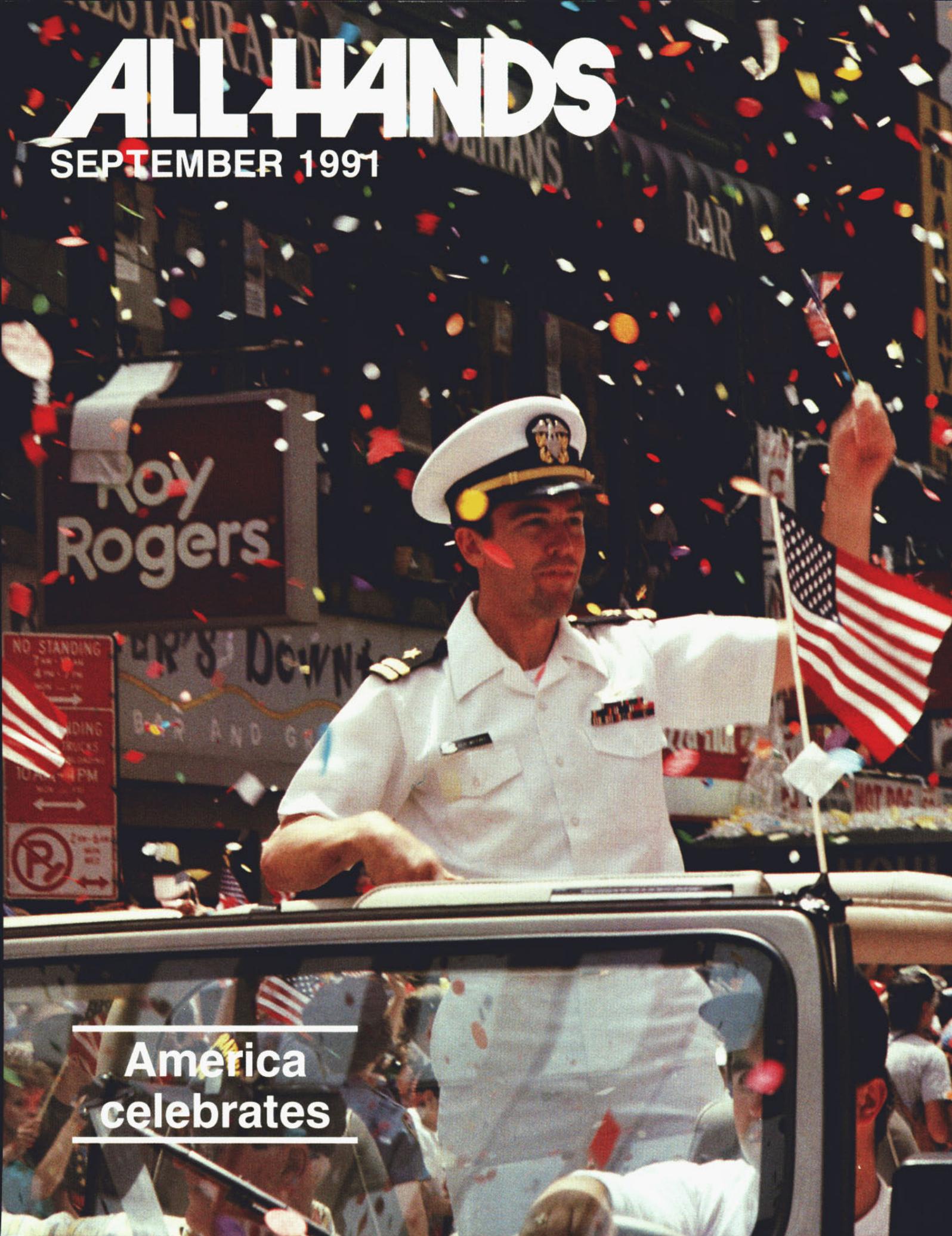


# ALL HANDS

SEPTEMBER 1991



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America  
celebrates

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LT Majorie Trott a CH-53 *Sea Stallion* pilot from NAS Sigonella-based Helicopter Combat Support Squadron 4, cradles a Kurdish child during Operation *Provide Comfort*. Photo by Air Force Staff Sgt. John K. Goss.



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# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
 SEPTEMBER 1991 — NUMBER 894  
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Photo by JO1(AW) J.D. DiMatteo

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**Front Cover:** Troops nationwide participated in spectacular homecoming parades in Washington, D.C., and New York City in honor of their accomplishments in Operations *Desert Shield/Storm*. See story, Page 24. Photo by JO1 Lee Bosco.

**Back Cover:** A corpsman gives medical aid to a Kurdish infant. See story, Page 30. Photo by Marine Corps Staff Sgt. Lee J. Tibbetts.

# News You Can Use

## View from the top:

### Listening to suggestions and setting standards

The Navy was extremely successful in Operations *Desert Shield/Storm*; we have never been more efficient. Job completion, success and satisfaction have never been higher. Morale is at a peak, Operational Propulsion Plant Examinations (OPPEs) are being passed with ease, retention is the best in the history of the Navy and promotions are running level, even though the Navy is shrinking in size.

With all this success, wouldn't it be unpopular and career threatening to point out shortcomings, performance less than 4.0 or pitfalls in our training? Certainly not.

The Japanese call it *Kaizen*, which means continual improvement; nothing is perfect, everything can be improved upon. It's also a matter of priorities — what needs to be improved next for the best benefit to our sailor's and their family's quality of life, and also what is best for the Navy's war-fighting capability.

Success is very perishable. You can win the Battle "E" today and see morale skyrocket, but also see retention fall drastically tomorrow because of poor quality of life and working conditions.

OPPEs can be passed on Monday, and everyone celebrates. The ship is on a high, only to have someone killed on Friday in the same or another department because of poor safety habits. It doesn't make any difference who gets killed or what department they're from, the effect is the same — losing a shipmate takes a toll on us all and the command's performance declines. We must never become too comfortable with success and must continually remember that being on top is like being on very high scaffolding without guard rails — one slip can ruin your whole day and the day of one of your shipmates.

Is this article a scare tactic? No. Am I trying to say we are in for rough times? No. My message is very simple: We must always be open to suggestions. We must set standards, high standards, and maintain and improve upon them and realize today's standard, good or bad, becomes tomorrow's norm.

The next decade appears to have many changes in store for the military. Some commands will get smaller, or even be decommissioned, while others will grow. During this time of restructuring we must set standards that will take us into the future.

In my opinion, training during this restructuring will be the master key to continued success; it is the number one priority.

We must listen to and care for our people and their families.

We must never again accept poor standards and quality of life, whether it be aboard ship, in the barracks or family housing. We must look at ship overhauls and never again tolerate the poor shipboard standard of living we have been accepting. Shipyard overhauls must be developed to renew and polish great war machines while training the crew. It's a great Navy now, but it's time to make it better.

What is my message in all of this? I once read in a great book, "Those who lack vision will perish." Let's work together to focus on improving the future. For the remainder of 1991 we must focus on improving standards, accepting responsibility for imperfections and turning them into improvements. We must hold ourselves accountable, for today's success can be tomorrow's spoilage.

