

**ATTACK SQUADRON TWELVE**

NEWSLETTER

A UBANGI PAO PROJECT

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USS SHANGRI-LA Print Shop

### SKIPPER'S COMMENTS

Dear Squadromates and Friends,

Since Attack Squadron TWELVE's return from a seven month Mediterranean Cruise in late July 1969 and my assuming command of this squadron in September, there have been many new personnel ordered in to whom I want to say "Welcome Aboard".

To those of you who have been in the squadron for some time, this newsletter needs no introduction, but let me take a moment to explain the purpose of such a newsletter to our newcomers, and especially to the parents, wives, and sweethearts to whom this may be sent.

This paper tells the story of the happenings of VA-12 in the various departments and divisions that make up this squadron. Some of it is serious and a lot of it is humorous as we describe the changes of personnel, jobs, and schedules within VA-12.

Shortly before I took over as your Skipper, word was received that this squadron was to increase in strength to 200 enlisted men, 28 officers, and 16 A4C aircraft in preparation for a WESTPAC Cruise in March 1970.

Well, things really got turned on and we had almost reached that goal before there was a change of plans. Reductions in force levels, early outs, and decommissioning of A4 squadrons all around us kept us fighting for our existence, and before Christmas we were ordered to cut back to 150 men, 23 officers, and 12 airplanes by March.

As you can imagine there was a lot of fancy footwork going on to trim ourselves back down to this new level but not before we had gone through the acceptance and transfer of 34 airplanes, two major aircraft modification programs, and an untold number of personnel transfers.

We exchanged our older model A4C SKY-HAWK's for another A4C with a more powerful engine which we endearingly call the "Super Charlie".



CDR. WALTER R. PETERSEN, USN  
Commanding Officer

As if these changes weren't enough, we went on four training cruises during the months of November, December, January, and February, and were away from home a total of 53 days during that period. Each time we'd come back to NAS Cecil Field for a couple of weeks we'd have a new modification or change awaiting us and were either living out of a cruise box or a tool box during this time. It took many long hours of frustrating work to take our planes apart and put them back together again in order to make the next scheduled cruise. It was through the efforts of every man in the squadron, in every level of work assignment that kept the planes flying and doing it safely.

Make no mistake about it, I sincerely appreciate the part that each man took in accomplishing this monumental task and I especially want to thank the Parents, wives, and sweethearts for their patience and sacrifice for the loss of many precious hours of homelife before this deployment.

We are now deployed on and extended combat cruise aboard the USS SHANGRI-LA in South East Asia (WESTPAC) as part of the Seventh Fleet in support of our foreign policy in Vietnam.

WALTER R. PETERSEN, CDR, U. S. Navy  
Commanding Officer



## ADMINISTRATIVE DEPARTMENT

Under the able direction of LCDR JIM ("THE BINGO KID") CURTIN, re-discoverer of the infamous blue action routing slip, the Administrative Department can most accurately be described as the "wheels" that keep the squadron rolling smoothly. Although our contemporaries in the Maintenance and Operations Departments often refer to our efforts with such derogatory nicknames as the "pen-pushers" or the "paper-work factory", the Admin Team in reality is ever-searching for ways to cut down on the unnecessary or outdated paperwork. Admin itself is responsible for all squadron instructions, notices, and all the various publications and forms used daily to accomplish our mission. Other Admin responsibilities include the custody of classified material, officer service records, and the monthly submission of many types of reports to various higher authorities.

Within the Admin Department, several other division-level offices operate, usually with some degree of efficiency. (But even when we lack efficiency, we still get the job done!) The Leading Chief Petty Officer, AFQM PAUL AUTH, runs the watch bill and supervises the writing of the Plan of the Day. The Legal Officer, LT. (jg) MIKE ("MORT") FORT, offers legal assistance to all squadron personnel. He also seems to have an ability to bag more carrier landings than most other new pilots. You're skizzed, MORT!

Another hard-working (?) soul in the Admin Department is ADJ1 BILL JEWETT, the Unit Career Information Counselor. Having skated through most of the training cycle back at Cecil (by getting orders to 4 months in Memphis for Aviation Machinist Mate Class "B" School), he's finally back at work under the thumb of the Retention Officer, LT. BOB BROOKS, who also acts as the Public Information and Relations Officer (and hence is solely responsible for this literary masterpiece. Any reproduction of this newsletter, or parts thereof, without the express written consent of the NPL, is encouraged.)

