, 1977, to June, 1980. Dick was responsible for the development, planning and execution of six aircraft carriers' maintenance and overhaul plans; the success in maintaining

USS Midway (CV-41) forward-deployed in Yokosuka, Japan, attested to the soundness of these plans. In addition to repair and modernization, the plans resulted in major improvements in the quality of life on all six CV's. Dick was awarded the Legion of Merit for this work.

From July, 1980, to the present, Dick has been Planning Officer, Long Beach Naval Shipyard, which performs regular overhauls and emergent work for Surface Force, Pacific Fleet. New Jersey (BB-62) has been assigned to the shipyard for activation and modernization from October 1, 1981, to January 1, 1983.

Career Highlight: "Twenty-seven months as Chief Engineer, USS Constellation (CV-64), 1970-1972. From 1977-1980, Ship Material Officer on Staff COMNAVAIRPAC, improving material condition and crew habitability on six CV's in PACFLT during overhaul and Selected Restricted Availabilities."



## BEN THOMPSON

Plant Manager  
3M Electro Products Division

Benton G. Thompson has been known to me for the past 16/17 years. He is better known in and around New Ulm as "Big Ben"--the gentle giant. Ever since Ben came to New Ulm with the 3M (Minnesota Mining and Manufacturing) Company his presence has been felt.

Already a modest living legend in his own home town of Fremont, Nebraska, where he led the high school basketball team to a state championship and also participated in football among other sports, he, of course, headed to the East Coast and the Academy after prep school, and we don't know too much about his career in the Navy.

Big Ben has been very active in New Ulm (city of 15,000) in Southern Minnesota, located at the confluence of the Minnesota and Cottonwood Rivers--founded by the German immigrants who were seeking another Rhine River Valley from old Europe.

Besides working his way up the ladder to plant manager of New Ulm's largest industry in the community, Big Ben has been involved in industry, commerce, church, school, etc. He has been club president of the Rotary Club (100 members) and also president of the New Ulm Country Club, active on the Chamber of Commerce, led several fund drives and worked extremely hard on the successful New Ulm Recreational Complex (a new Olympic-size swimming hall and a new ice arena). The former Nebraskan, who was originally from Austin, Minnesota, has also served on the New Ulm Planning and Zoning Commission and still serves in that capacity.

Ben has become known as a better-than-average golfer and at times his handicap "roams" from an eight to a 12; he also plays handball and racketball. He and his wife, Diane, have three children--Lisa (senior at the University of Minnesota), Mark (freshman at St. Cloud State University), and Leigh Ann (sophomore at New Ulm High School). Leigh Ann is presently an excellent cross-country runner for the varsity girls' team and has already won four letters. Mark played hockey in high school and was team captain.

Ben also enjoys hunting and fishing. He enjoys playing (??) bridge and intends to be serious this year. He has traveled extensively--both for business and pleasure.

Sincerely,  
C. L. Wyczawski  
Mayor and Good Friend



## JOHN D. THURBER

Captain, USN

After graduating from the U.S. Naval Academy, John's initial sea tour was in USS Cavallaro (ADP-128), prior to assignment to submarine school. After completion in June, 1959, he was assigned duty in USS Charr (SS-328), where in 1961 he was designated "Qualified in Submarines." Subsequent tours in SUB-PAC included duty in USS Menhaden (SS-377) and as Submarine Division 32 Engineer.

Reporting on board USS Halsey (CG-23) in 1965, John served as that ship's Navigator until June, 1966. In 1967, he participated in Operation Sea Dragon off the North Vietnamese coast on the staff of Commander Cruiser-Destroyer Group Seventh Fleet. His responsibilities included scheduling all Seventh Fleet destroyers and cruisers for nine months during the height of the Vietnamese conflict. In 1968, he was assigned as Assistant Chief of Staff for Personnel and Administration to the Commander, U.S. Forces Azores, and later served as Executive Officer in USS Markab (AR-23). He was designated as Commanding Officer during Markab's decommissioning period in late 1969. He then served as Executive Officer in USS San Diego (AFS-6) from May, 1970, to October, 1971, during which time USS San Diego was deployed to the Sixth Fleet for a total of 12 months.

In June, 1974, John reported as Commanding Officer of USS Mount Hood (AE-29) from Guantanamo Bay, Cuba, where he had been assigned to the Fleet Training Group as the Damage Control and Engineering Training Officer since December, 1971. While Commanding Officer of USS Mount Hood, John served as Commander of the task element assigned to salvage the cargo doors which had fallen from an Air Force C-5A just prior to its tragic crash in Vung Tau while it was attempting to air-lift 250 Vietnamese orphans to safety in the spring of 1975. Examination of the doors which were found near Saigon Harbor at midnight prior to the day of Saigon's fall provided information which allowed the Air Force to recommence C-5A operations worldwide.

John became Operations Officer on the Staff of the Commander, U.S. Naval Base, Subic Bay, Philippines, from 1977 to 1978, and reported to the Panama Canal Company for duty as the Marina Director in January, 1979. He was the last Marine Director of the Panama Canal Company and the first Marine Director of the Panama Canal Commission. While Marine Director, he acted temporarily as Governor of the Canal Zone and Administrator of the Panama Canal Commission on several occasions.

John is presently serving as Commander, U.S. Naval Forces Southern Command and Commanding Officer, U.S. Naval Station Panama Canal. In addition to various unit, campaign and service medals, he has been awarded the Joint Service Commendation Medal and the Navy Achievement Medal with Combat "V."

He holds the rating "Master Instructor" with the Professional Association of Diving Instructors, and is a published contributor to Campus, Skin Diver, and Oceans Magazines. His article "What About the Sharks," which appeared in the 1977 November-December issue of Oceans Magazine is regarded as one of the most authentic studies ever conducted utilizing original accounts of shark-diver encounters in a controlled area.

John is married to the former Joan Norma Orr of Burlington, Iowa; they have two children, Kathryn (20) and John-Shannon (16).

Career Highlights: "Fourteen years and three months sea duty; eight years and ten months overseas shore duty."



**BARRICK FRANK TIBBITTS**

Captain, USN

After commissioning, Barry's first sea duty assignment was in USS Intrepid (CVA-11). He then volunteered for submarine duty, attended Submarine School, and served in USS Becuna (SS-319) and USS Sea Robin (SS-407), making a number of deployments and qualifying in both Surface Warfare and Submarine Warfare. In 1962 he was selected for the three-year course in naval construction at MIT. Classmates included Fred Adams, Hal Moore, and Vic Brillantes. He received the degree of Master of Science in Mechanical Engineering and the professional degree of Naval Engineer, and was designated an Engineering Duty Officer in 1965.

Barry then reported to the Ship Repair Facility, Yokosuka, Japan, for a three-year tour where he served in a variety of assignments. He was the Project Officer for the one-year repairs to USS Frank Knox (DDR-742), and received the Navy Commendation Medal for directing what is still the largest ship repair project ever accomplished outside the U.S. since World War II. He also directed the two largest submarine repair projects ever done in the Western Pacific. John Bauman was a work partner while at the SRF, and others showed up from time to time. For example, after USS Junny (a Subic based submarine outfitted to carry frogmen) was extensively repaired in Yokosuka, he talked Tom Langley, then Executive Officer, into letting him ride her during her next mission to Vietnam. Academy roommate Dave Teachout showed up in Yoko periodically on a variety of different carriers.

In 1968, Barry joined the staff of the Commander-in-Chief, U.S. Pacific Fleet, as Assistant for Plans, Programs and Facilities to the Pacific Fleet Maintenance Officer. This duty involved crossing the Pacific 26 times on various trouble shooting assignments including two extended periods in Vietnam; Barry received the Meritorious Service Medal and the Vietnamese Staff Service Honor Medal, First Class. In 1971 he was relieved by George Simpson in Pearl Harbor, and proceeded to Pascagoula, Mississippi, where he relieved Ernie Scheyder as the East Bank Assistant (a Captain's billet) to SUPSHIP Pascagoula. Over a five-year period Barry directed all day-to-day operations between the Navy and Ingalls Nuclear Shipbuilding Division. This comprised over \$500 million of contracts for the construction or overhaul of nine nuclear attack submarines and six surface ships. Classmate Al McPherson was for a time the Engineering Officer at SUPSHIP and Jim VanMetre was CO of one of the overhaul boats. Ingalls grew to become the largest shipyard in the free world during this period.

Barry toyed briefly with getting out "on 20" but decided against it. He was selected for Captain, given his second Meritorious Service Medal and promptly ordered to Washington--something which he'd scrupulously avoided for 20 years. "In Washington as elsewhere there are jobs, and then there are jobs and I was lucky enough to catch some good ones."

First assignment was as Director of the 350-man Hull Division of the Naval Ship Engineering Center (NAVSEC). While still a frocked Captain he was relieved by Chuck Charneco, and floated up to become the Director of the Ship Design Division, "one of the top two or three technical jobs within the ED community, and a lot of fun to boot." For over three years he was responsible for the total management of all surface ship and submarine designs for the U.S. Navy. He'd planned to stay for a fourth year, but suddenly found himself with orders to SECNAV staff and a third Meritorious Service Medal.

Barry's new title was Director of Ship Programs, Office of the Assistant Secretary of the Navy (Manpower, Reserve Affairs and Logistics). As the senior (token?) naval engineer in the secretariat, he provided advice and counsel to the Secretary and the Assistant Secretary on ship design, acquisition and overhaul matters. "A three or four star admiral would state the 'blue suit' position to the Secretary, who would then turn to one of his staff captains for a 'second opinion.' One learned to communicate candidly, but respectfully! It was a short tour (nine months), but most educational."

In May, 1981, Barry received command of the David Taylor Naval Ship Research and Development Center. The 2700-man Center comprises major labs at Carderock and Annapolis (the old MEL), plus five field detachments around the country. DTNSRDC may be more familiar by its previous title, the David Taylor Model Basin. Enroute to the Center he attended shore station PCO school along with John Thurber, who was enroute to a command in Panama, and at the Center he ran into two other classmates: Doug Kayman is the OIC of the Annapolis Lab and Jim Stinson (now a civilian) is the Center Intelligence Officer.

Barry is married to the former Jerry Anne Michaels of Shreveport, Louisiana, and has a nine year old daughter, Jana. Grown children include Tamara, who lives and works in nearby Alexandria; Felisa, who is doing graduate work in Sweden following graduation last year from Harvard; and son Chris, who is stationed aboard the minesweeper USS Fidelity.



## JAMES BAILEY TOWNSEND

After graduation Jim spent four "relatively enjoyable" years with the fleet. He then, after much soul searching, decided to leave the Navy to manage his family's agricultural holdings at Ripon, California--in a word, he became a farmer.