— AVCM(AW) Duane R. Bushey, Master Chief Petty Officer of the Navy. □

# Personnel issues

## Southwest Asia Service Medal eligibility

Sailors authorized to wear the Southwest Asia Service Medal for participation in Operation *Desert Shield/Storm*, must have served in one or more of the following areas between Aug. 2, 1990, and a date to be determined:

- The Persian Gulf, Red Sea, Gulf of Oman, Gulf of Aden, that portion of the Arabian Sea that lies above 10 degrees north latitude, and west of 68 degrees east longitude, as well as the total land areas of Iraq, Kuwait, Saudi Arabia, Oman, Bahrain, Qatar and the United Arab Emirates.

- Individuals serving in Israel, Egypt, Turkey, Syria and Jordan (including the airspace and territorial waters) between Jan. 17, 1991, and a date to be determined, are also eligible for this medal. Sailors must have directly supported combat operations. Embassy guards are not eligible.

- Individuals must be attached to or regularly serving for one or more days with an organization participating in military ground or shore

operations; attached to or regularly serving for one or more days aboard a naval vessel directly supporting military operations; actually participating as a crew member in one or more serial flights directly supporting military operations in the areas designated above; or serving for 30 consecutive days or 60 nonconsecutive days. These time limitations may be waived for people participating in actual combat operations.

This medal may be awarded posthumously. Each military department may grant exceptions to the personnel eligibility criteria and shall prescribe appropriate regulations for administrative processing, awarding and wearing of the medal.

A bronze service star can be worn on the suspension and service ribbon for participation in *Desert Storm* from Jan. 17, 1991, to a date to be determined.

See AINav 65/91 DTG 071936Z June 91 for details. □

## Awards and insignias Warfare insignia update

Warfare-qualified personnel may have one earned warfare insignia embossed above their name on the leather name tag worn on the Navy blue pullover sweater. Personnel not warfare qualified, but qualified for other breast insignia, except patrol pins, may emboss one earned insignia above their name.

The embossed color of the insignia will be the same as the metal version. See NavAdmin 076/91 for more details. □

## CHAMPUS collects debts

Delinquent debts to the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) could come out of your federal income tax refund, if not repaid within a reasonable amount of time.

A spouse who doesn't owe funds to CHAMPUS, but who files a joint income tax return with a person who has a past-due debt, may contact the Internal Revenue Service for assistance in protecting any part of the tax refund which may be payable to him or her. □

# A talk with “The Bear”

Story by JO1 Lee Bosco

*The task of leadership is not to put greatness into humanity, but to elicit it, for the greatness is already there — John Buchan.*

He is the genuine article. The image of a tough, intelligent, confident leader broadcast from Riyadh, Saudi Arabia, during the Gulf War is completely accurate. Occasionally, the media can present a false image of their subject — not so with *Desert Storm* commander Army General H. Norman Schwarzkopf. He is very much a “what you see is what you get” man.

Americans got to know Schwarzkopf from their own living rooms through television as he briefed the country on the progress of the war. His use of phrases like “the luckiest man in Iraq” (referring to an Iraqi truck that sped through the cross hairs of a coalition bomber seconds before the bridge it was traveling on was destroyed) and the pride with which he pointed out the accuracy of U.S. laser-guided bombs zeroing in on the doors, windows and ventilation ducts of Iraqi military installations gave the public insight into his unique character. His confident, sometimes humorous demeanor went a long way to calm Americans’ apprehensions about the war.

His final press briefing, tailored to the average American through use of football terms such as “Hail Mary play” and “end run,” explained the intricate plan that defeated the Iraqi forces and exposed Saddam Hussein

**Right: Gen. Schwarzkopf returned to a hero’s welcome, but modestly deflects credit to the men and women who served under him.**



Department of Defense photo

as an inept military leader.

Schwarzkopf's charm and charisma, combined with his military brilliance, have made the Gulf War hero the most sought-after interview in the wake of Operation *Desert Storm*. After delivering the commencement address to the 1991 graduating class at the U.S. Naval Academy, the *Desert Storm* commander took some time to talk to sailors through *All Hands* to give his views on the Navy-Marine Corps team's contribution to the liberation of Kuwait.

In a war so heavily reported in the media, so quickly won and wildly celebrated after victory, some of the Navy's contributions may have been lost in the spotlights and confetti. But Schwarzkopf is well aware of the Navy-Marine Corps team's accomplishments.

"In my speech at the academy, I presented what I'd call an impressive list of firsts — the Navy was the first military force to respond to the invasion of Kuwait, establishing sea superiority and projecting air power immediately. These actions, among others, stopped Iraq from marching into Saudi Arabia.

"During *Desert Storm* there were six carriers at war — that hasn't happened since World War II. Four of them were in the Gulf at the same time."

He is also quick to note the Navy's technological victories during the Gulf War. "The Navy's weaponry — the *Tomahawk* cruise missile, the SLAM [stand-off land-attack missile] and the F/A-18 had never been used in combat, nor had the AV-8 *Harriers*, the *Aegis* cruisers or the remotely piloted vehicles. All of these systems' performance was impressive."

"The Bear," as he is affectionately known, also cited the contributions of a pair of the Navy's older components. "It was the first tandem deployment of battleships since the Korean War," Schwarzkopf pointed out, noting that USS *Missouri* (BB 63) and USS *Wisconsin* (BB 64) delivered more than 1,000 tons (2.1 million pounds) of naval ordnance on Iraqi targets."

Operations *Desert Shield/Storm* called for the quickest and largest military sealift build-up since World War II, which Schwarzkopf praised as "an 8,000-mile, 250-ship, haze gray

bridge, one ship every 50 miles from the shores of the United States to the shores of Saudi Arabia — off-loading 9 million tons of equipment and petroleum products." He also cited the first ever deployment of maritime pre-positioning ships that, as early as Aug. 15, projected a 15,000-man Marine Expeditionary Brigade ashore, including tanks, armored vehicles, trucks and 30 days of ammo and supplies.

Another part of the Navy's mission before, during and after the Gulf War — maritime interception — drew a respectful smile from the general. He applauded the sailors of the "Navy ships that provided the teeth in the giant steel jaws that crushed Iraq's ability to supply or sustain its forces."

The general went on to single out the Navy leaders responsible for the ironclad blockade against Iraq, specifically VADM Henry Mauz and Stanley Arthur, for their resourcefulness and leadership.

"There are times when as a leader, you have to create the procedures; you have to write the manual, and you have to teach your troops how to use it. That's exactly what they did with maritime interception operations," Schwarzkopf said.

"These brilliant admirals took more than 200 ships from 13 nations and molded a team that conducted more than 10,000 flawless intercepts, which formed a steel wall around the waters leading to Iraq. Thanks to the Navy's superb efforts, not one cargo hold, not one crate, not even one pallet of sea-borne contraband ever touched Saddam Hussein's shores. The result — Iraq lost 90 percent of its imports, 100 percent of its exports and had its gross national product cut in half."

**Left: President Bush greets Schwarzkopf at the Washington, D.C., victory parade. The general's high-profile schedule has kept him hop-scotching across the country.**



Department of Defense photo

# “The Bear”

In all of his appearances since the end of the war, one theme runs through his statements — coalition — not necessarily the international coalition formed to face Saddam Hussein, but the coalition he believes must exist among the U.S. military services.