We can't forget the Education Office, under the direction of LT. (jg) JOE ("DIG MYSELF") UHRIG. He's the man responsible for ordering the various correspondence courses the men need to advance, as well as administering all types of examinations. Like LT BROOKS and LT. (jg) LANNOM, his wife gave birth to a second son in December

## ADMINISTRATION DIVISION

Since our last newsletter, only one Yeoman survived the onslaught of separations and transfer orders - - YN2 ("SHAKY") JOHNSON (although he is due to transfer to shore duty in the next few months.)

We have bid farewell to YN2 GREGOR, who decided on a civilian career, and to YNSN MCLEOD, who received orders for Basic Submarine Training at New London, Conn..

We give our hello's to SN DAVE STEBBINS who came to us from VA-45, and is now our Classified Material Control Yeoman; also to SN LENNY JASMIN and SN ED SUTTON, who are new stikers in the YN rate. We all hope they receive their crossed feathers by passing the next exam. The Strikers Three are on their first WESTPAC deployment and are looking forward to the fantastic liberty available in ports such as Olongopo, Philippines, Sasebo, Japan, and Hong Kong, B. B.C., not to mention Australia!

In the last four months Admin has been plagued with an abundant workload such as receipts, transfers and separations of quite a few officers; Also the normal 16-hour-a-day, six-days-a-week work schedule to handle the other extraneous mountains of paperwork required to keep the squadron flying. But WE don't have the "Saratoga Shrug", and keep plodding on - - and on - - - -.





## PERSONNEL OFFICE

Embarking in the "Little Giant", we once again find that the Personnel Office has changed hands. The new Personnel Officer, LT. (jg) JOHN "COSA NOSTRA" FILOSE, known to some as "FILO", MR. FILO, MR. FILOSE, and on the Football Field as BROADWAY JOHN, (sorta like a certain Jet quarterback named Joe), runs his squad of men in a never ending battle of looking out for the Aviation Personnel. His team is small in number (four to be exact) but is very effective, aggressive, and reliable.

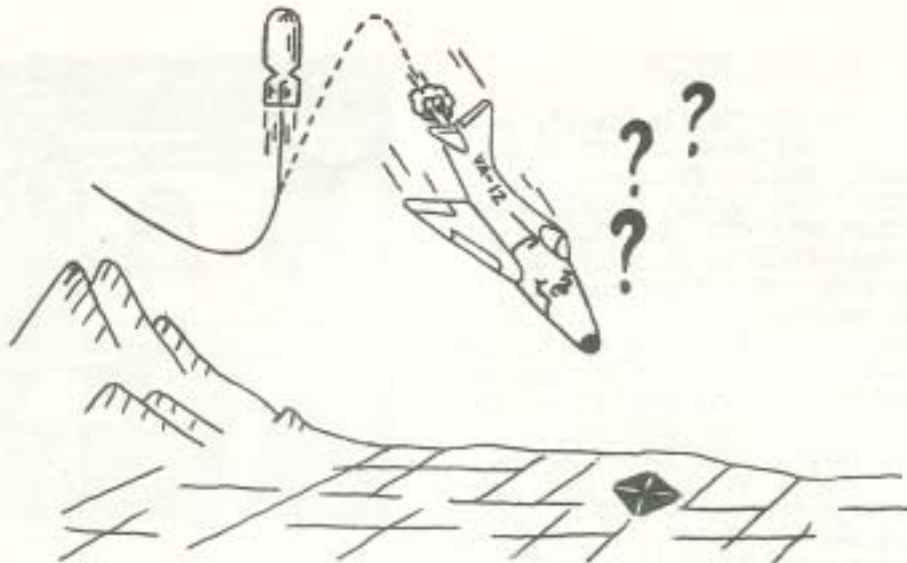
The new, very capable leader of the team is PN1 GLENN NEFF. He has just completed a NATO Cruise with the VA-64 "BLACK LANCERS". After that cruise, VA-64 was decommissioned. GLENN has done a bit of reorganizing and as the saying goes, "We never had it so good". Also a former "BLACK LANCER", PN3 MARTY LEWICKE, reported aboard the same time GLENN did. MARTY has added to both the drive and effectiveness of the Personnel Team. GLENN and MARTY will both be leaving soon and going to shore duty on the SEAVEY rotation system. As for their orders, well GLENN is still waiting, but MARTY has received orders to the Recruiting Station in Washington, D. C.. Now we can get some men out of Washington! PN3 BOB FOSSUM, the only remaining member from the old office, has adapted to the new routine like a pro. A better man could not have been retained from the "old gang" than BOB. Unfortunately for him, he will be making the entire cruise. Tough luck BOB!! The newest arrival, and a newlywed to boot, is PMSN BOB RUDDLELL. Prior to reporting to the "URANGIS", he had just completed PN"A" School in Orlando, Florida. Right now BOB is TAD to the laundry, but will soon be joining the rest of the Personnelmen in maintaining service records and other goodies.