Over the next 12 years, Jim produced eggs and almonds; got married, and adopted two children, Ross and Laura; bought land of his own; built a home and experimented with more exotic crops, i.e., pistachio nuts and kiwifruit; and, in general, settled down to the rural life.

In 1973 his life took a different direction. "I found it necessary to quit farming full time and go to work for a living. For the next seven years I farmed on weekends, became Production Manager for a subsidiary of Celanese Corporation, helped establish kiwifruit production as a viable industry, and went through a divorce."

During the period 1980-1981 he took another direction: sold what was left of his farm, did some consulting work, saw his son into the Army ("I tried"), and bought property and a small business in Santa Rosa, California, where he and his daughter now live. "For what it's worth I can again wear the old full dress. Anyone passing through Santa Rosa is invited to stop by Rancher Feed and Livestock Supply and swap lies."

Career Highlight: "Surviving the past 25 years with my sense of humor reasonably intact."



## MERLE VAN METRE

Captain, USN

Jim remained at the Naval Academy after graduation as Eighth Company Officer for the new plebe class of 1960. He found it was a good way to stay in shape! In 1956 he reported to USS William C. Lawe (DD 763) at Newport, Rhode Island, and served as First Lieutenant, ASW Officer, and then Gunnery Officer during the three-tour. High points of this first sea-going duty were qualification as OOD underway and as Command Duty Officer. Two Mediterranean deployments taught Jim ship handling for alongside refueling and rudimentary skiing in the Maritime Alps. USS Lawe also made a most interesting reserve cruise to Quebec, Canada, providing piloting experience in the St. Lawrence River. When he returned from his last Med cruise, Jim met Nancy Nichols on a blind date in Newport.

Getting "sunk" while target for a submarine exercise torpedo firing led Jim to apply for submarine school, which he attended in New London the latter half of 1959. This, incidentally, gave Jim the opportunity to court Nancy, who was then a senior at nearby Wheaton College in Massachusetts. They were married on July 30th, 1960. Jim, by this time, was on his first submarine, USS Bang (SS 385), homeported in New London. Professional highpoints on Bang were qualification in submarines and a probe under the ice field in the Gulf of St. Lawrence.

In January, 1961, Jim was ordered to USS Triton (SSN 586), commanded by Captain Edward L. Beach. Though not then nuclear trained, Jim stood Diving Officer and OOD watches while serving as Communicator and then Weapons Officer. Daughter Lauren was born in April, 1962. Triton made one long North Atlantic deployment during Jim's tour and operated as part of Operation Spring Board in the Caribbean.

Following Triton, Jim was assigned as Aide and flag Lieutenant to Deputy COM SUBLANT in New London, working for three heroes of World War II: Rear Admirals Daspit, Ramage, and Lowrance. During that tour Jim participated in the search for the lost USS Thresher, a particularly sad duty with the realization that classmate Merrill Collier had perished with her. Commencing in October, 1963, Jim was next assigned to the Naval Nuclear Power School in Bainbridge, Maryland. Daughter Carolyn was born in a snowstorm at Bainbridge. Qualifying as Engineering Officer of the Watch at the Windsor, Ct. 37 C reactor prototype completed the year of nuclear training. Jim's celebration was heightened at learning he had been deep-selected for promotion to Lt. Commander as well. USS Tullibee (SSN 597), again homeported at New London, Connecticut, was Jim's duty station from October, 1964, to December, 1965. As circumstances would have it, the two successive shipboard tours were on the nation's largest nuclear-powered submarine, USS Triton, and on the smallest, USS Tullibee. Jim served as Sonar Officer and Navigator on Tullibee and made one long deployment to the North Atlantic. Following Tullibee, and after a brief false start assignment to USS Patrick Henry (SSN 599), Jim was assigned as Executive Officer on USS George Marshall (SSBN 654)(Blue) and reported on board after duty under instruction at the SSBN course at the Guided Missile School in Dam Neck, Virginia, and the PCO/PXO course at New London. Following post-shake-

down availability, Marshall made four strategic deterrent patrols with Jim on board. Though homeported at New London, Marshall refitted twice at Rota, Spain, once at Holy Loch, Scotland, and once at Charleston, South Carolina. High points of this tour were a DASO Polaris missile shot off Cape Kennedy and the pride of successfully responding to tests as part of our strategic deterrent force.

After the Marshall tour Jim reported to the Office of the CNO (OPNAV) in 1968, serving as Head, Detection Systems Branch of the Submarine Warfare Division (OP-31). Daughter Susan and son Steven were born during this tour, during which Jim was awarded the Meritorious Service Medal for introducing many new sonar equipments into our stock and strategic submarines.

The OPNAV tour ended with Jim's assignment to command following deployment on Sea Devil under instruction and PCO instruction at the Division of Naval Reactors in NAVSEA and then at PCO school, New London and Norfolk. The most interesting part of this process was lectures on command responsibility given by Admiral Rickover. Jim reported to USS Shark (SSN 591) in the Med in June, 1972, and relieved as C.O. in July.

The next five years in command were eventful, exciting and demanding. Shark helped down the sea control ships concept during an action-filled month in the Atlantic, ending in Lisbon, Portugal. Two Mediterranean deployments were made, the last one in conjunction with the Six Day Yom Kippur War for which Shark was awarded the Meritorious Unit Commendation and Jim, the Meritorious Service Medal. The first two years, Shark homeported in Norfolk, Virginia. The last three were in Pascagoula, Mississippi, for a refueling overhaul. Jim received the Navy Commendation Medal for the overhaul performance. After being relieved as C.O., Jim reported to OPNAV once again as Head, Combat Systems Branch on the staff of the Director, Atlantic Submarine Division. A year of the three-year tour was spent as Military Assistant to the Director, Atlantic Submarine Alternative Study. Jim was awarded the Meritorious Service Medal for his performance as SSN combat systems manager for work on the study.

Jim is now Manager, Submarine Combat Systems Project at NAVSEASYS COM. Nancy and Jim live in the Mt. Vernon area of Fairfax County, Virginia. They currently have one youngster in each level of school: Lauren is at Davidson College, Davidson, North Carolina; Carolyn is a senior at Mt. Vernon High School; Susan is at Walt Whitman Junior High; and Steven is in Washington Mill Elementary School. Nancy and Jim enjoy vacationing at their summer home in Maine and expect to remain in their present domicile. They both are involved in church work, scouts and the many facets of suburban life. One of four Van Metres to graduate from the Naval Academy (father, '25; uncle, '30; and cousin '61), Jim considers his Navy career to have been a grand and dynastic experience.

Career Highlights: "(1) Awarded Legion of Merit for duty in OPNAV involving the development and life cycle support of attack submarine combat and sensor systems, and/or service as military assistant on a major Navy study of alternative submarine designs and capabilities. (2) While in command of USS Shark (SSN 591) the ship was awarded the Meritorious Unit Commendation for service in the Mediterranean in the aftermath of the Yom Kippur War."



## RICHARD S. VARNEY

Waddell & Reed, Inc.

The high point of Dick's life came just a year after graduation when he married Dorothy F. Fay. They have shared the pleasure of raising four fine children. Brian (born July 5, 1958) graduated from Notre Dame and is presently employed in Green Bay, Wisconsin. Steve, born April 20, 1960, is a senior at the University of California, San Diego. Lynne, born April 5, 1962, is in her second year at the University of California, Santa Barbara. The youngest, Karen, born July 9, 1964, is a high school senior presently engaged in choosing a college.

"Our most enriching military-related experience came when our family was able to benefit from a wonderful series of events during a tour in Indonesia."

The Varneys all enjoy Southern California living, but have made frequent trips to the East Coast to maintain contact with family and friends in that area. "Attending a homecoming remains one of our goals. Don't give up on us--we'll make it yet!"

Career Highlight: "Getting off the sub squad!"



"This picture was the last, best photo taken of me. It was all down hill from there."

## RICHARD SHERIDAN WALSH

Assistant Project Manager  
TRW

Dick entered the Academy the day his father (Class of '22) retired; his brother was in the Class of 1954. Upon graduation, he was commissioned into the Supply Corps, and that June married the former Jean Shaddinger of Perkaskie, Pennsylvania.

Dick's first duty was to Supply Corps School in Athens, Georgia. On completion, he was assigned to the USS Camp (DER 251) as Supply Officer, stationed in Newport, Rhode Island. In June of 1958 he went to Patuxant River, Maryland, as head of the Supply Department of VW2. His first daughter, Susan, was born that December. Meanwhile, Dick was flying between Argentina, the Azores, and Malta, and heard a new saying: "Three on the tail, go by rail."

By June of 1960 the Walshes were on their way to Pearl Harbor, Hawaii, for a three-year tour. The initial year Dick spent as Aide to Admiral Becknell; the following March, daughter number two, Jane, was born; and the remaining time at Pearl Dick was Household Goods Officer and then in charge of the Disposal Depot.

Dick went back to the mainland in 1963 to the Ships Parts Control Center in Mechanicsburg, Pennsylvania. The family bought their first home, and in 1966 Dick was selected for Postgraduate work at the University of Kansas in Petroleum Management. What a jolt that first chemistry course was after 13 years! He finished in a year and a half and was sent to Subic Bay, Republic of Philippines, as head of the Fuel Depot. Since this was the height of the Vietnam War, it was a definite challenge keeping ships and planes supplied with fuel while carrying on an extensive storage tank building program. The constant threat of oil spills in the bay (and subsequent disaster) made for a tense tour, for which Dick was rewarded with the Navy Commendation Medal.

In 1969 Dick went to Washington and Nav Sup, then on to Nav Mat as Deputy Project Manager for the LAMPS program. In 1974 he was selected for a year's study at the Industrial College of the Armed Forces in Washington--an interesting experience.

Inevitably sea duty called and Dick went to Norfolk and the USS America (CVA-66) as Head of the Supply Department for a two-year tour. While aboard, he made Captain. Returning to Washington and the Pentagon to head up the Navy Energy Office, after two years Dick decided it was time to retire. Upon retirement, he received the Legion of Merit.

With both girls in college, Dick found a second career as soon as possible. He is now with IRW in McLean, Virginia. During May to September of the last two years, he traveled to Rifle, Colorado, setting up and directing the preliminary environmental studies of the Naval Oil Shale reserves. "After the spit and polish that marked so much of my Navy life I find myself thoroughly enjoying the blue jeans, boots, and cowboy hat aspect of my second career. Sue graduated from Penn State, Jane is finishing up at Brigham Young University. Joan and I expect to spend as much time as possible in our mountaintop home in Wintergreen, Virginia."