“With shrinking military forces we are inevitably going to become a contingency-based force,” he said. “That is, no longer will we have forward presence all over the world. Our forces will be concentrated in areas, and they must have the capability to deploy rapidly to other areas of the world should their presence be required. I think that’s going to be the direction in which all of the armed forces are going to be moving — to have that contingency ability.”

While all branches of the armed forces made significant individual contributions to the Gulf War effort, the general was quick to emphasize the importance of the cooperation between the services.

“We could not have won if the Air Force and naval aviation had not swept the skies together,” he said. “We could not have won if the Army and Marine Corps had not crushed the enemy ground forces together. We could not have won if the Navy and the Coast Guard had not dominated the seas together. We could not have won without all the services joining forces with our coalition partners from around the globe working together as a team.

“Together we showed a ruthless dictator and the world that no nation can brutalize its neighbors.”

And Schwarzkopf believes that’s one reason the war got such strong support from the public.

“I think there are several reasons for the public support,” he said. “First of all, our cause was just, and, unlike Vietnam, which this war is always being compared to, I don’t think there was any question in anybody’s mind as to what our cause was — what the

end game was.

“Secondly, our objective was clearly spelled out — kick Iraq out of Kuwait.

“Finally, I think the American people have always supported the military. I wasn’t the least bit surprised by the great support we had. I’ve always had great faith in the American people.”

He cites the Grenada operation as evidence. “All the doom-sayers said the people wouldn’t support our

military action in support of that country, but they did. Americans *want* to support the men and women in uniform, particularly when it’s very clear that we’re fighting in the cause of liberty.”

Asked about the strategic decision to carry out the now-famous “end run” around Iraqi positions, Schwarzkopf explained how the Navy-Marine Corps team helped make it the success that it was.



Department of Defense photo



Department of Defense photo

"The 'end run' was really based on the enemy's position. The enemy very much was expecting us to conduct an amphibious operation, and it pinned large numbers of forces down because of that. You know there's an old adage in warfare: 'Hit 'em where they ain't.' That's exactly what we did. They [the amphibious forces] were sensational. While they were deceptions, they were vitally important."

Schwarzkopf also had high praise for the Navy-Marine Corps team air forces.

Four hundred fifty aircraft from six carriers churned out an average of 276 combat sorties each day. Navy and Marine Corps aviators flew more than 25 percent of all the air missions flown during *Desert Storm*. "Add to that more than 280 precision *Tomahawk* cruise missile launches, and you just begin to see the complexity of applying Navy/Marine Corps air power in *Desert Storm*," he said.

Although U.S. air and ground forces grabbed most of the television camera lights and newspaper headlines, the general made a point to recognize the significant accomplishments of the

less visible Navy components.

"The Seabees did an outstanding job constructing vast tent cities and putting up bases for the Marines," he said. "They did a tremendous amount of road construction in the eastern sector in support of the logistics effort and the Marine penetration into the Iraqi area."

Another area that brings out the general's pride is the performance of the Reserves. As the liberation of Kuwait began with *Desert Shield*, the news media began spotlighting the rare reservist and active-duty service member who couldn't or wouldn't answer the call. Schwarzkopf set the record straight on this issue.

"The media reported the odd, isolated incident. The whole organization, in each of the services, is made up of very patriotic people who are very professional military men and women. That's their job. They know that when the balloon goes up, it's their job to be there. They were there, and they did a great job."

As far as the future of the Gulf region is concerned, the general sees an expanded Navy presence. "The President has already indicated that

Schwarzkopf said that in the days leading up to the war, he never lost faith in the American public. The troops coming home to the well-deserved hero's welcome has justified his belief in the American people. "America wants to support their men and women in uniform, particularly when it's very clear that we're fighting for liberty."



Department of Defense photo

more Navy ships will patrol that area, and I think you'll see that happen," he said.

He has been called a foot-soldier's general. Does he also consider himself a deckplate sailor's general?

"Sure, I hope so. You will never hear me talk about *Desert Storm* without talking about soldiers, sailors, airmen, Marines and Coast Guardsmen. It was a team effort, we all did it together and I consider myself lucky enough to command all of those forces. I consider each and every one of them my special troop, and I was proud to be associated with them. They were great members of the team, and I was very proud of the Navy's performance in the war." □

*Bosco is a staff writer assigned to All Hands.*



# Heavy medal

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## *Sailor wins PECE prize*

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Story and photo by JO1 Denny Banister

The new medal earned by Electrician's Mate 1st Class Walter Bennett won't appear on his Navy uniform. The two-and-a-half inch diameter, gold-on-silver proof medal is too big, too heavy, too valuable — and not regulation.

On June 19, at the U.S. Supreme Court building in Washington, D.C., the American Institute for Public Service presented Bennett and 12 other Americans the Jefferson Award, the nation's most coveted and prestigious award for outstanding public service.

Bennett received the award for developing his "Water for Life" community project in Kitsap County, Wash., and joins the ranks of prominent Americans similarly honored. Past winners include Dr. C. Everett Koop, Jerry Lewis, Henry Kissinger, Jessie Jackson, Lee Iacocca and former President Jimmy Carter.

Bennett coordinates the Personal Excellence through Cooperative Education (PECE) program for USS *Alabama* (SSBN 731) (Gold), based at Bangor, Wash. Bennett conceived of his Water for Life project while helping elementary school children clean

up a small creek behind their school.

"One of their classroom projects involved raising salmon from eggs and releasing them," Bennett said. "The creek running behind their school used to be a salmon stream, but the habitat could no longer support the fish. So we did a little cleanup on the creek, hoping the children could someday release salmon there."

After the creek cleanup, Bennett suggested a continuation of the project on a larger scale — Dyes Inlet. "Up to that point, the PECE program in our area had each individual command working separately with different schools," Bennett said. "I saw this as a perfect opportunity to get all the commands and the entire school district to cooperate and focus on one common goal."

Bennett's organizational efforts paid off. After classroom sessions discussing ecology and the environment, more than 400 school children, their parents, teachers and other citizens of the community joined 300 sailors in the first Dyes Inlet cleanup last fall. The volunteers picked up enough trash to fill seven dumpsters.

"We held a second cleanup this spring, and this time we filled 12 dumpsters," Bennett said. "This showed the kids that cleaning up is not a one-time shot. The trash we picked up the second time wasn't all discarded since the first cleanup — it came in from the rest of Puget Sound."

Included in the debris littering the water and beaches were tires, a waterlogged television, a rusted shopping cart and a barbecue grill. Some might consider the Dyes Inlet litter problem impossible to resolve and become discouraged, but Bennett views it as an opportunity for Water for Life to grow.

"We're extending the program," Bennett said. "We're seeking funding to generate an entire educational track that we hope to make available to schools throughout the country so the Water for Life project can be adopted at every watershed."

CAPT Kevin J. Reardon, commanding officer of *Alabama's* gold crew during the Water for Life project, said the Jefferson Award was a well-deserved personal honor for Bennett. "But this award also recognizes the



**The Jefferson Award was presented to Bennett for his work to preserve the environment through his Water for Life Program in Kitsap County, Wash.**

substantial amount of hard work and effort by fellow crew members and family members around Sub Base Bangor," Reardon said.