Personnelmen are the direct link with the Chief of Naval Personnel in the Bureau, they make sure the airdales receive their "bennies".



## FIRST LIEUTENANT

The First Lieutenant Division has many new faces since coming aboard the cruise ship Shangri-la. The new PPO, ADR1 DAVID ERWIN comes to the Division for R&R from the Line Division. He has had his hands full with the change from shore to ship life for the squadron. The "old hand" of the Division is AMH3 "AL" SEELYE, who has been keeping himself busy by dogging all hatches and setting material condition Yoke during the all-too-numerous Shang G.Q. Drills. AL is DCPO as well as the fan and electrical repair PO. Another old face is AN "JIM" KRAMER, who spends almost as much time with his hands on a buffer as he does with his han on a deck of cards in a heart game. Rumor has it that KRAMER thinks the object of the game is to get 100 first. The remaining two members the Division are AN WILLIAM "BILL" DEYOUNG and Mr. and Mrs. ZOLKOSKY's little boy BOBBY. SKI is one of the three brother combinations in the squadron. He is reported to like it better in the AE shop even though much of his time is spent getting his fifteen hours of sleep. DEYOUNG almost missed out on the "Good Deal" nine month deployment. BILL checked into the squadron only four days before we left Mayport. What a welcoming present! Must sign off now because someone has a job (first one this year) for the First Lieutenant Division to do.



#### OPERATIONS DEPARTMENT

As a means of introduction, the organization of the Ops Department (if you can call it organized) looks like this: Lcdr. ART MERZ (Shooter of land-locked bovine mammals) is "Ops Boss". His able assistant and renowned Weapons Training Officer is "Let me tell you how it was..." Lt. BEN (Tex) WHITTEN. Fairness and equality to all in pilot flight scheduling is performed by our sedate Flight Officer, Lt.(jg) BILL ("Puke) AVRETT. Communications and navigation are handled by "always present, not always there" Lt.(jg) DENNY FLYNN. Defender of a group of unintelligent, nearsighted egotists, and member of same (namely LSO's), is our LSO, Lt.(jg) DICK TOLOTTI. Our provider of interesting and stimulating things to do during otherwise idle mornings and afternoons is our Ground Training Officer, "Master of ACM's", Lt.(jg) JIM WICKES. A broad spectrum of timely intelligence reports that are both relevant and irrelevant, accurate and inaccurate, and intermixed with eye-catching "relief studies", are provided by our "Where's Harbie?" Air Intelligence Officer, Lt.(jg) TRUX SIMMONS. The many flight records are inaccurately maintained by our two capable and proficient masters of patience, movie showing, chess, and cribbage, Ops yeoman ATR3 Wayne CARSTENS and Comm yeoman ATRAN PAUL NAROTSKE.

Since becoming permanently attached to the Shang again in February, the Squadron's operational flight performance has been most rewarding. During the two week ORI cruise we flew more hours than during any month of our somewhat less-than-desired training cycle, and distinguished ourselves as being the best bombers in the Air Wing. (Maintenance deserves a well done for their outstanding support of air ops during this period.) Every pilot demonstrated professionalism and combat potential. We are ready and now on our way. Our goal is to be the best bombers and flyers in our fine Air Wing, and to have 100% attendance at our first squadron party in December.





### TAD PERSONNEL

While the squadron is based aboard the Shangri La, we are required to provide approximately thirty men to be assigned TAD (Temporary Additional Duty) to various departments of the ship's company. (We have a similar requirement when stationed at Cecil Field, but to a lesser extent, about ten men.) About half of this thirty are TAD for the entire nine-month cruise, a dozen to the Aircraft Intermediate Maintenance Department (AIMD) and three Filipino Nationals who work as stewards in the wardroom. The men assigned to AIMD perform complete maintenance on aircraft components that squadron-level (organizational) maintenance facilities cannot provide due to the limited amount of space aboard ship. The work on everything from engines to complex electronic equipment, depending on their specialty, or "rating".

The other fifteen or so men are TAD for periods of ninety-days, and upon completion of their TAD tours, they return to one of the squadron divisions and other men from the squadron take their place. These ninety-days tours are for such purposes as the ship's laundry and the galley.