Career Highlight: "Established an energy conservation program for the Navy."

## BOB WATKINS

Operations Manager  
Phoenix Enviro-Tech

After graduation, Bob earned his Navy wings and flew carrier planes constantly for the next 18 years, ending with a squadron command on the USS Constellation. "After spending a total of 52 months on Yankee Station, with the war over, it occurred to me that I had survived, but did not know much about my wife and daughters, so I retired on a high note: my squadron had won the 'E,' the 'S,' and was a member of a 'PUC' air wing."

After short careers in Texas cattle ranching and making sales of environmental systems, Bob became part owner and operator of a water source heat pump manufacturing company in El Cajon, California, a neighbor to San Diego. His wife, Marky, worked as a registered nurse until her accidental death in March, 1982. Older daughter Maria is a talented medical assistant, and younger daughter Shari is finishing high school, on her way to a dancing career. "I am happy, healthy, and overworked--good luck to all of you."

Career Highlight: "Twenty-fifth wedding anniversary."



## JOHN A. WEBSTER, JR.

Division Manager  
EDS Nuclear Inc.

Following graduation from the Naval Academy, John spent his first two years in USS Maddox (DD 731), rising to become Operations Officer after one year on board. In July of 1958, he attended Submarine School in New London, Connecticut. He qualified in submarines while serving in USS Tusk (SS 426) and later became Engineer Officer. He also completed Nuclear Power Training at New London, Connecticut, and Windsor, Connecticut, in 1961, subsequently serving as Communications Officer in USS Ethan Allen (SSBN 608), commissioning crew, and participating in the first submerged launch of the Polaris A-2 missile.

On April 28, 1962, John married the former Joan R. Murray of St. Charles, Illinois, a 1960 graduate of Connecticut College. Later that year he reported to USS Nautilus (SSN 571) as Operations and Weapons Officer. As Engineer Officer in Nautilus, he participated in the first "Submarine Safe" overhaul at Portsmouth Naval Shipyard.

John graduated from the Naval Postgraduate School, Monterey, California, in 1968, with a Master's Degree in Operations Research. Following a brief return to the East Coast, he became Executive Officer of USS Nathan Hale (SSBN 623)(Gold) and conducted deterrent patrols in the Pacific Ocean. He, Joanie, and the three children enjoyed two years of island living in a lovely home in Kailua, Hawaii.

In July of 1971, John took command of USS Seawolf (SSN 575), homeported at Mare Island Naval Shipyard, Vallejo, California. During four years of command, the Seawolf managed a major overhaul/conversion, won the Battle Efficiency "E," and earned a Secretary of the Navy Commendation in 1975. That same year John was deep-selected for Captain.

Prior to retirement, John served as Commander, Submarine Force Pacific Representative at Mare Island, assisting submarine commanding officers with their nuclear overhaul operations. In November, 1978, he joined Bechtel Power Corporation for one year of project management work in the commercial nuclear industry. He then moved to EDS Nuclear, Inc. (a division of Impell Corporation) in 1980, and presently serves as Manager, Management Services Division, Walnut Creek, California office.

John, Joanie, and the three children--Jay, 16, Lee, 15, and Julie, 12--live in their country home "Stoneybrook," Napa, California, with just enough property to sustain a new family venture, a small Connemara pony breeding farm.

Jay is a junior at Napa's Justin-Siena High School and Lee is a sophomore. Julie is a sixth grader at Mount George Elementary School. "Living in 'the wine country' is great and the welcome mat is always out for classmates traveling through!"

Career Highlight: "Distinguished Service Medal during submarine command tour."



## RUSSELL H. WEIDMAN

Senior Scientist  
Science Applications, Inc.

Russ began his Navy career with Naval Air Training followed by three years flying F-11's and A-4's at Oceana, Virginia (1958-1961). In 1961 he entered Postgraduate School, graduating in 1964 with a Master's in Nuclear Physics. He returned to the A-4 cockpit from 1964 to 1966 at Lemoore, California, before being assigned to Washington, D. C. Here he became an A1DC and went into the "missile business."

In 1967 Russ was assigned to CINCPAC, Honolulu, Hawaii handling weapons for the Navy and Marine Corps in S.E. Asia. He returned to NavMisCen, Pt. Mugu, California, in 1971 to work with the "Harpoon" Program, and then spent a final three years (1975-1978) in Washington, D. C., with the Cruise Missile Program. In 1978 he retired and crossed the street to work with Science Applications, Inc., as a senior scientist.

Russ and Budge were married in December, 1956. They have two children. Jane, born November 11, 1957, is married and works in the Treasury Department for the State of Michigan. John, born April 19, 1960, is a member of the Class of 1982 at USNA and plans to go Naval Air.

Career Highlight: "Happily married 25 years."



## GEORGE THOMAS WELSH

Head Football Coach  
University of Virginia

There is a quiet intensity about George Welsh that contributes to attempts to aptly describe him. But there is no question about what he did in restoring Naval Academy football to a competitive level in recent years.

In his unassuming but exacting manner, Welsh directed the Midshipmen to successive seasons of 9-3, 7-4 and 7-4-1 and three bowl games in the past four seasons. Of particular significance to Navy partisans, he beat service academy rival Army seven times in nine years. His overall nine-year record at Navy shows 55 wins and 46 losses making him Navy's winningest coach.

Under Welsh, the Midshipmen have been ranked among the nation's top 25 teams in team defense in five of the past eight seasons, finishing third in that category in 1975 when he directed Navy to its first winning season in eight years (7-4). They were 13th in 1978 and 21st in 1979. In 1980, the Mids were sixth in total defense, fifth in scoring defense and eighth in pass defense.

Welsh himself was honored at the end of the 1980 season by being selected as the NCAA District II University Division Coach of the Year by the American Football Coaches Association and was cited by the Washington Touchdown Club Board of Governors with a "Fimmie Award" for his overall contribution to service academy football and the sport itself.

His success at Navy stemmed in no small part from his understanding of football as it is conducted within the framework of the Naval Academy. He has been hailed by both the press and his peers for his often brilliant game planning and for his ability to adapt to the personnel he has available. Perhaps that was best exhibited in 1980. "With a converted safety playing quarterback," wrote the Washington Post's John Feinstein, "decimated by injuries and in trouble with a 3-2 record after a stunning loss to Airforce, the Mids came back... and earned a bid to the Garden State Bowl." They also were the ECAC Team of the Year.

Welsh was appointed Navy's head coach on February 15, 1973 after 10 years as an assistant at Penn State under Rip Engle and Joe Paterno. His first two Midshipmen teams went 4-7 but in 1975 the Mids enjoyed their best season in nearly a decade and a half, 7-4. A year later, Navy overcame a 1-7 start with a late season turnaround that produced three consecutive wins and in 1977 Navy was 5-6.

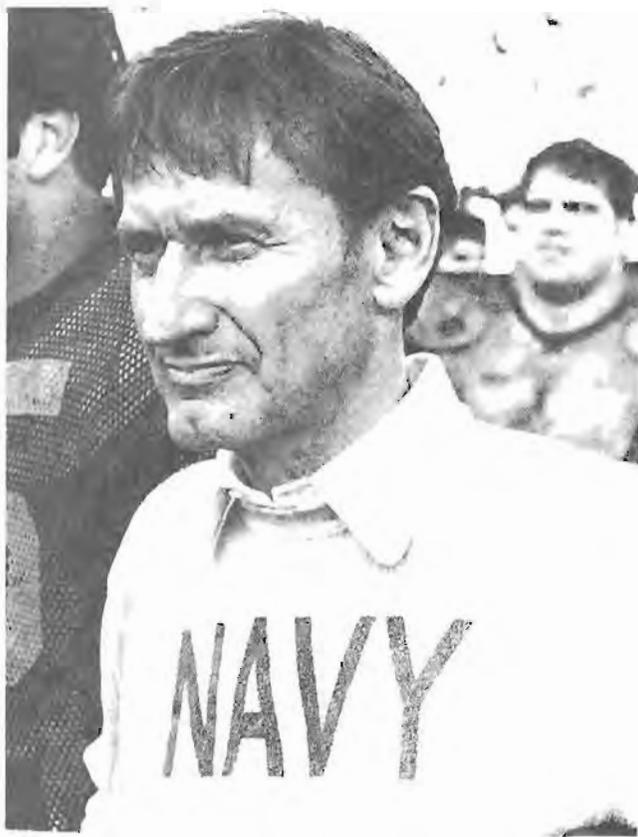
Then came the string of winning seasons, starting with 1978 when the Mids made their first bowl appearance in 15 years, were 17th in the final UPI rankings and named the ECAC Division 1-A Team of the Year. Welsh was sixth in the national coach of the year balloting that year.

Welsh served as the head coach of the East in the 1977 East-West Shrine Game and previously has served as an assistant at this game and the Japan Bowl.

The first Academy graduate to hold the job of head football coach since Tom Hamilton in 1947, Welsh was the Midshipmen starting quarterback for three seasons (1953-55). His 172 pass completions in 313 attempts produced 2,355 yards and 20 touchdowns, statistics which rank him seventh on the current list of Navy's all-time passing leaders. He also is seventh in career total offense with 2,597 yards on 448 plays. Welsh gained his greatest acclaim as a player in the 1955 Sugar Bowl when he engineered a Navy upset of heavily-favored Mississippi, 21-0.

He reinforced his reputation as a senior in 1955 when he led the nation in both passing (1,319 yards) and total offense (1,348 yards) despite playing in only eight of Navy's nine games.

Welsh spent eight years in the service, reaching the rank of Lieutenant. He joined Rip Engle's Penn State staff in July of 1963.



## J. W. WESTERHAUSEN

Assistant Project Engineer  
Garnett Corporation

"J" spent five years in the Air Force, making a select crew in SAC and winning a spot promotion to Captain. He resigned his commission in 1961; worked three years for Beech Aircraft in Boulder, Colorado as test engineer on missile components; started work with Garnett Corporation (Phoenix) in 1964; and has been there ever since. He has worked as a cryogenic test engineer, air turbine starter and propulsion engine test engineer, and is now assistant project engineer for the TFE 731 fan jet engine project. Present duties include engine performance, field liaison, manuals, and engine repair supervision of engineers, with some travel required throughout the U.S. and Europe. These 731 engines power Lear, Falcon, Westwind, Sabreliner, Jetstar, and Hawker-Siddeley executive jets.