Reardon credited Bennett with galvanizing the crew into action.

"The crew generated further enthusiasm with Navy family members in the area," Reardon said. "What evolved was a widespread community effort. The final result was only possible due to a lot of cooperation from both the Navy and civilian communities in Kitsap County." Reardon added the Jefferson Award shines a well-deserved spotlight on all who participated.

Due to the nature of their work, Navy personnel are transitory in their communities. "Unfortunately, a lot of Navy people take the attitude they

can't do anything because they will only be there for a couple of years," Bennett said.

However, Bennett feels Navy personnel can still have a positive impact. "We are part of our communities, and we benefit from anything we do to make them better. I started this project just one year ago, and it's made an incredible impact on our school district, not to mention the impact it's starting to make on a much larger scale."

Bennett leaves the Bangor area in February 1992 for a new duty station, but he feels the program is on track and will continue. "When I go to my next duty station, I hope the guys that I follow there had the foresight to do the same kind of thing and build up their community," he said. "I know I'm going to run into Water for Life somewhere else without having started it in that area."

While Bennett views the Navy's PECE program as a perfect vehicle to

expand Water for Life, he realizes the necessity of finding additional sponsors. "We can make it available to school districts across the entire country, and they don't have to partner with the Navy. They can partner with any major corporate interest in their area — businesses, chambers of commerce — it doesn't matter. All they need is a partner to help them out."

Bennett said he didn't know anything about ecology and the environment when he started Water for Life. "But now I realize that by taking care of our watersheds, we take care of every environmental issue we face. It's been an incredible environmental education for me. If we can make that same kind of change in all kids, we've got a great future." □

*Banister is attached to Office of Information Det. 518, U.S. Navy and Marine Corps Reserve Readiness Center, St. Louis, Mo.*

# Gunfire over Baghdad

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*Neophyte fliers show  
off the right stuff*

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By J01 Melissa Wood Lefler  
photos by PH2 William Lipski

More than 20 years ago in the surface to air missile (SAM)-filled skies over North Vietnam, A-6 *Intruder* crews felt their palms sweat and their hearts pound. Flying low-level bombing runs, the *Intruders'* specialty, each crew found that every mission brought an adrenalin rush.

During Operation *Desert Storm*, things didn't change much. In the skies over Iraq and Kuwait, the vintage yet vital bombers performed as always — only the crews were different. The aging *Intruder* was back at war, doing what it does best, this time with a new cast of aviators.

For LTJGs Scott Guimond and Fred Frey, the natural feelings of uncertainty and anxiety that accompany first-time combat flying were multiplied 100-fold. Guimond, a pilot, and Frey, a bombardier navigator, had just graduated from advanced flight training in December when both were sent to fly with Attack Squadron (VA) 75, deployed with the aircraft carrier USS *John F. Kennedy* (CV 67), in the Red Sea.

"I graduated from the 'RAG'[Replacement Air Group] Dec. 3, 1990, and got orders to *Kennedy* the same day," said Frey, who did so well during training that he was accelerated into the class ahead, Guimond's class. "I was pretty excited, but apprehensive, to say the least."

"It was basically, 'get your stuff, pack your bags, you're out of here,'" agreed Guimond. "I wanted to go [to the Persian Gulf] right away," he added, "but I felt kind of funny joining a squadron that had been out there in the Middle East four or five months, since this would be my first fleet experience ever."



Frey and Guimond joined the squadron while *Kennedy* was in Jiddah, Saudi Arabia, Dec. 29, the same day the ship sailed for the Red Sea. By mid-January, the ship, the squadrons and their brand-new aviators were fighting a war.

Fellow squadron mates soon learned that they had no qualms about having the neophyte aviators alongside them in battle. Guimond and Frey, already top of their classes in school, soon confirmed themselves the cream of the new crop.

"They proved themselves really early," commented one pilot, LT Mike Walsh, who remembers suddenly finding out that Frey would be in the seat next to him. "I was TAD to Riyadh, Saudi Arabia, for two weeks, and when I got back I found out that one of us was going to take a new guy and break him in.

"I knew the war was coming soon," Walsh continued. However, there was no time to slowly acclimate his



**A VA 75 A-6E launches from Kennedy during Operation Desert Storm.**

new partner to the situation, as Walsh would have otherwise done. "I explained what I expected of him," Walsh reported, "that he'd work his systems and I'd take care of the rest.

"The first combat flight Fred and I flew, he did really well," the pilot continued. "We had some pretty serious navigation system problems, and he overcame them like he'd been doing it for years.

"It was a tough hop for his first flight, never mind a combat mission," Walsh admitted. "In fact, our first five or six hops, we scored bulls-eyes on the targets, thanks to Fred . . ." Walsh broke off, repeating admiringly, "Like he'd been doing it for years."

Bombardier-navigator LT Al Misiaszek got to fly with his new pilot and crew mate Guimond a handful of times before *Desert Shield* turned into *Desert Storm*.

"I was very comfortable with Scott after only a few hours," said Misiaszek. Still, the more experienced aviator

admitted it takes time to develop what he calls a "crew concept," wherein each aviator knows the other's strengths and weaknesses and how to compensate for them.

"Scott was basically a big sponge," said Misiaszek, "He just wanted to learn, to soak up knowledge. He learned really quickly. Some people are just natural pilots, and he's one of them — really sharp, really aggressive."

Some of Guimond's seemingly instinctive ability for combat flying may have indeed come quite naturally. His father flew the same plane, in the same squadron, in Vietnam. More coincidentally, the senior Guimond's crew mate and bombardier navigator, CAPT A. Hardin White, is now Guimond's air wing commander.

"It was fate that I would come here," Guimond mused

# Gunfire

philosophically, "I should have never doubted it.

"My dad was really excited about my orders," Guimond continued. "He left the Navy after a tour in Vietnam and doesn't fly anymore. I think he misses it," speculated the young pilot.

But the elder Guimond's feelings of elation and pride concerning his son's assignment were mixed with anxiety. "My dad was nervous for me during the deployment because he knew what I'd be seeing," Guimond acknowledged. "He was worried about the Iraqi air force. Because he'd been a pilot in combat, he had specific concerns rather than general concerns, as other peoples' parents had.

"I thought about my dad an awful lot during the deployment," reflected Guimond, "That I was in the same squadron, and I was even flying the exact same plane — it was almost eerie."

Although Guimond and Frey were brand-new to squadron life, they certainly weren't the only men in the



squadron to whom combat flying was an unknown quantity. This unscheduled deployment, coming right on the heels of a completed six-month cruise, became a baptism by fire for many Navy fliers.

"Of 36 guys in our air crews, 34 had never seen combat before — including me," said VA 75 skipper CDR Bob Besal. Although Besal admitted that he monitored the new men in the squadron closely, he said he wasn't unduly worried about the recent graduates. "Because of where the squadron was, I knew that we would have been sent the best."

Still, said Besal, Guimond and Frey had to absorb what most newly reporting aviators take months to thoroughly rehearse in about two weeks.