### MEANINGS OF RATE DESIGNATIONS

ADJ - Aviation Machinist Mate  
AO - Aviation Ordnanceman  
AT - Aviation Electronics Technician  
AE - Aviation Electricians  
AMS - Aviation Structural Mechanic  
AMH - Aviation Structural Mechanic (Hydraulics)  
AME - Aviation Structural Mechanic (Safety Equipment)  
AZ - Aviation Maintenance Administrationman  
AQ - Aviation Fire Control Technician  
PR - Aviation Survival Equipmentman (Formerly Parachute Rigger)  
PN - Personnelman  
YN - Yeoman  
AK - Aviation Storekeeper  
HM - Hospital Corpsman  
SD - Steward  
AN - Airman  
AA - Airman Apprentice  
SN - Seaman

### FORMER UBANGIS RETURN

"Rocket Two" in the squadron is our Executive Officer, Cdr. DAN GHOLSON. Known to all as "YO", he's one of the few Naval Aviators around who spent a tour of duty flying (lighter-than-) airships, and we never let him forget it. But in retaliation, Cdr. GHOLSON always has his little red notebook to rely on, though little does he know it's the object of a JO burial-at-sea plot!

Another familiar face which we can't overlook belongs to Lt. BOB (Kiemo) KIEM, the Air Wing Admin Officer and a waver of the almighty paddles (LSO) from way back. In fact, Lt.(jg) KIEM flew many a strike mission in VA-12 when the squadron was over here in 1966 aboard the USS Franklin D. Roosevelt.

### SAFETY DEPARTMENT

Although the smallest department, safety plays a major role in VA-12. Every man is responsible for safety during operational evolutions and routine shipboard duties. We hope, through an energetic safety program and all hands effort, to make this cruise an accident free one. As safety is important in our lives at sea, we hope that our loved ones back home are well and protected during our absence. Take care of yourselves. DRIVE SAFELY! Keep dangerous medicines, tools, appliances and such out of the children's reach. Know what cautions to take using the lawn mower, spraying those bugs, or cleaning that chair covering. We're as concerned for your safety as our own, but only you can assure it back home.

#### MAINTENANCE DEPARTMENT

The Maintenance Department is the biggest, the best, the hardest working, and the most important department in the whole squadron. As much, we should always get the best living spaces, the most liberty, the best food, and all the good deals that come along.

Now that we have paid due regard to the humor required in an article of this type, we forget the fairy tales and return to real life. Seriously, now, of the three departments (Maintenance, Ops, and Admin) we are, in fact, the largest with about 85% of the total complement. Our task, simply stated, is to keep all of the planes capable of performing their assigned missions all of the time in the most safe and efficient manner possible.

The start of this cruise was heralded with several personnel changes beginning right from the top. LCDR RAY LODGE stepped into the "boss man" spot, relieving LCDR BEN NICHOLS just prior to deployment. Two new "old salts", LT. JACK JACKSON and LT. ART CORNETT, arrived on board just in time to make a great contribution during the last minute flail of changes and fixes that always seem to interrupt a well-deserved rest before several long months of hard work. ART will hold down the Maintenance Control and Material (Supply) Divisions while JACK, in addition to being assigned as Quality Assurance Division Officer, will assure a smooth flow of work and information while the Boss is flying his assigned missions in South East Asia.

Another change of jobs found LT. (jg) BILL NORRIS assuming the duties of Power Plants Division Officer.

Although there are many long hours and days of hard work ahead of us, there will also be some wonderful, fun-filled hours spent on liberty in strange, exotic ports which will remain in our memories long after the sweat and strain of work and the perturbations of shipboard life have been forgotten.

#### MAINTENANCE CONTROL DIVISION

Something new has been added in Maintenance Control since the last report. Quite a bit as a matter of fact. There's a new Master Controller, AOCs "MOE" MORRISON, and a new (old) Division Officer, LT ART CORNETT. Chief SCHAFFER went to the hospital at NAS Jacksonville, and LT YOUNG transferred to RVAH-13 in Albany, Georgia. Since the last we've also moved from our crowded office at Cecil to our over-crowded cubby hole aboard the Shang. We've worked out most of the kinks, and are making progress on the rest.

Chief CHARLES RATHKE was growing a complete beard (we thought) and working with him on nights is AZ2 JOHN "MAC" MCLANE. MAC had an outstanding beard but gave it up due to the lack of flea powder.