Recreation pursuits are fishing, hunting, skiing, backpacking, and camping in the Rocky Mountain state



"J" has been married for 25 years to Joan, with three children: daughter Tracey, born November 11, 1957; daughter Erin, born June 15, 1960; and son Barry, born May 31, 1964. Both daughters are attending Arizona State University in Tempe, Arizona. Barry is a junior in high school. Joan is a registered professional nurse and has been the school nurse at Rhodes Junior High School in Mesa for the last four years.

## PERRY L. WESTMORELAND

Procurement  
Bechtel International

Following graduation Perry married Beverly (Bev) Misterek from Wilsonville, Oregon. They went first to Athens, Georgia, where Perry attended Naval Supply Corps School. The Westmorelands' first child, Jody, was born in Portland, Oregon, on May Day, 1957, while Perry was at sea on USS Monat Katmai (AE-16) in the Far East. He was then transferred to USS Whitehurst (DE-634) homeported in Seattle, Washington, followed by duty at Oakland Naval Supply Center where second child, Tom, was born at Walnut Creek on Washington's Birthday, 1959.

Perry was given an assignment overseas at Subic Bay Naval Supply Depot, followed by another assignment in warm weather at Key West Naval Station. He was then assigned as Cargo and Supply Officer of USS Arcturus (AF-52) homeported in Norfolk, Virginia, where he was promoted to Lieutenant Commander. From Norfolk he journeyed to the Naval Academy, where Perry ran the Midshipman Mess from 1967 to 1969. Third child Jim was born on October 9, 1967, at the Academy Hospital.



When Perry was ordered to South Vietnam in 1969, the family stayed at Wilsonville, Oregon, near Bev's parents. Perry was Logistics Officer of the Third Naval Construction Brigade, where he was promoted to Commander and received the Bronze Star. Then the family joined him overseas, this time for four years at London, England, where Perry was Supply and Fiscal Officer of Naval Activities, United Kingdom. In this assignment they traveled extensively in Europe, and Perry was even able to practice his foreign language on a visit to Russia.

Perry returned to America to duty at Naval Supply Systems Command, Washington, D. C., where he retired in July, 1976. The family moved "home" to Portland, Oregon, where Perry worked as a shareholder of a plywood mill. Then in 1979 he joined Bechtel and has just completed working a two-year assignment for them helping to build a new international airport at Riyadh, Saudi Arabia.

Daughter Jody is yet unmarried. Tom graduated this year from the University of Oregon, and Jim is in junior high school. Perry and Bev are currently planning to move their household to the next Bechtel assignment.

## EDWIN KIRBY WHARTON

Assistant Branch Supervisor  
Johns Hopkins Applied Physics Laboratory

Ned went to the USS Boston (CAG-1) after graduation as Missile Division Officer, and remained until 1957, when he was transferred to the USS Gyatt (DDG-1) as Control Officer. In 1959 he became Commanding Officer of USS Somersworth (EPFAR-849), where he remained until he resigned in August, 1960.

Ned went to work first as an engineer for Vitro Laboratories. In 1961 he moved to Johns Hopkins Applied Physics Laboratory, where he has remained until the present, progressing from Engineer to Section Supervisor, Group Supervisor, Projects Manager and finally Assistant Branch Supervisor.



Ned married Patricia Yearout in October, 1957. The Whartons and their twin sons, Paul Kirby and Edwin Scott (21) live in Columbia, Maryland.

## JAMES E. WHELAN

Venture Planner  
DuPont

Jim spent nine years on active duty after graduation. Commissioned in the Civil Engineer Corps, he was stationed at Davisville, Rhode Island; London, England; Philadelphia; and served his last year as Executive Officer of MCB One. Jim retired as a Lt Commander in the Naval Reserve in 1968.

Jim, Carolyn, and their five children moved to Richmond, Virginia, in 1965. Matthew, the sixth, was born there in 1970. Upon leaving the Navy, Jim joined DuPont, working as a Process Engineer in their textile fibers department on a new product called Tyvek. While there he has been in various management and staff positions in the production areas; currently, he is working as the Venture Planner for Nomex, a product familiar to aviators.



For twelve years Jim has been on the evening faculty, first at Virginia Commonwealth University and then at J. Sargent Reynolds Community College, teaching technical mathematics. He is also active in church in leadership and scripture teaching and in the Cursillo Movement, an ecumenical evangelization effort. He rounds out his free time by helping the children with scouts and coaching soccer.

Married daughter Julie and son Jamie are living in Richmond. Two sons, David and Chris, are on active duty in the Navy, and Nancy and Matt are still living at home.

Career Highlight: "Coming to grips with who I am and using the talents which I have to best serve the needs of others in my life. I would like to think that my most notable achievement is yet to come, as I trust that God still has a few tasks for me that I haven't even considered."

## WILLIAM E. WHITAKER

Management, Air Research Manufacturing  
Company of California (Division of  
Signal Companies)

After graduation, Bill served in the Air Force as a member of Strategic Air Command, Military Air Transport Command (Air Rescue), an Engineer at the Air Proving Ground Center, and Project Officer on the Manned Orbiting Laboratory. This proved too dull, and he volunteered for Southeast Asia to do combat duty. Here he flew AC-130C Gunships, intercepting troops, trucks, and supplies on the Ho Chi Minh Trail, in direct support of U.S. troops. As a member of the 16th Special Operations Squadron, he was nearly shot down three times, but emerged unscathed. His final Air Force assignment was at Los Angeles Air Force Station, performing various jobs involving classified orbiting missiles.



Bill's wife, Bonnie, is from Houston, Texas. Son Ronald was born in Shreveport, Louisiana, on September 28, 1961, and James was born in Torrance, California, on April 3, 1967.

Career Highlight: "One hundred forty-one combat missions in Vietnam war. Distinguished Flying Cross--11 Air Medals--two Meritorious Service Medals--two Commendation Medals."

## FRANK WHITE

Governor of Arkansas

From 1956 until 1961, Frank accumulated over 1800 flying hours in the Air Force before retiring as a Captain. He began a business career in Little Rock with Merrill Lynch, Pierce, Fenner and Smith, and worked with Merrill Lynch until 1973, when he joined the management team of Commercial National Bank in Little Rock.



Former Governor of Arkansas David Pryor appointed Frank the Director of the Arkansas Industrial Development Commission in 1975. During his tenure at AIDC, he pursued overseas markets for Arkansas agricultural products, led trade missions overseas to promote Arkansas products, and was instrumental in the establishment of Arkansas' Brussels office which, in 1980, was credited with over \$16 million of agricultural sales overseas. Frank held the post until 1977, when he became President and Chief Executive Officer of Capital Savings and Loan in Little Rock. In April, 1980, Frank resigned his post at Capital Savings and Loan to campaign for Governor. He was elected in his first bid for public office on November 4, 1980.

During his 20 years in Little Rock, Frank has been very active in civic causes. He has served as President of the Little Rock Junior Chamber of Commerce; Rotary Club of Little Rock; and was selected one of Arkansas' Ten Outstanding Young Men in 1965. Frank also served on the Little Rock Port Authority Board of Directors; Little Rock Fifty for the Future Club; the Arkansas Council on Economic Education; and the Arkansas Savings and Loan League. He has been closely involved with the Arkansas Children's Hospital for the past 15 years, and has also volunteered his efforts to the Baptist Medical Center.

Frank and Gay White attend fellowship Bible Church. The Whites have three children: Elizabeth, 19; Rebecca, 17; and Kyle, 14.

## LAURENCE A. WHITE, JR.

Part-Time College Lecturer;  
Full-Time farmer

Larry and Earlene were married in Foley, Alabama, during flight training, and Laurence III was born in Corpus Christie, Texas. The Whites made their next home in San Diego, California, while stationed with a fighter squadron, VF(AW)-3, at North Island. Their second son was born in San Francisco--Earlene was with her in-laws while Larry was in Hawaii. After less than a year at Barbers Point with Guided Missile Group One, they moved to Okinawa, where Larry was Officer in Charge of an aviation detachment at the absolute end of the supply line--many fond memories of supporting the submarine Medregal with Charlie Roberts and other '56ers in residence.

Two more sons, David and Daniel, were born while the Whites resided on the "Keystone of the Pacific." Earlene was blessed with a fulltime maid and thus able to leave the houseapes often enough to preserve her sanity (even a Lieutenant could afford the \$24/month wage). There was much good flying and frequent liberty in the Philippines, Taiwan, Hong Kong, and Japan. Larry recalls a not-very-sober night or two with Rick Klingensmith at the Atsugi O-Club.

Stephen was born in Monterey, California, while Larry struggled with the mysteries of Aeronautical Engineering (and Earlene struggled with a grouchy husband and a houseful of boys--and no maid). Oh, the frustration of never enough study time! After achieving the B.S. degree, Larry worked for Bob Shinn's father at BuAer, later BuWeps, before moving on to Jacksonville and the Roadrunners of VA-36. Those were two and a half years of close squadron camaraderie and married life by correspondence (very unsatisfactory--some things just can't be mailed). A Med cruise on the America was followed by a WestPac cruise on the Intrepid, the "oldest and best." Earlene was able to join Larry for a week in Japan to remind him what he was fighting for.



After leaving VA-36, there were several months as a production test pilot for the Naval Air Rework Facility before the family moved to the Annapolis area and a teaching assignment at the "Boat School." Brian was born at the Naval Hospital there just before Christmas, 1969. Wayne Miller, Robbie Robertson, and Larry had a terrific wetting down party for their newly acquired "scrambled eggs."

The next assignment was as Assistant Naval Plant Representative at the Westinghouse Defense and Space Center. One of the more bizarre chores which accompanied the job was negotiating a labor contract with a government employees union. Life as a bureaucrat was not nearly as rewarding as driving airplanes, so after a tour in Washington, the Whites "retired" to 430 acres of Virginia mountains and started a career of self-sufficiency.

"Our oldest son is an engineer in the Merchant Marine and by the time this is printed should be a new father. I'm not sure Earlene and I are old enough to be grandparents. David is studying to become a veterinarian while Daniel is pursuing a degree in electrical engineering. Stephen is a freshman at an engineering college and has applied for admission to the Naval Academy. Brian is a sixth grader and will become chief assistant with our goat herd. Earlene and I are about to sign on for another 25 year tour together. It's been a grand journey so far."

Career Highlight: "Designed and, with the help of family and friends, built a 3200-square-foot passive solar home."