"No question about it, they had a very short time to learn the way our squadron does business, such as our special tactics and refueling from Air Force tankers — something they had not done before. Also, our planes are a little different from those they flew in the replacement training squadrons," the veteran pilot noted.

In mid-January, when word came that the war had started, Guimond and Frey abruptly halted their get-acquainted phase. Besal recalls the seemingly universal mood on board that day. "It was electric throughout the ship — word spread extremely fast. I shouldn't imagine there was anyone asleep on the ship the night the first launch went.

"All the bombs came up to the flight deck," Besal continued.

"Because we had rehearsed it all so many times, it was perfect."

The fifth day of the war, Frey found himself airborne and southwest-Iraq bound on a five-hour mission.

"We flew over an airfield, trying to draw out the Iraqi's SAM radar," Frey recalled. "We were trying to knock out the radar just before an Air Force strike."

Frey remembers drinking a lot of water during his first mission. "My mouth was continuously dry from apprehension," said the bombardier-navigator. "I noticed that [dry mouth] a lot more than in school. I was worried about getting shot at, and worrying about not screwing up. What was great about flying with a pilot who knows as much as Mike, was that he knows if you are doing it right or wrong," he added.

After a while, Frey found himself becoming accustomed to integrating his role as a warrior with his former persona. "You learn to compartmentalize," he related. "You put aside your fears about your personal safety and the welfare of the folks back home. You only deal with your personal feelings at certain times because those feelings

**Crewmen from VA 75 move a bomb across Kennedy's flight deck the day before the first strikes of *Desert Storm*.**



**Aviation ordnancemen mount a laser-guided bomb on a VA 75 A-6E before one of Kennedy's missions.**

are distracting. It's something you get better and better at the more you practice it," he concluded.

And as for the concrete task at hand in the air Frey related, "At a certain point, it hits you that you can actually do this."

The culmination of his assimilation into squadron life during wartime came when Frey flew in formation with his commanding officer on his wingtip, just before Besal transferred to a new duty station.

"We had a really successful mission," Frey recalled with quiet pride. "After that mission, I felt confident that I was now just one of the guys."

Besal, in turn, was relieved and grateful to see his faith in the new men swiftly and thoroughly rewarded.

"Normally it would be at least several months before I would have sent them on something so complicated — very large, coordinated, sometimes international multi-plane attacks are extremely detailed and require extremely high standards of performance," the squadron skipper admitted. "But because of wartime operational demands, I couldn't protect them. I had to fly them all the time."

Besal's resolution not to treat the young aviators differently than the rest or to single them out for special attention extended to Guimond's first combat flight and was made with a reason, Guimond figured out later.

"My first mission was the first A-6 daytime strike of the war," Guimond recollected. "It wasn't low; we used high-altitude tactics, so our major concern was about the enemy fighter threat.

"I prepared, briefed and debriefed just like anyone else," the young pilot continued. "In fact, I found out about the assignment through the grapevine — someone came up to me and told me they'd seen my name on the schedule.

"I did think it was strange at the time (that the CO didn't want to talk to me)," Guimond said, "but I see now how it [the way the situation was handled] made me less nervous and put me at ease.

"I heard later that the skipper was pretty worried," he continued. "I wasn't the only new pilot in the squadron on that mission."

Like Frey, Guimond discovered that he was unusually thirsty in the cockpit as he flew five- and six-hour combat missions. "I learned to conserve my energy for the flights," he disclosed. "I brought candy and a lot of water up with me."

Although he started flying daytime missions, Guimond was soon piloting night-bombing runs as well.

"When I got a couple of night strikes behind me, I thought 'I can do everything they ask of me,'" Guimond proclaimed jubilantly.

When an A-6 from another U.S. carrier in the region was lost over Iraq, sorrow brought the aviators of VA 75 back to earth.

"It was a reality check when I realized that a plane was shot down," said Guimond. "Most of the guys got more determined after that. We all pushed a little harder."

Guimond said that although he had mentally prepared himself for a wartime schedule before reporting to the squadron, he had no idea of the intensity of the timetable.

"It was totally new to me, having flights that long, tanking up with the [Air Force] KCB-135 — a lot of firsts," he summed up.

Frey agreed, "I hope it's all downhill from here," he said



A VA 75 pilot and a crewman preflight their A-6E before a *Desert Storm* mission.

with his trademark low-key grin. "Scott and I definitely got front loaded — a normal cruise is about 70 hours in an A-6; we each got 110 hours in a month and a half. Normal cruises might even be anticlimactic after this," Frey speculated good-humoredly.

For Besal, although he too had to face combat for the first time, the next-to-hardest part by far was waiting it out when he wasn't flying. Even more difficult was not letting his emotions show for months on end.

"I'd be sitting in the ready room, the minutes crawling by, waiting for my guys to come back," said Besal. "The moment we had radio contact, I'd be waiting for the duty officer to announce that everyone was accounted for. Then I could breathe easier," he reported, adding proudly, "They all came back, every time."

VA 75 lost no planes or personnel during the Persian Gulf War, nor did any squadron assigned aboard *Kennedy*, adding to the popular shipboard legend that CV 67 is a lucky ship and leads a charmed life.

Besal is more likely to attribute the squadron's perfect *Desert Storm* record to excellent Navy flight training, knowledgeable and hardworking enlisted mechanics and the long-lasting A-6 itself.

"Although the flight hours were admittedly a strain on the planes, they held up beautifully," Besal exulted, adding, "Every system, every tactic, worked perfectly."

"The A-6 definitely works for this war; we got bulls-eye after bulls-eye," Frey echoed, unaware of his CO's

identical assessment.

While flying night and day, day after day, Guimond and Frey still had a little time to unwind. They liked to spend some of that time reading the enormous volume of mail that came pouring into the ship, indicative of the warm and sympathetic support back home.

Besides expected letters from his father and girlfriend, Guimond got quantities of mail he didn't anticipate at all. "Everybody on the ship got huge amounts of mail," he reported. "I got letters from high school friends I hadn't seen or thought about in years, and from their brothers and sisters and parents, too. It was incredible."

Frey also got mail from distant acquaintances, including sisters and mothers of his friends, as well as those now-famous, 'Dear *Kennedy* sailor' epistles. "It was pretty entertaining to read about how some of the schoolchildren and their teachers viewed the war and us," he chuckled.

Although neither aviator can manage to view himself as a hero, their boss holds a different perspective.

Besal returned to the United States before the war ended, on a routine transfer to a new duty assignment. As soon as he got back, he called the aviators' wives and parents of fliers who were single. "I want you to know that your sons are the stuff legends are made of," he told them.

Guimond's father didn't need to be told. He traveled from Connecticut to Pier 12 in Norfolk to greet his son amid the wild euphoria the day *Kennedy* pulled into port.

The two aviators deny that they did anything remarkable, although they feel proud about what they accomplished, and gratified for the reception they received when they arrived back home.

For Guimond and Frey, having the war behind them means becoming just one of the guys that much quicker.

They looked forward to the next class of new aviators who will check into their squadron, because, as Frey put it, "You're always the 'new guy,' until another new guy comes aboard."

Chances are good that the next group of 'new guys' to arrive at VA 75, won't have to face the expedited rite of passage that many young pilots so successfully took during Operation *Desert Storm*.