AZ1 MIKE "GATOR" CRAIG is here, still talking long, loud, and continuously, so holding down the Control Desk during the day is AZ3 RICH KICHLINE.

Our Data Analysis Branch, AZ2 RAY DAVIS has a handful of headaches with the ship's Data Services Division but is slowly whipping them out. Hopefully RAY will have some useful info from them within the next nine months.







#### MATERIAL DIVISION

The Material Control Division of the squadron's Maintenance Department is both the supply office and squadron book keeper. It is the job of the "storekeeper" to order and keep track of every thing from jet engines and electronic equipment to paper clips and earplugs.

The Division is handled by LT ART CORNETT. LT CORNETT has just reported to the "Flying UBANGIS" from RVAN-3 in Albany, Georgia. He has already heard more times than he would like to admit, "ART, I think I lost my sunglasses--again".

Until last month the division was supervised by AKC BOBBY JACKSON who is now enjoying the hospitality of NAS Glynnco, Georgia. It just goes to prove the old saying "write your Congressman".

The new Petty Officer in charge is AK1 "CHARLIE" WAYMAN, fresh at sea after 42 months in sunfilled (?) Meridian. Miss..

Our other new additions ar AK3 BOB WELCH. He reports aboard for his first shipboard duty from VAP-62. And AN FLETCHER NOE. Airman NOE is also enjoying his first taste of sea life.

Rounding out the "old hands" AK3 DAVE MAESTAS and AN ED "AMIGO" NORERO.

Believe it or not, this illustrious crew contained not one veteran of an equator crossing until March 11, when the Pollywogs were initiated into the Royal Order of King Neptune's "SHELLBACKS".

That's all for now from our salty shellbacks, next issue, will feature biographical notes on our colorful crew.

#### QUALITY ASSURANCE DIVISION

Quality Assurance Division, while not boasting of the largest shop, definitely has the most handsome members in the maintenance department.

The black gang in white shirts or better known as the fearsome foursome has for its head inspector "CHUCK" SPURGEON, a spark chaser from Garlic Patch, New Mexico. He runs the shop with an iron hand and his hobbies include brain surgery and ping pong. He is also a qualified instructor on the Cat-O-Nine Tails.

His understudy and fledgling white shirt is a likeable cuss who hails from the same neck of the woods, and is a chronic nose picker called TOM (GEARBOX) OIERHART, "BOY MECHANIC". His transition from the grease and graphite of jet engines to clean sheets has left him speechless, but words are expected sometime around Subic Bay.

Our wonder boy and Air Frames inspector is ED ROSS, jack of all trades, master of none. He carries the title of Sailor of the Month for February which is readily evident by the shiny backside of his trousers and a scar on his right thumb due to a mechanical malfunction of a ball point pen. Also for this award he will be given an all expense paid trip around the world.

Our Ordnance expert from Miami and chief skater is FRANK BOURIE, known to some as "Deputy Dog". The ships departure left many sad hearts throughout his fan club in the United States but he is looking forward to his Far East members at his first port call.

During these long sailing days we are taking time to get the shop up to date in the Tech. Library department and to update all our paper work prior to starting combat operations. During flight operations, the Quality Assurance Division personnel are the last ones to final-check the aircraft prior to the catapult shot.

Officer-in-charge of the Quality Assurance Division is VA-12's new Assistant Maintenance Officer, LT. JACK JACKSON, who had the distinction of managing to spend 28 years in the Navy without ever being initiated into the Royal Order of Shellbacks. The "Little Giant" (USS SHANGRI-LA) solved that problem on March 11th.

## POWER PLANTS DIVISION

The VA-12 Power Plants Shop is a jovial conglomeration of men the likes of which the world has never had to endure before.

Leading off our group of merry men is none other than ADJC J. J. HUNT, whose friends and enemies alike sometimes refer to him as JESSIE JAMES HUNT behind his back. It's quite conceivable that his nickname is derived from the fact that, like his nicknames sake, he has a mild temper and a lightening finger (the latter of which quickly delegates responsibility for a job to be done by his subordinates).

Second in command is ADJ1 W. F. HERTZ, who thru no fault of his own, is a strong believer in "Jets are for Kids". It is not unusual to see this nosepicker walking around a jet engine muttering to himself about the obvious fact that there are no propellers on these new-fangled machines. Sorry BILL, ain't it a bummer?

The number three man is ADJ1 "JIM" HESTER, a mild-mannered grit from the great state of Alabama. His keen wit and not-so-keen mustache make his underlings roar with laughter.