## RONALD L. WIDNER

Ron graduated with Pilot Training Class 57U (USAF) and continued to advanced training in all weather interceptor F86D/L. His first operational assignment was to Larson AFB, Washington, and then to Okinawa, Naha Air Base. Remaining overseas, Ron moved to Johnson Air Base, Japan, in B-57B Tactical Bomb Squadron, before returning to CONUS in August, 1961, to Stewart AFB in B-57E Electronic Warfare Squadron. He became Base Quality Control Officer; then was reassigned to Perrin AFB, Texas, for F-102 school before going to Elmendorf AFB, Alaska, for four years beginning June, 1964.

Ron married Judy Smith, First Lieutenant, USAF (nurse) on January 15, 1966. First son Ronald J. was born November 5, 1966. Ron resigned his commission in December, 1966, but resignation was disapproved. He had an offer of employment from United Airlines in early 1967, but could not obtain his release from the Air Force. Second son Michael R. was born November 14, 1967, while Ron was still waiting. He finally obtained release on May 21, 1968-- nine days short of twelve years active service.



"United Airlines kindly continued their offer of employment and I started school with them June 10, 1968, just five months before my 35th birthday (after which you become a fossil). In other words, I just made it under the wire. I'm extremely happy to be in what I consider to be the best job in the world and find myself flying with an outstandingly congenial group. Judy and I attended the 20th and 25th reunions and are looking forward to others in the future, especially the 30th. I must say that I recollect my academy days with great nostalgia, which is rekindled by each reunion. My classmates in the Class of 1956 have shown themselves to be an outstanding group and I am very proud to be associated with them."

## FORREST ROGER WILLIAMS

Commander, USN

Forrest married Madge Evelyn Gambill of Johnson County, Kentucky (his home state) on August 14, 1959; their daughter, Nina Ann, was born three years later. His first assignment was aboard the USS Northampton (CLC-1), followed by tours aboard the USS Gearing (DD-710) and the USS Inez Bay (LPH-6). He received an MS degree from Naval Postgraduate School in 1962, suffered an accidental gunshot leg wound in June, 1964, and was transferred to Restricted Line (Geophysics) in 1966.



Following promotion to Commander in 1969, Forrest returned to the academic grind, receiving a second MS degree from the Massachusetts Institute of Technology in 1972, and then returning to the Naval Postgraduate School as an instructor. He looks forward to retirement in June, 1982.

Career Highlight: "Serving as Assistant Professor of Meteorology while stationed at the Naval Postgraduate School from 1974 until present."



## GENE WILLIAMS, JR.

Senior Engineering Specialist  
Ingalls Shipbuilding

Upon graduation, Gene entered the USAF. After training, his first duty assignment was with SAC at Seymour-Johnson AFB, North Carolina.

After completing his Ph.D., Gene was assigned to the Air Force Weapons Lab to do R&D in the laser field. He then went to Mississippi to teach telecommunications under a joint Air Force/University of Mississippi program at the Master's level.

Gene has worked for Litton in various engineering jobs on the LHA, DD963, C647 and is currently in the LHD-1 program.

Gene married Charlotte in April 1960. They have had 12 children in 22 years: Patricia - 1/24/60; Linda - 9/23/63; David - 10/12/67; Jonathan - 9/3/68; James - 7/29/70; Sarah - 9/25/71; Laura - 2/2/74; Christina - 10/15/75; Timothy - 2/7/77; Rebekah - 6/7/78; Joseph - 3/31/80; Richard - 2/19/82.

Gene and Charlotte live in the country and have a horse and a succession of collectible sports cars, the most notable being the road and track Pantera GTS - one of three GTS Panteras in the U.S. and tested for R&D by Peter Revson before his ill-fated crash in South Africa.

Career Highlights: Developed "Wave Band" laser system for USAF. He was also lead Engineer on AN/SPY-1A installation on-board TICONDEROGA (CG-47) and received "Regis Excellence Award" for job.

## ROBERT L. WILLIAMS

Project Manager  
CACI, Inc.

Bob entered the Navy Supply Corps, serving originally as Supply Officer for DE-213 out of Key West, Florida. He proceeded to NSD Subic Bay, took time out to earn a Master's degree in Operations Research at the Naval Postgraduate School, and then was assigned to Ordnance Supply Office. This was followed by assignments to Ships Parts Control Center, the USS Oklahoma City, OPNAV, and NAVSUP, and a final assignment to the Center for Naval Analysis. Bob retired in August, 1976.

After retirement, Bob found a job as the Technical Director of the Chainsaw Manufacturer Association --"a very different and pleasant job." In April, 1981, he changed jobs and is now a Project Manager for CACI, Inc.



Bob married Elaine on graduation day. The Williams have two sons, ages 21 and 24, and a granddaughter, Amy, 21 months old. Their home is in Lorton, Virginia, and they "enjoy the many activities and good friends in the area, but every winter we have thoughts of warmer climes. Someday."

Career Highlight: "Got my private pilot's license after retiring. Now have multi-engine and instrument ratings."



## WAYNE M. WILLS

Manager, Building & Office Services  
The Southern Company

Wayne retired from the Marine Corps in May, 1974, and immediately went to work for the Southern Company-- the largest independently owned electrical utility in the country, owner of Alabama, Georgia, Mississippi, and Gulf Power Companies. Since joining The Southern Company as a training analyst in 1974, he has gone through a number of training department billets prior to becoming an Administrative Coordinator in the Administrative Department some four years ago. Approximately six months ago he was made Manager of Building & Office Services. This job entails managing approximately 350,000 square feet of office space (in ten locations) plus an automotive fleet, food services, security, telephone system, plus various and sundry lesser activities. Twenty-six people help him accomplish the aforementioned.

Wayne is very active in tennis in the Atlanta area, having been a member of the Atlanta Lawn Tennis Association (ALTA) since moving to Atlanta from Albany, Georgia, in 1974. He and wife Marilyn have four children, three of which are married and away from home. The last remaining child, Wayne, Jr., shares his father's love of tennis, and plays constantly.



## CHARLES WILSON

U. S. Congressman

An elected public servant for 21 years, Charlie ran his first political campaign on a 30-day leave from the U.S. Navy when he decided to run for the Texas House of Representatives from his hometown of Trinity. Challenging an incumbent who was not particularly bent upon giving up his seat, Charlie nevertheless won the race. He went on to serve six years in the House and six in the Texas Senate.

In 1972, when then-Representative John Dowdy was sentenced to prison for bribery, conspiracy, and perjury, Charlie decided to challenge Dowdy's wife for the open seat. He won handily and is now serving his fifth term in Congress.

Charlie upset the seniority system in 1976, winning his bid in the 94th Congress' Democratic Caucus for a seat on the influential House Appropriations Committee. He was the only member of the 95th Congress to hold a seat on both the Appropriations Committee and the Ad Hoc Energy Committee. He also served on the Energy Conference Committee which was responsible for the formulation and passage of the National Energy Act of 1978.



In the 97th Congress, Charlie sits on three subcommittees of the Appropriations Committee: Defense, Foreign Operations and District of Columbia. He is also a member of the House Committee on Standards of Official Conduct and the Democratic Steering and Policy Committee. Earlier this year, he was elected chairman of the Sunbelt Council, a new legislative support group whose members are congressmen from southern and southwestern states.

Career Highlight: "Election to the U.S. House of Representatives."



## JOHN S. WILSON

Manager of Product Safety Operations  
IBM Corporation

Jack continued his education following graduation from USNA at the U.S. Naval Intelligence (Post-graduate) School, Washington, D. C. He was assigned to the U.S. Naval Field Operational Intelligence Office, NSA, Ft. Meade, Maryland, from 1957 to 1959, became COMALSEAFRON (N-2) and Assistant District Intelligence Officer, Kodiak, Alaska, in 1959, and then was made Administrative Assistant to Director of Naval Intelligence, OPNAV, Washington, D. C., in 1961. He resigned his regular commission in August, 1963, but remained affiliated with the Naval Reserve Intelligence Program, serving in various assignments and commands in Washington, Cincinnati, and New York. Since 1972 he has been USNA Information Officer (Blue & Gold); he holds the rank of Captain.

Jack's civilian employer has been IBM Corporation. From 1963 to 1969 he was Account Representative and then Program Manager for a special operations program responsible for intelligence and cryptologic agencies, located in Washington, D. C. He was then transferred to Cincinnati, Ohio, as marketing manager for IBM's Public Sector Industries, and in 1975 moved to OP Services Marketing in Cincinnati. Since 1977 he has held the position of Manager of Product Safety Operations at the Corporate Headquarters in Armonk, New York.



Jack's marriage to Jean Harvey of Centralia, Illinois, has produced three children: Linda, born May 7, 1958, and now married to Steven Crossett; Ann, born August 19, 1963; and Thomas, born December 15, 1965.

## POWELL J. WILSON, JR.

Assistant Project Manager  
Defense Systems Group, TRW Inc.

Based on his midshipman cruise experience, PJ decided seasickness is not just a state of mind, and solved this problem by going Air Force ground. On the day following graduation he and Roma were married at Bala Cynwyd, Pennsylvania. First assignment was to the AF Officer's Guidance Systems School at Lowry AFB, Colorado. There were about 20 classmates at the school studying basics of short range missile guidance systems. In February, 1957, about half of the group were sent to Orlando AFB, Florida, to form a new tactical missile squadron planned for eventual deployment to Germany.

In July, 1957, daughter Sheryl was born. A few months later, PJ applied for graduate school through the Air Force Institute of Technology program and in June, 1958, found himself at the Instrumentation Laboratory at MIT in Boston, Massachusetts. During this period, he was promoted to First Lieutenant. In September, 1959, son Powell was born at the Chelsea Naval Hospital near Boston. Shortly after this PJ was transferred to the Electrical Engineering Department at the University of New Hampshire, and in June, 1960, with his MSEE degree, traveled to Patrick AFB, Florida. Here he spent four very exciting years working on the Minuteman ICBM flight test program. Primary responsibilities included preparation and checkout of the launch area and checkout and flight test of reentry systems. Highlight of this tour occurred in February, 1961, when the first Minuteman was launched at Cape Canaveral. Sometime during this tour he was promoted to Captain.

In July, 1964, PJ was reassigned to the AF Ballistics Division at Norton AFB, California. During this four-year tour he was the project officer for the development of an exo-atmospheric penetration aids subsystem for Minuteman II and was promoted to Major. In July, 1968, he moved to AF Systems Command at Andrews AFB, Maryland, as staff officer for ICBM systems, and in July, 1972, to the Pentagon as Minuteman Program Element Monitor. PJ was promoted to Lieutenant Colonel and retired in July, 1977.