While credit certainly belongs to the men, recognition is also due to the system that trained them, and is perhaps long overdue to the machine that they flew — the A-6 *Intruder*. □

*Lefler is assigned to NIRA Det. 4, Norfolk.*

# NTC Orlando volunteers

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*The Navy becomes part of the city*

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Story by JO2 Celeste Barrett Rubanick

It's lunchtime at Naval Training Center (NTC) Orlando, Fla., and Chief Legalman Jim Christie rushes to his car like thousands of other base personnel. Unlike the others, however, he's hurrying so he can pick up and deliver 14 or 15 meals to homebound, elderly people on his "Meals On Wheels" route.

"I do it because I like it," Christie said. "You reap what you sow. I try to treat others as I want to be treated, and I like to think someone would do this for me if I needed the help."

Christie is just one of approximately 5,000 volunteers at NTC Orlando who helped the command contribute more than 51,000 hours of community service in 1990. As a result of these efforts, base representatives received the President's Volunteer Action Award at the White House in April. More than 3,500 organizations were nominated.

"Central Florida has a strong tradition and heritage of volunteerism," explained RADM Louise Wilmot, then-commander of NTC Orlando. "Our local NCOA [Non Commissioned Officers Association] chapter, which provides many of our volunteers, raised more than \$50,000 for Navy-Marine Corps Relief by selling *Desert Storm* shirts. Most of the commands on base have a Meals On

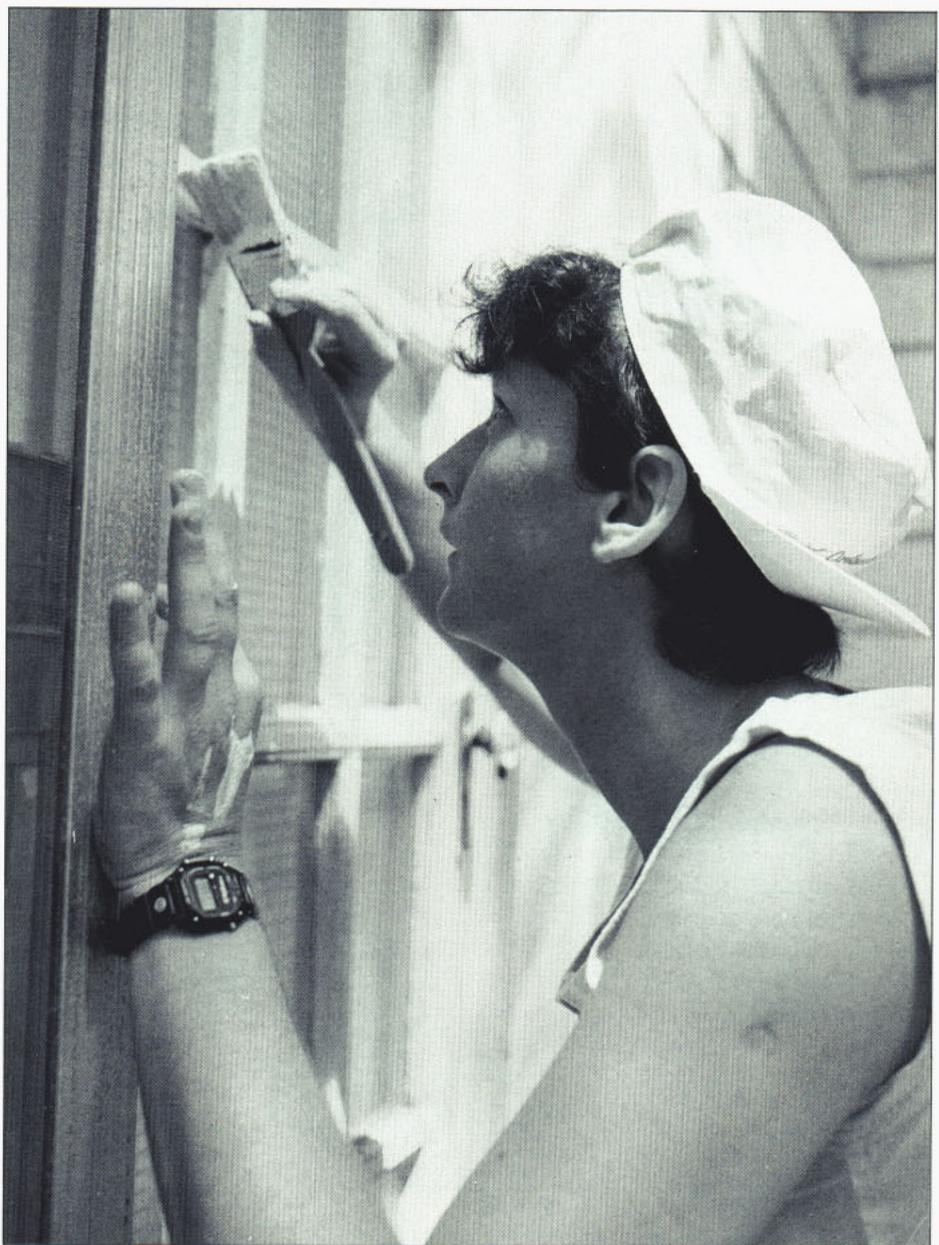


Photo by Jim Allen

**Right: CTR1 Donna Price of NTC Orlando paints window trim at a residential home in the community.**

# Volunteers

Wheels lunchtime route. We fit right into this community."

Wilmot attributes the success of the volunteer program to its coordinator, Marcia Reinwald. Her office puts out a "Volunteer Connection" newsletter that lists all the volunteer projects available for the next month. There's never a problem getting people to sign up.

"If they go once, they're hooked," Reinwald said.

Another important program — one recognized by the governor of Florida in 1990 — is "Saturday Scholars" or "Partners in Education." For six Saturdays in a row, sailors (usually attending "A" school) and students from a local school (fifth- or sixth-graders) work one-on-one on basic remedial education, particularly reading and mathematics. On the seventh Saturday, a graduation ceremony, tour and picnic are held on base. Tests given before and after the program show reading skills often improve two or three grade levels during the six weeks.

"I give up my Saturdays because it's a lot of fun," said Seaman Mella Arnold of Service Schools Command (SSC). "I meet a lot of different kids and have a great influence on them. They think the military is really special. We can teach and correct them, and they listen to us because they look up to us so much. You come back with a really warm feeling because you've taught them something. I plan to continue doing this."

Sailors also contribute two or three hours during the week at local middle schools as teachers' aides, tutors and science fair judges. Seabees have also helped with craft classes.

"These programs have a positive effect on the sailors as well," noted CAPT Richard Sloane, SSC commanding officer. "You take a young sailor who had a middling high school career — he made it through, but he really wasn't interested — and he feels good about himself when he can

**Right: A small thing like helping students with a class project can make a big difference in their lives. Sailors in Orlando do these kinds of things to make that difference in their community.**



teach others."

Seaman Recruit Denita Dozier, working with her last "Saturday Scholar" program before reporting to USS *Hunley* (AS 31) as a torpedo-man's mate, said, "I have a son in fifth grade, and I know this is a great influence on children his age with

math and reading problems. I enjoy being with the children since I have two myself. They can never have too much education. This is a great program."