Pulling their own weight in fourth position are the "THREE Musketeers" (?). ADJ2's (DRIPPY) CARROLL, (UNCLE BUNKY) VENEMA, and ADJ3 (GINO) GIACCONE, (Liberty hounds thru and thru). The rest of the gang are ADJ2 L. P. (LEAD PLATE) WRIGHT, ADJ2 JAMES (14 page letters each night) VILLNOW, and ADJ3 (GOLDIE) GOLDBURN. All have been known to complete an assigned task every now and then.



## VA-12 AIRFRAMES

Shift Status: The ship is underway and the men of Airframes under the supervision of Chief ANDREW E. NEWMAN set sail for Asia and Victor Charlie.

This is the first time in 4 years that the UBANGIS Airframes has been called to WESTPAC and the men eagerly await their arrival in those tropical waters.

The task of the Airframes Shop will be to keep the planes flying. The men for this task are all professionals. Some familiar names and some new ones have appeared in our little clan. The old hands of J. P. TAYLOR, DOUG POPOLOSKI, ROBERT COOK, MAYNARD HOING, DONALD CISSELL, and DAVE DASHINEAU and the new hands of WALTER BYARS, JUAN IGLESIAS, CHESTER RANKIN, JIMMY DAVIS, MIKE MELLISH, PAUL MARTIN, ROY SUTTON, ROBERT UNGERER, J. H. HUGHES, and W. H. HIGGINS are assigned to Airframes to carry out their important task.

It will be some time before we return to the states, but our time here will also be filled with exotic ports: Rio de Janeiro; Hong Kong; Sasebo, Japan; and especially Australia and New Zealand.

So until the coast line of CONUS appears our goal here under the able supervision of LTJG LANNOM (known to his fellow pilots as "Pat Tom") and Chief NEWMAN will continue to be 4.0 in all respects.

AMS2 RANKIN IS CONGRATULATED BY THE SKIPPER ON HIS RECENT PROMOTION.





## MEET THE ORDNANCE SHOP

You might say upon walking into our Ordnance Shop, on the Shangri-la, that we work in a very messy place. A second patient look will tell you what you're seeing, in actuality, is organized confusion. Overall man-in-charge is WO1 HARRY LOVEIT who, with the aid of Chief ELLIS BOWERS, keeps the work load fluid, the men primed for various jobs and the work area in constant disorder.

Our shop consists of two teams, each team having a day shift and night shift of twelve hours. The Ordnance Team has responsibility for keeping our weapons equipment functioning or the aircraft loaded with weapons for pending or immediate missions. ED BUDWAY and FRED KIGHT initiate the day's workloads from mission plans filtered down from above, using their First Class experience to get the important work finished quickly. Then come our Seconds, JIM GARLAND and TOM McGINN. Both are handy with cards, fuses, beer, bomb loading, and raising a lot of cain on the beach. EARL ROBERTS, yours truly, practices professional wisdom with a pen. What I lack in brains I surely make up for in volume. Out Thirds and Airman form our shop's backbone. JEFF BARKER walks around with his head in the cloud of pinochle cards. BILL THRASHER manages to have one foot on the flightdeck and one in his bed. DALE MARIER is always on the catapults standing in line for "no-loads", and is looking forward to filling my seat and stealing my last re-fill. TOM THORNTON walks around, tripping now and then, mumbling about how short he is. BRUCE HUWE live motorcycles, it being rumored that he sleeps with his helmet and jacket at his side. DONALD JACKSON is our "Mad Dog", a role he fills well and is proud of. JOE MILES, newly engaged, is always pondering the swapping of his lifevest for a harness. Luck to him. ELDIN SUTTON and WALTER GARLAND are new to our elite group. They are getting their initiation hefting 500 pound bombs and making "seamans-poison" - coffee.

Our Ordnance Team nightcheck is headed by capable salt-of-the-sea, LARRY BRAKE, as fluent with a yarn as he is with a wrench. BILL ZOLKOSKY must not work, unless of course, a cup of tea in one hand and a loveletter in the other serve some purpose. STEVE WIMPENNY, when not fixing gear by swearing at it, turns his eloquence to reminisce humorous personal experiences. Our only student of the Occult, PETE GREENE, at every free moment murmurs his cantations and travels to other dimensions, hopefully pleasanter ones.