Following retirement PJ accepted employment with TRW, Defense Systems Group, in Virginia. He is an assistant project manager on a command, control, and communications project associated with the Defense Communications Agency. Daughter Sheryl graduated from Meredith College in Raleigh, North Carolina, in June, 1979. Son Powell is a first-classman at the Air Force Academy near Colorado Springs, Colorado. Roma is "continuing her role as a wonderful wife and mother and never seems to have enough hours in the day."

## ORPHEUS L. WOODBURY

Marine Engineer  
VSE Corporation

Woody was first assigned to the USS Taylor (DDE 468), homeported in Pearl Harbor, Hawaii, where he served as first Lieutenant and Main Battery Officer until August, 1958. Following a tour on the USS Oriskany (CVA 34) as Boiler Officer and then as Electrical Officer, he attended the U.S. Naval Postgraduate School at Monterey, California, receiving a Bachelor's Degree in Meteorology in 1962.

During the period June, 1962, until June, 1964, he was Chief Engineer of the USS Cavalier (APA 37), after which he reported to the U.S. Naval Academy as an instructor on the Navigation Committee of the Naval Sciences Department. In September, 1966, Woody joined the Naval Advisory Group, Vietnam, and served as Assistant Advisor, Fourth Coastal Zone, Rach Gia until September, 1968; Assistant, Ordnance Logistics Division of Staff Commander Service Force Pacific from October, 1968 until October, 1970; and Executive Officer, USS Francis Marion (LPA-249) from January, 1971, until assignment to the Navy Branch, Education Center, Marine Corps Development and Education Command, Quantico, Virginia, in October of 1972. His final Navy tour was with COMPHIBGRU Two Staff on USS Mt. Whitney (1975-1977). He retired in March, 1977.

Woody has been awarded the following decorations: the Navy Commendation Medal with Combat "V," Navy Unit Commendation, National Defense Medal with one star, Vietnam Service Medal with four stars, Vietnamese Cross of Gallantry with Order of the Silver Star, Republic of Vietnam Campaign Medal, and the Combat Action Ribbon.



Woody's wife, the former Susan Blanford Hurd of Vista, California, died in 1981. There are four young Woodburys: Molly (22), Gail (21), Lanny (16), and Sally (10).

Following retirement, Woody worked in several real estate fields for three years in the Tidewater Virginia area. He is currently employed with V.S.E. Corporation of Chesapeake, Virginia, as a Marine Engineer doing machinery inspections and repair write-ups. His hobby is racing small sailboats--one or two man size centerboarders.

Career Highlight: "Serving with Vietnamese junk forces in 1966-1967 as a Naval advisor."

## GENE L. WOODRUFF

Professor and Chairman  
Department of Nuclear Engineering  
University of Washington

After graduation Gene went through flight training in Pensacola and Memphis. He not only completed flight training with the highest score for the year, but also broke the all-time record and was awarded a gold watch by the D.A.R. for his efforts. Next was a tour with Fighter Squadron VF-33 flying F-11F's out of Oceana. Among his squadron mates were Jim Flatley, Mickey Brown, Ned Hogan ('54), Jim Healy ('54), and Percy Williams ('55). The squadron flew off the Intrepid and made cruises to the Med and the Caribbean as well as gunnery tours to Guantanamo Bay.

On a Med cruise in 1959 Gene came back from a flight, made six landings all in the wire area, and bolted (no wire caught) six times. He proceeded to rendezvous with the air-borne tanker and mid-air refueled with about three minutes of fuel remaining. After diverting to a NATO base in Sardinia he discovered that the hook on his plane had been installed backwards. Apparently the most dangerous part of the episode was still ahead, however, because an RCAF fighter squadron took him in for the next few days. According to Gene, the drinking sessions at the Club were the wildest in his experience, and he still talks about the incredible games the Canadians were fond of playing.

Gene left VF-33 and spent almost a year at Anacostia before leaving active duty in the summer of 1960. During this time he shared an apartment in Arlington with Charlie Wilson. A couple of highlights of this period were Charlie's entry into Texas politics and Gene's introduction to his wife-to-be, Mary Lou Hunson.

In September of 1960 Gene entered graduate school at MIT to study nuclear engineering. In January, 1961, he and Mary Lou were married, lived for a time in Cambridge, and then moved to Belmont. The five years at MIT were mostly hard work and included three years as Reactor Supervisor at the MIT Nuclear Reactor.

After getting his PhD, Gene, Mary Lou, Mark (born in 1963, died in 1980), and Greg (born in 1965) arrived in Seattle in December, 1965. A third son, David, was born in 1969. Gene was an Assistant Professor in the new Department of Nuclear Engineering at the University of Washington, and he has worked there ever since. Gene served for a time as Director of the University of Washington Nuclear Reactor and is well known in the Seattle area as a result of many public appearances on nuclear-related issues. His

research interests include neutron spectroscopy, neutron activation analysis, and nucleonic analysis of fusion reactor blankets, and he has published over 50 papers in these fields. Currently he is the Chairman of the Department and also participating in the world's first fusion-fission hybrid experiment, which is under construction at the Swiss Institute of Technology in Lausanne, Switzerland. The whole Woodruff family spent four months in Lausanne in 1980.

The Woodruffs are confirmed Northwesterners now, and after 16 years they practically qualify as natives. They spend a lot of time skiing and hiking in the Cascade and Olympic Mountains, going to their sons' soccer games, and swimming and lying on the beach at their place on Camano Island, about an hour north of Seattle.

Career Highlight: "An early 'Second Coming.' While flying an F-11F over Albermarle Sound on the North Carolina coast in 1958, I had a flame-out. After two unsuccessful restart attempts I ejected at about 4,000 feet and parachuted into an almost deserted swampy region. The accident investigation team could locate only a very few witnesses, one of whom was an elderly widow who lived alone on a nearby farm. She said, 'Yes, I seen it--I seen the whole thing. I saw this man coming down out of the clouds and I said to myself, "That's probably how Jesus will come.'"

## HERBERT PIERSON WOODS

Professional Engineer/Manager  
Exxon

Following graduation from USNA in June, 1956, Herb was assigned to duty in Destroyers, where he qualified as OOD underway and for command duty. After attending submarine school, he qualified both for submarines and for submarine command before being selected for Postgraduate School in 1963 at Webb Institute. He graduated first in his class and then transferred to restricted line as an EDO.

Herb was assigned to Mare Island Navy Shipyard for four years. He returned to Naval Sea Systems Command in Washington, D.C., where he became the Project Manager for the OSRV project and was involved with several other classified projects. His last military assignment was Deputy Director, Department of Systems Management, and faculty Member, Defense Systems Management College.

After Herb's retirement in December, 1977, he joined Gilbert Associates, Inc., a large utility-oriented architect engineer firm. He received two promotions in less than two years and became Director of Southern Operations in Oak Ridge, Tennessee. He then joined Science Applications, Inc., as Head, Department of Systems Management, with full P & L responsibility.

In July, 1981, Herb joined Exxon Research and Engineering Company as an Engineering Associate in the Department of Project Management. He currently provides Project Management Training, Contractor Evaluation and Source Selection/Bid Review, Project and Field Engineer Training and Audits, Project Management Consulting, and other project support services for Exxon's worldwide projects, which presently exceed \$15 billion in capital investment.

Career Highlights: (1) U.S. Legion of Merit, Meritorious Service Medal, Navy Commendation Medal, plus five individual foreign awards, three U.S., and three foreign unit citations. (2) Licensed professional engineer in eight states. (3) Currently in 70% tax bracket with four promotions in less than four years in private industry."



Career Highlight: "Reasonably successful in the ownership of Hilton hotel franchises in the Southeast (Atlanta, Georgia; Tampa, Florida; and Clearwater, Florida. Also, I'm a better pilot than Fred Lind."

## JAMES HOWARD WOODS, JR.

President  
Welty & Woods, Inc.

James was medically discharged from USNA in October, 1954. Until 1968, he was employed by Montgomery Ward and Sears, Roebuck, in corporate engineering, then promoted to corporate real estate. In addition, he started a career as a draftsman. In 1969, James went into private business as President and majority stockholder of Welty & Woods, Inc. The business includes related subsidiaries for the development, ownership, and management of several Hilton franchises: Northlake and Northwest Hiltons in Atlanta, Georgia; Tampa Airport Hilton, Tampa, Florida; Clearwater Beach Hilton, Clearwater, Florida; and a proposed Bardmoor Hilton, Largo, Florida.

James married Maurine in December, 1954. They have three children: James H., III, is a flight instructor at Auburn University at age 26; Jerry Lee, 24, is a partner in J. H. Woods, Assoc., a subsidiary of Welty & Woods, Inc.; and Julia Ann, 20, is a student at St. Petersburg, Florida, Junior College, on the Clearwater Campus.

## CARL B. WOOTTEN

Director, Patent Administration  
Duke University

After graduation, Reb married Lee Small (they were divorced in 1969) and reported first to USS John S. McCain (DL-3) as First Division Officer and Assistant Gunnery Officer. He changed home port to the West Coast during the tour, and got lots of WESTPAC time. His next stop was Sub School (13 out of 65); here he made Lt(jg) and spent a lot of time washing out diesel oil. He was then assigned to Stickleback, but she got sunk--so Reb joined Sub Pack Staff until assigned to Gudgeon (SS-567) in Pearl. He had just qualified in subs when he got the call from the Admiral, so it was off to Nuclear Power School at Mare Island and the prototype at S7C in Connecticut, followed by SSW school at Bettis.

Reb then returned to USS Gudgeon (SSN-595) as E&RC Officer and was one of the first ten to report aboard to put her in commission. He made Lieutenant and took her on shakedown to Pearl. "Interesting side-light--Plunger changing home port to Pearl (along with my household goods)--two days later I'm in Holy Loch, Scotland, for the first patrol as Engineer of FBM." Reb's next assignment was to USS Robert E. Lee (SSBN-601) for Engineer and patrols. "The beginning of the end. Resigned effective June, 1964. Eight years to the day and the same day I made LtCdr."

In the civilian world, Reb went to work initially at Isotopes, Inc. in New Jersey. He got interested in radioisotopes for processing and wrote a prospectus for a new company in radiation processing which was backed by Isotopes. He subsequently became Vice President and Director of Irradco, Inc., a joint venture he put together between Isotopes (now bought by Teledyne), Martin-Marietta, L&M Alpo Division) and Uniroyal, which designed the world's first meat sterilization plant using gamma radiation. He later started his own company in radiation processing with a partner from Canada, offices located in Montreal and Washington. "Wound up selling the company (now with a large radiation plant in New Jersey) to Bob Vesco of ICC. When he absconded with the money, we bought it back for ten cents on the dollar. Got two patents in this period which started my third career." He also got married to Georgia in 1971.