"Another reason we are successful is that we are very protective of our volunteers," Wilmot added. "If some-

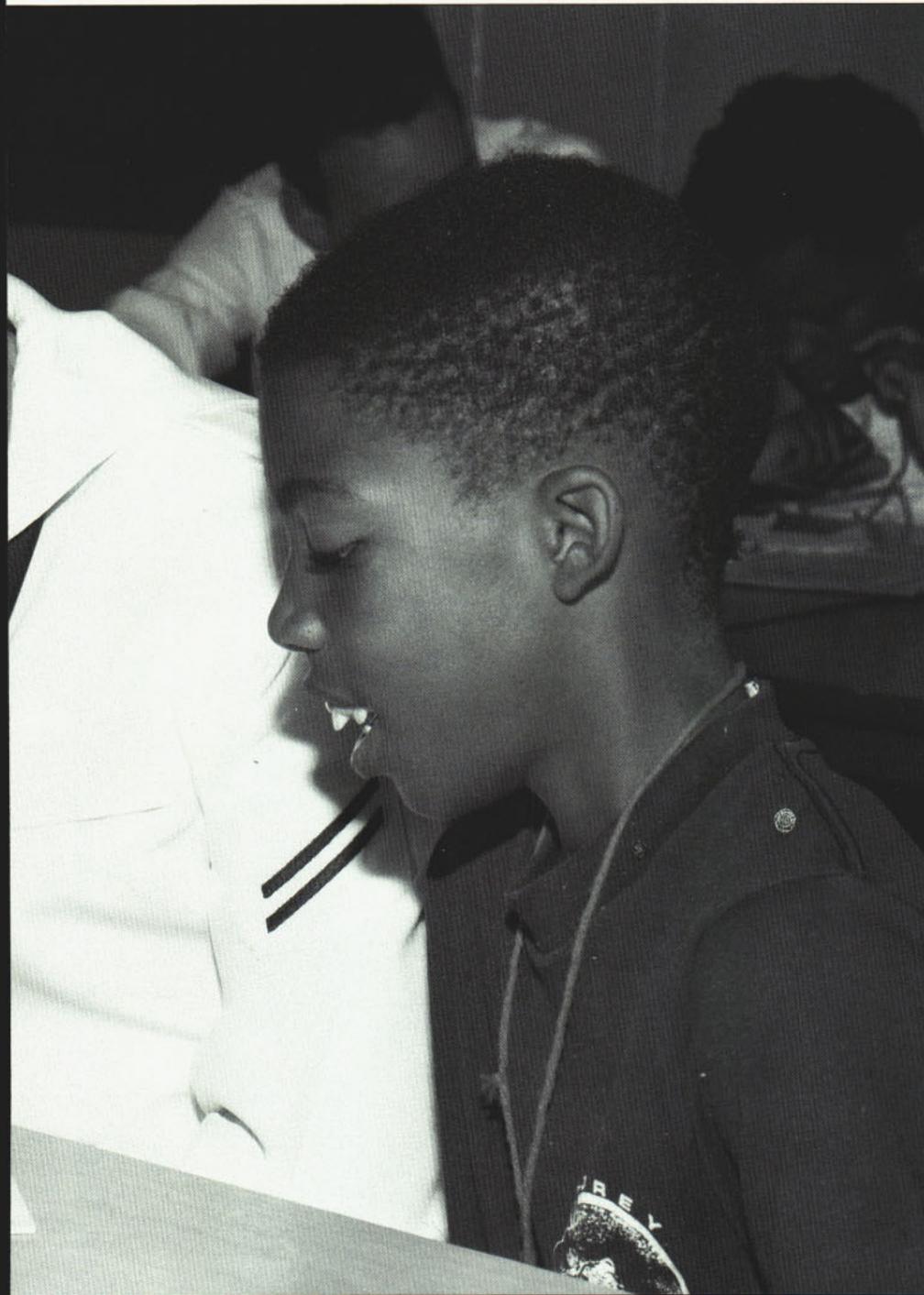
one takes our sailors and Marines for a volunteer project, we tell them they must take care of them. Beverages and food must be available. In addition, we provide transportation, which is very attractive to a young sailor in school with no car."

The third major program, "Green-Up Orlando," used 570 people donating 4,550 hours to plant more than 5,000 trees and shrubs within the city.

"We left at six in the morning and spent the day planting bushes and trees in different parks and along the interstate," said SN Cheryl Clifton of SSC and a "Partners in Education" volunteer. "We also painted playgrounds in the Navy housing areas."

As a result of their services to the community in the three major areas — elderly, education and environment — NTC Orlando was awarded the \$50,000 Disney World Bob Allen Award for community service in April.

**Left: A sailor takes time to make a young student feel special while helping him with his math. Below: LNC Jim Christie of "Meals on Wheels" delivers a hot lunch to a waiting customer.**



U.S. Navy photo



U.S. Navy photo

# Volunteers

**Right and below: Whether it's physical labor or technical work, sailors aren't shy about rolling up their sleeves and pitching in for the benefit of the civilian community. Sailors say that these projects also make them feel good about themselves.**

"Before, we could only bring labor. Now we have dollars as well as volunteers," said Wilmot referring to the award.

Other volunteer projects included: Project Uplift (which helped mail 3,500 pounds of Christmas cards to military personnel overseas), Holiday Food Drives (for 240 military and civilian families), Sunshine Foundation/Dream Lift Canada/Give Kids the World (guided terminally-ill children during visits to Central Florida), March of Dimes, Multiple Sclerosis, Muscular Dystrophy and local nursing homes.

"We are lucky in that this is a city base, only five minutes from downtown instead of 30 miles outside the city," said Wilmot. "As a result, we're close to the people who need help and can do Meals on Wheels deliveries at lunchtime. We are a part of the city."

"It's common to see entire families working on a project," said one volunteer. "I bring my kids to everything I work on. They're able to help, and most importantly, they are seeing at a young age that they can spend their lives helping others less fortunate. They never throw away a toy or clothes — they package it up to give to another child."

"It is a miracle of our people," President George Bush said, prior to presenting the award to Wilmot, "that Americans care. Volunteers such as these show that individuals working together *do* matter. That light burns within us, and we need only to share it." □

*Rubanick is assigned to Naval Reserve Public Affairs Center Norfolk, Unit 208, Jacksonville, Fla.*



Photo by Jim Allen



U.S. Navy Photo

# Team support runs deep

## *Going beneath the surface of USS Louisville*

Story and photos by JO2 Jon Annis

Terri Noel was scared. Her husband, Torpedoman's Mate 2nd class (SS) David Noel, had deployed four weeks earlier aboard USS *Louisville* (SSN 724) when their 18-month-old daughter, Elizabeth, became very ill.

"Elizabeth, who has Down's syndrome, had pneumonia," Terri said. "I was in pieces. Here's my baby not moving at all in an oxygen tent, and I'm alone."

That night, Terri called Chris Hoying, her ombudsman, who told Terri she was there for her and to let her know if she needed anything. Terri asked to speak to David. Hoying said she would do her best. Around midnight, David called Terri at the hospital.