Our second group, the Weapons Team, although small in number, makes sure each specific weapon firing system is electrically "GO" on each aircraft and ready for instant use. Under the amiable direction of AT1 SID EMPFINGER something is usually done right. I'm sure he is more proficient at fixing a problem than trying to grow a beard. The same goes for DAVE ZAMBON and ROY SHIPLEY who visually prove the old crabgrass theory - it will grow anywhere. Tall CHARLEY (Brown) JOHNSON spends his free time away from his radar set dealing off the bottom of the deck and spilling his coffee on first drafts of my creations. ROBERT PICCININNI glances up from his diagrams, chuckles at the scene of my despair and always says "Dat's Beauteafull!"

You've met us as a mixture of fallacy, fault, and humor; each man a personable wit of his own, right? But from this individualism flows a dedicated sense of pride and professionalism that, united in purpose, carries the weapons load easily and insures the squadron of having a complement of aircraft with an effective, lethal delivery system.



## LINE DIVISION

The Line Division consists of about twenty men, twelve of which are designated as Plane Captains for our Douglas A4C Skyhawks. During flight operations, these twelve men work longer hours than any other division in the squadron.

The Line Division has the highly skilled job of inspecting, servicing, and cleaning the planes. Inspections are conducted daily, before each flight, and upon completion of each flight.

Cleaning the airplanes can sometimes be a real drag, especially when we can usually expect the ship's stack gas to nullify our efforts. It seems that every time there is a spare moment, someone says, "OK, let's get washing those airplanes". But after all the grumbling and crying, everyone is on his plane, washing away.

Lt(jg) JACK ("Schuffles") KENNERLY is the Line Division Officer. He constantly bores fellow officers (or anyone who will listen, for that matter) with tales of how great his home state of North Carolina is. But this Tarheel's ability to fly the "meatball" in on his carrier landings on the Feb. ORI cruise was second to none.

Chief BOBBY HART has just returned to the Line CPO billet after a year in charge of the check crew. ADJ2 JOE CASSEL is our new line petty officer, having been assigned to the "Kiss of Death" Squadron from VA-64. He is ably assisted in this capacity by ADJ3 JOHN COOK, a Westpac Veteran from VA-106.

We also have some new arrivals from the various shops, which were necessary to bring us back up to our required complement. ADJ3 BILL WADE transferred in from the Power Plants Division, and AMH3 ROGER LINDEMUTH and AMS3 DALE LAGINESS came to us from Airframes.

AMS3 JOHN O'CONNELL is an old hand as plane captain of aircraft 400. Another second-cruise man, our favorite, is LOU ("Armfo") ARMSTRONG, P/C of 401. On aircraft 402 we have JERRY WOODRUFF. Our little Drummer Boy, BOB FORTIN, has the responsibilities for aircraft 403.



Then there's GEORGE DAVIS on 404, a two-time winner of "P/C of the Month" award. CECIL ("Willie") WILLIAMS, "The Kentuckian", has 406. These two own a set of weights, and Willie seems set on gaining all the pounds that George is losing. We wish them luck.

The biggest on the line is MIKE CECCHARELLI, P/C of 405. He's always in the middle of any monkey shins going on. "Ratso" RIZZO, on aircraft 407, is our little New York boy. Then there's PHIL ERFF, the real heavyweight of the line division, who does a commendable job on 410.

Now we come to our little Californian, NICK SEARCH, in charge of 411. (He's our friendly scapegoat.) The two Georgia peaches (?) are STEVE SCARBOROUGH and JOE TURNER. Steve takes care of 412, while Joe has the grimy job of refilling the oil reservoirs in the planes when they return from a hop.

Last but not least are the two Okies, ATR3 ELKINS and ADJ3 CLOWERS, who help to run the whole show during night flight ops.



### LINE DIVISION (Cont'd)

We have four men temporarily away from the line (TAD), two of which are oldtimers Mike Smith and Tim Costello, who work in the ship's laundry. Two newcomers are AMS3 Compton and ADJAN Irving, who are assigned to the galley. We hope for an early return to the Line for these men.

March 11th was a day of grief for all "Pollywogs", (A Pollywog being one who has not yet crossed the equator) and on this day the "Shellbacks" initiated us into the Royal Domain of King Neptune. All the way from the Fat Baby and the Royal Barber to the (ugh!!!) slop chute and Royal Bath, the lowly pollywogs trudged on hands and knees. While the pollywogs headed north, the shellbacks used their shillelaghs on the south end to keep things in line.

Save a lot of sore behinds and bruised hands and knees, no one was injured (except for pride), so it must have been worth it. Someday we'll be the shellbacks, and someone else the pollywogs. It was a lot of fun.

Everyone in our division is hoping for a safe and early (good luck!) return to the States. So let's just say, "See you soon".