Reb has continued to work with patents from 1975 to the present. He started the patents program at the University of Virginia and built it to an income of about a million per year. On a consulting job at Duke he got an offer he couldn't refuse, and is now building their patents program. "Broke even the first year and made some the second year, and having a ball!"

Under the heading of "Honors and Memberships," Reb lists his nomination in 1971 by the U.S. Atomic Energy Commission as the U.S. candidate for the United Nations Atomic Energy Agency project to direct, under diplomatic passport, the design, construction, and operation of India's first medical products irradiation sterilization facility. He was also nominated by U.S. Army Natick Laboratory and USAEC to develop and direct the food irradiation program for the Shah of Iran. He is a trustee of the Licensing Executives Society and a member of the Society of University Patent Administrators.

Reb has two children from his first marriage. Dianna (born June 7, 1957) graduated from Clemson with honors and works for Lockheed as an internal auditor in San Francisco. Eric (born January 26, 1959) graduated from Mary Washington last year in political science, took third place in the international Frisbee Championships and started his own Frisbee promotion and tour business.

Career Highlight: "Put together joint venture company with four major firms as partners for world's first meat sterilization facility using gamma radiation as the sterilization technique."

## F. EDWARD WRIGHT

Mathematics teacher  
The Bullis School

After graduation Ed entered the Naval Security Group, undertaking three months training as a cryptographic officer. He also met and married Julie Farrell. His first permanent duty station (1956-1959) was NAVCOMMFAC Philippines as Communications Watch Officer. During this tour he was divorced. On returning to the states he was assigned as Assistant OIC NAVSECGRU Reserve Training Detachment at NAVSECGRU-ACT Skaggs Island, California. Here he met and married a fellow officer, Lt(jg) Barbara Epler from Wildwood Crest, New Jersey. After her resignation they settled at Skaggs, then moved on to Monterey for Postgraduate School, where Ed became the first and last Security Group Meteorologist. The Wrights' first daughter, Lauren Elizabeth, was born on July 24, 1960, at Ft. Ord, and Ed was elected to The Society of the Sigma Xi.



After two years at USNPS, Ed transferred in 1962 to NSA, Ft. Meade, Maryland, where he spent three years as an operations officer in the Production Section. Second daughter Martha Ann was born February 28, 1963, at the Naval Academy Hospital, and third daughter Holly Gwynne was born December 20, 1964, at Ft. Meade. From 1965 to 1967 Ed served in Okinawa, NAVSECGRUACT Hanza, as Head Meteorology Branch in support of Vietnam operations. Ed traveled around visiting sites in Japan, Vietnam, Thailand and Taiwan; the family lived off base one year in Awase Terrace and one year in quarters at Kadena Air Base. From semitropical Okinawa they moved to Winter Harbor, Maine (the favorite duty station) where Ed was Executive Officer of the Security Group Activity located on Schoodic Point, in the environs of Acadia National Park.

From 1969-1971 Ed was Head of Cryptographic Training at BUPERS, during which period the Wrights lived in Vienna, Virginia. The following four years as Executive Officer in Naval Security Group Activity, Sabana Seca, Puerto Rico, just about wore Ed out, so the Navy sent him for a rest to Security Group Headquarters, Washington, D. C. The Wrights bought their first house in Silver Spring, Maryland, and Ed became a commuter while Barbara and the girls settled in to enjoy suburban living. "The children were in or nearing their teens, and we hoped to remain in one place long enough for them to finish high school. When I was passed over for Captain in 1976 I put in my retirement papers within the week. My 20 years in the Navy had been great, but I had always wanted to teach so decided to begin the second career immediately."

Ed retired in January of 1977, but was temporarily diverted from teaching by genealogical research, writing and publishing his second book on the Wright family of the Eastern Shore of Maryland. Barbara went to work at the National Institutes of Health while Ed concentrated on compiling and publishing genealogical source material of Maryland, establishing his own small publishing and research company called Family Line. "Although I would like to concentrate on this work full-time, it seems that because of economic considerations (two children attending the University of Maryland and one a junior in high school) I must juggle my genealogy and teaching a while longer."

In September of 1977 Ed became a math teacher at Wroxeter-on-the-Severn School in Arnold, Maryland. He taught there for two years but got tired of the long drive from Silver Spring to Arnold (just outside of Annapolis), so left to concentrate once more on genealogical research and to publish books on Maryland Militia, War of 1812 and Maryland Eastern Shore Newspaper Abstracts. Barbara went to work again. While Ed was in his "genealogy phase," he occasionally did substitute teaching and once spent two days as a substitute at The Bullis School in Potomac, Maryland. They asked him to teach permanently in 1980 and in 1981 he moved up to Head of the Math Department. In 1981 Bullis became co-ed, so his youngest daughter decided to take advantage of the opportunity to attend.



**Career Highlight:** "Barbara claims my most notable achievement was surviving four years as Executive Officer of NSGA Sabana Seca, P.R., but I think it was the researching and publication of my family history The Descendants of Caleb Wright, in which I located over 4,000 descendants of my great-great-great-great grandfather. My book received recognition from the Maryland Historical Society as one of the best Maryland Genealogies in 1980. I look forward to full-time work in the compiling and publication of books useful to Maryland genealogy."

Orv then went back to sea with another helicopter squadron (HS-3) on the East Coast. Serving as maintenance officer and Operations Officer during two Med deployments prepared him for bigger and better things--back to Patuxent River for a short tour as Head of the Rotary Wing Division of Flight Test. Sea duty called before the year was out. The next four years were spent at sea; two as Executive Officer/Commanding Officer of HS-8 and two as Air Boss on the USS New Orleans (LPH-11). On New Orleans, he participated in the minesweeping at Hai Phong Harbor as well as two Skylab recoveries--very interesting experiences! Finally he returned to Naval Air Test Center as the Director and Chief Test Pilot for the newly formed Rotary Wing Division. Among his projects were evaluations of night approach/hover equipment for search and rescue in the H-46 helicopter, open ocean retrieval of target drones with helicopters and a comparative evaluation of the Coast Guard's final three SAR candidates (a trip to France for part of that task was part of that requirement).

## ORVILLE WRIGHT, JR.

Advisory Engineer  
IBM

One of the relatively few members of the Class of 1956 to go to sea as a blackshoe prior to flight training, Orv spent two years on the USS Radford (DDC 446) operating out of Pearl Harbor. After flight training, the next four years were spent at sea on various carriers with HS-2 transitioning into night dipping operations, a real challenge even to fearless aviators. He next followed the eagles to the U.S. Naval Test Pilot School at Patuxent River followed by a tour there as an engineering test pilot. His primary project was the HATS helicopter, a forerunner of the LAMPS which proved that helicopters armed with sonobuoys could kill high speed submarines.

In September, 1979, Orv started a second career with IBM, the system prime contractor for LAMPS Mark III--and, you guessed it, back to Patuxent River for another year during the testing of that helicopter system. Orv's four children are leading divergent lives. Stephen, 24, is following the Rev. Moon on a full-time basis; Douglas, 22, is a tennis pro in Houston, Texas; John, 20, is enrolled in St. John's College in Annapolis; and Nanette, 16, is contemplating how to succeed in life as a junior in high school.

**Career Highlight:** "Participated in ten WESTPAC cruises from 1957 to 1974."

## EUGENE A. WROBEL

Inventory Management Director  
State of Minnesota

Gene was commissioned an Ensign in the Supply Corps, married Rose O. Marks on June 23, 1956, and went off to Supply Corps School, Athens, Georgia. In 1957 he was assigned as Division Officer to USS Helena (CA-75), homeported in Long Beach, California, the flagship of Seventh Fleet, Yokosuka, Japan. This was followed by service as Commissioning Detail Supply Officer aboard USS Ramsden (DER-382) in Long Beach Naval Shipyard. In 1958 Ramsden changed homeport to Oahu, Hawaii, and was assigned to Distant Early Warning (DEW) Line Patrols.

From 1959 through 1960, Gene settled at Puget Sound Naval Shipyard, Bremerton, Washington, first as Stock Control and Issue Control Officer, and then as Receiving and Shop Stores Officer. He then returned to sea aboard USS Iwo Jima (LPH-2), joining the Commissioning Detail as Assistant Supply Officer. Son Gregory Alan was born March 15, 1961, before Iwo Jima was commissioned and assigned homeport in San Diego, California. With Iwo Jima, Gene participated in Operation Dominic (Atomic Bomb) and made a Cuba deployment.

In 1963 Gene was assigned Aide to Naval Supply Center Commander at Norfolk, Virginia, where daughter Laura Jean was born on December 20, 1963. In 1965 he was made Assistant Director, Provisions Department, and in 1966, Director Provisions Department. Son William Anthony was born on March 30, 1966. While at NSC NORVA, Gene was a participant in the burial ceremony for General Douglas MacArthur.

Two years of duty as Supply Officer, U.S. Naval Ammunition Depot, Lualualei, Oahu, Hawaii, followed; then in 1969, Gene was assigned as Industrial Materials Officer, Boston Naval Shipyard, Boston, Massachusetts. He remained here through 1973, being made Boston Naval Shipyard Officer in 1970 and Purchase Officer in 1972. While Purchase Officer, he purchased white oak and Irish felt for the overhaul of USS Constitution ("Old Ironsides," commissioned in 1797).



In 1974 Gene became Purchase Officer, Naval Training Center, Great Lakes, Illinois. He remained here until retirement on August 1, 1975. On that same day he was employed by the State of Minnesota as Federal Surplus Property Manager, then promoted to Assistant Director, Materials Management. He has remained with the State of Minnesota until the present, serving variously as Assistant Director, Distribution Center Activities, Materials Management (Central Stores, Federal Surplus Property, Documents, and State Register Activities); and Director, Inventory Management Division.

Career Highlights: "Military--Helping members of the Naval family, in time of stress and grief, to transition to a new life by administering the financial and economic benefits available to them from the U.S. Navy. This was achieved while serving as Casualty Assistance Contact Officer (CACO) at Boston, Massachusetts, and Great Lakes, Illinois. Civilian--Establishing present state-of-the-art inventory management systems for the State of Minnesota."

## JOSEPH B. WUERTZ

Colonel, USMC

Joe chose to become a Marine pilot, completing Basic School in May, 1957, and Flight Training in November, 1958. He was then assigned to VMF(AW)-513 and deployed to the Western Pacific with VMF(AW)-314 flying the F4D-1 Skyray. Upon returning in January, 1962, he served as a flight instructor in the Advanced Training Command at Beeville, Texas.

Joe entered the USAF Aerospace Research Pilot School, Edwards AFB, California, and was graduated in August, 1965. He was assigned to VMFA-531 at MCAS Cherry Point, North Carolina, and subsequently reassigned to the 1st Marine Aircraft Wing, where he served as Logistics Officer and Operations Officer of VMFA-323 at Chu Lai, Republic of Vietnam. On his return in September, 1967, he became the Marine Corps Member, Board of Inspection and Survey (BIS), at the Naval Air Test Center, Patuxent River, Maryland.

After attending USMC Command and Staff College, MCB Quantico, Virginia, Joe returned to SEA assigned to MAG-15 at MCAS Iwakuni, Japan, as Operations Officer. During this tour the Aircraft Group redeployed at Danang, RVN, and subsequently to Nam Phong, Thailand. Upon returning this time he was assigned to Headquarters, U.S. Marine Corps, where he served as the Aviation Training Devices Officer and Head, Aviation Enlisted Technical Training Section, under the Deputy Chief of Staff for Aviation. At the completion of this tour he was selected as the Commanding Officer of VMFA-122 and transferred to NAS Miramar for transition into the F-14A aircraft; upon cancellation of the USMC F-14 program he was reassigned to MAG-31, where he served as the Group Operations Officer and Executive Officer and as the Commanding Officer of VMFA-251.

Joe again took time out for study, this time at the Industrial College of the Armed Forces, Ft. Leslie J. McNair, Washington, D. C. After graduation he was again assigned to Headquarters, U.S. Marine Corps, where he served as the Aviation Colonel's Monitor until his assignment to the 1st Marine Aircraft Wing. He assumed command of Marine Aircraft Group-15 on June 12, 1981, and is due back in the states in June, 1982.

Joe's awards and decorations include the Distinguished Flying Cross, Air Medal, and Navy Commendation Medal with Combat V.



Joe is married to the former Shirley Walter of Washington, Indiana. They have one daughter, Carrie Marie, who was born on Christmas Eve, 1959, and will graduate from Indiana U. on May 9, 1982.

Career Highlights: "Commanding Officer, Fighter Squadron and Fighter Air Group. Two hundred twenty nine combat missions in two Vietnam tours. Full membership, The Society of Experimental Test Pilots. MSA in National Resources Management from The George Washington University."

## ROBERT W. ZIMMERMAN

Marketing Manager  
Honeywell Inc.

Since leaving the Navy, Bob has spent the past 21 years with Honeywell Inc., Aerospace and Defense Group. This included assignments in engineering, contract management, marketing management, and field marketing, and encompassed four years in Washington, D. C., four years in Dayton, Ohio (Wright Patterson AFB), 11 years in Minneapolis, and the past two years in West Covina, California.



Bob's wife is Leona; the Zimmermans have two children: Heidi (15) and Scott (13). They also have a lake cottage in northern Minnesota, which is the primary family hobby. The family spends as much of the summer there as possible, and Bob tries to get in two or three weeks. Other interests include involvement and coaching in youth athletics--soccer, football, baseball, and basketball. His Pony (Pinto) baseball team won the City Championship in Claremont, California in 1981.

Career Highlight: "Elected to Presidents Club, 1979. This is the highest marketing award given by Honeywell Inc."

## A. CRANWELL BOENSCH

Attorney at Law

Cranny's military career includes the following: Assistant Navigator USS Newport News (CA-148), 1956-58; Communications Officer, Electronics Material Officer, Torpedo Officer, Weapons Department Head, Assistant Engineer and Engineering Officer, USS Argonaut (SS-475); Assistant Inspection Officer Supervisor of Shipbuilding, Newport News, Virginia; Assistant Weapons Officer and Weapons Department Head USS Henry Clay (SSBN-625); Scheduling Officer and Training Aids Division Officer, Fleet Ballistic Missile Submarine Training Center, Charleston, South Carolina.

Cranny resigned from the Navy in 1967 to enter the University of South Carolina School of Law. He graduated with a J.D. Degree in 1970 and was admitted to South Carolina Bar and U.S. District



Court-Southern District of Georgia and then to the U.S. District Court for South Carolina in 1971. Cranny became a member of the Law Firm of Ackerman and Boensch (1970-73), Bogoslow and Boensch (1973-75) and has been in solo practice thereafter in Walterboro, South Carolina engaging in general law practice. He has also served as a City Judge (Recorder) for the City of Walterboro 1973-78, with trial of all cases involving violations of city ordinances and traffic offenses.

Cranny's civic activities include being the founding member of Dolphins Toastmaster Club, FBMSTC, Charleston, South Carolina, a former member of Sertoma Club, Exchange Club and Civitan Club. He presently devotes most civic duties to Boy Scouts and is District Commissioner for Pineland District, BSA, Scoutmaster of Troop 646, Walterboro, South Carolina, a member of Coastal Carolina Council and serves on the BSA Executive Board.

Cranny's miscellaneous honors include; Who's Who in South Carolina, Who's Who in American Law-2nd Edition and recipient of the Silver Beaver (highest award given for adult Scouter).

Cranny is a member of St. Judes Episcopal Church and a former member of Vestry and Lay Readers.

In his free time, Cranny enjoys sailing and is a winner of various South Atlantic Yacht Racing Regattas on the South Carolina Seaboard.

Cranny was formerly married to Katherine Lucas and they have five children: Cranny, Jr., age 24, married, one child, Hospital Corpsman, USN, U.S. Naval Hospital, Charleston, S.C.; Kathy, age 22, married, 2 children, housewife; Alice, age 21; Frances, age 19, attending Trident Tech, Charleston, S.C. and Benjamin, age 13.

Cranny's former marriage ended in divorce and he remarried to Annelle Beach of Walterboro, South Carolina in 1979.

## Twenty-Fifth Homecoming

On the 23rd of October, 1981, about 160 members of the class of 1956, with wives, girlfriends and others, met to celebrate or maybe commemorate and to drink a lot.

The first major activity was the parade, which was cancelled by rain. Some of the class attended the reception hosted by VADM. Ed Waller for Frank and Gay White in the Superintendent's quarters. The traditional "world's largest cocktail party", held in Dahlgren Hall, was the first real contact that we had with most of the class. Trying to guess the identities of those who claimed to be members of the class of '56 was indeed an exciting game! A few remained anonymous throughout the weekend. A sight that brought back memories was the old N3N, "Yellow Peril" hanging from the rafters. Conversations ranged from how the yard had changed with the addition of many buildings and the enlargement of the grounds, to women mid-shipmen to old and new careers. Then there was dinner in the Ward Room, which seemed better than the fare we enjoyed twenty-five years ago. The spirit of the brigade seemed to be as good as ever with costumed cheerleaders and other assorted people roaming up and down the aisles singing all the old favorites, preparing us for the big game. After dinner it was back to Dahlgren Hall for more socializing and dancing.

Saturday morning there were tours of the yard, visits to the mid-shipmen's store, which has changed beyond recognition. It can almost be classified as a department store now. Some attended the Alumni Assembly in Mahan Hall to learn more what's happening in the Navy from the Chief of Naval Operations and the Commandant of the Marine Corp. Also the Superintendent and the Alumni President spoke.

The brigade noon meal formation hasn't changed in 25 years and then it was over to the stadium for the class get together at the '56 tent. After a few drinks most of the class made it into the stadium to watch Georgia's stalwarts demolish William and Mary. 27-0.

Saturday evening was the evening gala at International Airport Hotel at Friendship. Some highlights: Alex Morris showing up in his full dress (see picture); the handing out of the various souvenirs for homecoming (scarves, caps, glasses) and a special acknowledgement to Nancy and Bill Henry who made the small mid-shipman Christmas tree ornaments for each of us who attended, and the special one for Ed Sechrest.

A great time was had by all and special thanks to the DC Chapter who hosted the weekend, Doc Blanchard and Rog Lyle.

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## LOST AND NEVER FOUND

ALSER, DONALD JOSEPH

ANDREWS, CHARLES THEODORE

BAKER, ROBERT EARL

BENZI, LEONARD FREDRICK

BITTNER, GREGORY JOEL

BORDEN, CLIFFORD ANDREW

BOSHOVEN, BERNARD WILLIAM

BOYD, JOHN STANLEY

BROKAW, JAMES CLARK

BROWN, ROBERT S, JR

BUCKELEW, JESSE WALTER

CLARK, BRUCE ALAN

CLEVELAND, HAROLD A, JR

COOK, RICHARD DONALD

COOPER, JAMES LEE

COPELAND, JAMES ROGERS

COYNE, DONALD EUGENE

CULBERSON, HENRY F, JR

DAVIS, JOE REX

DELGADO, ARSENIO LOPEZ

DENHAM, WALTER SAM, JR

DEVOLL, NATHANIEL OTIS

FJELSTED, DALE LAWRENCE

FLEMING, RAYMOND JOSEPH

FRITH, NORMAN L H, II

GEORGE, BENJAMIN WESLEY

GOSENS, GERRY FRANCIS

GREEN, ROBERT MICHAEL

GRIMES, DONALD LAWRENCE

HADDAD, ALBERT GEORGE

HALE, FREDERICK WILLIAM

HANNA, HUGH ELLIOTT, JR

HARDING, LEON SYDNEY

HEJHALL, ROY CHARLES

HERZ, ROBERT THEODORE

HORVATH, DONALD LEWIS

HUSTED, MURL EDWIN, JR

JONES, ROBERT DUGGAN, JR

KRINER, LLOYD BUCHANAN

LAKEY, JIMMIE DALE

LEWIS, FRANKLIN JOSEPH

LOWDEN, LAWRENCE ARTHUR

MACKEY, JAMES BENJAMIN

MAGAGNA, JOHN FLOCK

MAINES, HENRY LYNN

MCCOY, JAMES CHARLES, JR

MCCRAVY, JOHN R, JR

MCCRATH, DANIEL ROBERT

MILNE, JAMES LAMONT

MONSON, CHARLES L, JR

MORGAN, GARNER E, JR

PUTMAN, JOHN CLARENCE

REAGAN, GEORGE

ROMERO, RICHARD SAMUEL

SASSO, LOUIS GENE

SIMPSON, WILLIAM HAROLD

STEELE, BEN LUTES

STEWART, WILLIAM HOWARD

TOOHEY, EDWARD L, JR

TOPPING, DONALD NELSON

TUCKER, RICHARD PAUL

WARREN, RICHARD HAWKS

WEEKS, EDGAR WAYNE, JR

WEGGELAND, DAVID

WEIGOLD, GEORGE WARREN, JR

WILSON, ERIC JERMAN

WOODWARD, CORBIN, JR

ZEHNDER, ROBERT EMMETT