### PARA LOFT

The purpose of the parachute loft is to maintain and service the parachutes and pilots' survival equipment. One generally thinks of the Aviator as trusting his life to the aircraft he is flying, but if for some reason the aircraft becomes disabled, the aviator would probably be doomed - except for the equipment the parachute rigger has so expertly provided for such an emergency. With this equipment, Aviators and their crews are able to abandon their disabled aircraft and parachute to safety and survive on land, at sea, or even in the Arctic wastelands, all because the Parachute Rigger did his job well. He not only did it well, he did it perfectly. The main thing he must keep in mind is that there is no room for errors in this rating.

There are three riggers in VA-12 - PR1 VERN RISING, PR2 LINDELL TANNER, AND PR3 MARK "MARKO" STAPLES.

TANNER has been assigned to the main loft on the ship, leaving VERN and MARK to "hack" the load by themselves. In June, VERN is leaving for shore duty in Corpus Christi, Texas. So it looks like you've got it, MARK.

Since MARK is a "RISING-TRAINED RIGGER" he should be a regular ball of fire on liberty as well as in the Shop. However since STAPLES is going to be married next February, he'll have to leave it up to the rest of the squadron to hold up the reputation of VA-12 on liberty.

All the Riggers are hoping for the cruise to go by quickly so they can be home with their loved ones again.

AE2 John McLane receives a "well done" from CDR PETERSEN for his March advancement.



### ELECTRIC SHOP

Would you believe the Electric Shop consists of seven electricians and two new kids? Upon departure, we chose sides to see who would work when. The following were convicted to work with AE1 LEONARD "MERLE" BELL on days: Bearded AE2 DON HISSAM, Bearded AE3 EDDIE ANNIBALE, AE3 "VON-ZIPPER" ZIMMERMAN, and one of the new kids, day check's "kickstand", GREG S. FAVATA, better known as "GROUND SUPPORT FAHARDO".

Those convicted to play cards and gamble on nights were AE1 HAROLD BURKEY, AE2 RONNIE HOLCROFT, AE3 "BUZZARD" BERWIG, and their new kid, ANDY BROWN.

We have four other electricians, but they are working elsewhere. AE2 STEVE OWINGS is loafing in AIMD. AN LARRY KINDER, and AEAN JAY "MAC" MCKELVEY are both keeping the chow lines moving. Last but not least Mr. and Mrs. ZOLKOSKY's little boy BOBBY is doing a fine job of housekeeping for us.

All of the men in the Electric Shop are responsible for the highly technical electrical systems of the A4C Skyhawk. Although we are just a small (but integral) part of the maintenance complex that services the aircraft, we seem to get the majority of the "gripes".

In the near future, our jobs will become more demanding, because of the heavy flight schedules while operating in the combat zone. But don't worry; all nine "SPARK CHASERS" will pull together, and we'll get the job done!

For the majority of the shop, this cruise will be our last; we are all looking forward to being home with our wives, girlfriends, families, and friends.

### ELECTRONICS SHOP

To the friends, wives, and interested readers: VA-12's AT-Shop is still intact regardless of our continuous complaints. Our Division Officer is Ex-blackshoe Lt. ROBY DAY, who spends most of his time training the other pilots in the use of this complex electronic equipment or practicing on the bagpipes. Through the experience and leadership of Chief JOHN ECCLESTON, (and the hard work of all hands) we have somehow transformed the ridiculous mess of black boxes into a vital part of our Skyhawks. Twelve hours a day we have strived, some by sunlight, some by flashlight, but today when all gathered into the shop, we could see the fruits of our labors. And no one regretted the long hours; we were proud of our almost impossible achievement.

Credit for this outstanding job goes to AT1 H. V. COLE, AT1 BUD WHITE, ACF2 DANNY WATSON, ATN2 ROBERT MCGREGOR, ATN2 JOHN HENRY, ATN2 BOB REAGAN, ATR2 JOHN MALONEY, ATN3 ARTHUR MANUSH, ATR3 CHARLIE HOLSER, ATN3 TED PRAHL, ATR3 RICHARD KOWALSKI, ATR3 DOUG WEHRMAN, ATRAN RICHARD BENSON, ATRAN TIM MCGAHEY, and AN RAY DUNKUM.

Getting these airplanes off the front end of this ship in good shape is our job; but our life flow stems from those we left behind. May God bless and keep you till we return.







FUN AND GAMES ON THE FLIGHT DECK AS WE  
ENTER THE WATERS SOUTH OF THE EQUATOR