"Somehow, some way, Chris got through," Terri said, her voice breaking. "It was really hard for both of us. I was struggling. We were crying on the phone. We were scared. I told him, 'I know you're feeling there's not a lot you can do, I just needed to talk to you.'"

During Elizabeth's recovery, Terri received several more calls of support from David and Hoying. After 10 days, Elizabeth was released from the hospital.



Fortunately for Terri, *Louisville* had made a rare port call. Usually, as any submariner will tell you, communication with a submarine is very limited because of operational security. When a submarine is hundreds of feet below the ocean surface, contacting a crew member with a family problem is even more than difficult — it's impossible.

While these problems were familiar to *Louisville's* command support team, the submarine's schedule didn't make the deployment any easier. The submarine deployed two days after Christmas, six weeks earlier than planned, and quickly proceeded to the Persian Gulf. At the onset of Operation *Desert Storm*, when *Louisville* flawlessly fired the first *Tomahawk* missile from a submarine in combat, news reports filled tele-

**Above: TM2 David Noel, even while down in the belly of *Louisville*, was able to receive word of his daughter's illness through the command support team.**

phone lines with concerns from parents, wives and significant others.

Like Terri, families and friends of the submariners knew to turn to their command support team for help. Each team is familiar with crisis situation and is prepared for emergency needs.

*Louisville* families would call command ombudsman Hoying, a crew member's wife of eight years with a full-time job and children of her own. Even so, Hoying spared the time necessary at work or home bending her telephone elbow for the wives of *Louisville*.

"I received calls from an awful lot of very young wives living a long way

# Support

from home," Hoying said. "I've talked to people about how to be comfortable using an automatic teller machine and to people with problems like Terri's. You have to have a lot of compassion and yet be able to hang up the phone [after consoling someone] and not let it bother you."

Those on the local home front also formed a support group, an informal gathering with excellent attendance by girlfriends, fiancées and most of the *Louisville* wives staying in San Diego. The group didn't settle on the name "wives' group" or emphasize officers so that everyone would feel welcome. It met several times during the four-month deployment for a picnic, party and other get-togethers

along with long discussions to dispel fears and rumors.

When *Louisville* quickly got under way, one man responsible for quelling the crew's uneasiness was the Chief of the Boat (COB), Master Chief Electrician's Mate (SS) William L. Daffern. Like a command master chief aboard other commands, Daffern monitored the crew and made recommendations to the commanding officer. The senior enlisted man also acted as a counselor and resource person outside the normal chain of command.

"Playing a combat role was a little different," Daffern said. "Crewmen had concerns. The big challenge was getting people deployed early.

"If there's a problem they feel they can't put through their leading petty officer, all people in my crew know they can come right to me. I try to evaluate a crewman's state of mind and the ship's mission," he said. "The captain makes the final decision on what to do."

As in all commands, the chain of command was the first resource to turn to in any given situation.

However, a *Los Angeles*-class submarine like the *Louisville*, with its crew of 135 officers and men, didn't have the same resources that are on board many larger commands. And unlike fleet ballistic-missile submarines, *Louisville* didn't have the help of an alternating crew ashore either.

Instead, an attack submarine's team relies on yet another team from its squadron. In *Louisville's* case, Submarine Squadron 11, one of two squadrons of Submarine Group 5 at San Diego's Naval Submarine Base (NSB) provided many services.

Hoying described the squadron's off-crew coordinator as the hero of the team. Master Chief Yeoman (SS) Charles R. Sorrell was a vital link between the sub and shore. He sent, received and routed official messages, as well as a limited number of 90-words-or-less familygrams which constituted the submarine's receive-only "mail."

"My job is two-fold. I work on both the military and family side of the house," Sorrell said. He managed members of *Louisville's* crew that stayed behind. If there had been any problem that required sending a crew member home, he said he would have done "everything but meet them at the pier."

According to Sorrell, he has done that too, with airline tickets in hand, for a submarine coming pierside in San Diego. Sorrell said many of the



**Left: Elizabeth Noel is now fully recovered from her bout with pneumonia.**

**Right: David shares a happy family reunion with Terri, Elizabeth and his other daughter Stephanie.**

resources he needed were a few steps away in the squadron's chaplain's and doctor's offices.

In addition to a number of community-sponsored resources, the NSB family service center (FSC) completed the team by providing an array of education, information and counseling services. The FSC employs only licensed counselors, including many with postgraduate degrees, and offered programs ranging from budgeting classes to puppet shows for child development.

"We don't just work with the spouses," said Mary Rotterman, director of the center. "We counsel significant partners too. In order to encourage a healthy marital relationship, we start working on communication before the marriage even begins."

While providing care, each center counselor was assigned to represent a list of commands and coordinate predeployment and postdeployment briefings. The briefings were mandatory for married crew members of *Louisville*, so Terri knew just who to call to activate her command support team.

"It was amazing what Chris did," Terri said. "I had no clue where Dave was. With the war going on — he had just left. I didn't think I was even going to be able to talk to him. I said, 'there's no way, but please try Chris.' And she did it!"

She did it with many hours of telephone calls. Hoying recalled she comforted Terri that evening and had her call the Red Cross to send an official message to the base confirming the emergency. Then Hoying contacted the base duty officer and both persistently tried to reach *Louisville*. David was finally reached several hours later through a complex chain of telephone calls and messages. The



matter was passed on to the off-crew coordinator the next morning, who, with the squadron's chaplain and doctor, tried to determine the family's needs and whether David should be sent home. David, meanwhile, spoke with his chain of command and the COB. A collection began and arrangements were made for him to go home as early as that evening. In the end, their daughter Elizabeth began to recover, and after more telephone calls, Terri felt the crisis was waning so David decided to stay.

Since David's return, Elizabeth has stayed as healthy and active as ever. She was standing and supporting herself on the furniture.

"I'd like to think it's because of me," David said. He expressed regret at how difficult it was to communicate with his family while deployed, but knew this was an inherent part of the submarine Navy. A second-generation submariner, he wears his father's submarine service "dolphins" and has spent nearly eight years of his own life in submarines, most recently as leading petty officer of his division.

"I think the best thing about sub-

marines is the camaraderie. We really pull together," David said. "That's one thing you do when you're welded into a steel pipe. The neat thing about it is it carries on after you pull into port.

"And as far as taking care of my family, there's no better place to do it than the Navy."

For the wives of *Louisville* and for their ombudsman Chris Hoying, another difficult deployment is past. After Terri's husband returned she wrote a letter to the local ombudsman council. The council then voted *Louisville* "command of the quarter" among San Diego-area submarines.

In Noel's nomination letter, she thanked each member of the *Louisville* team, concluding with, "that's my command, my backbone, my friend, my pride and joy." □

*Annis is assigned to NIRA Det. 5, San Diego.*

# Capture of USS *Pueblo*

## Midway warrant officer remembers year as POW

Story by JO3 William S. Permer

In November 1967, USS *Pueblo* (AGER 2), an old Army cargo ship converted into a Navy communications/surveillance ship, left her home port of San Diego for her new home port of Yokosuka, Japan.

On the way, *Pueblo* and her 82-man crew pulled into Hawaii for two weeks of damage control training.

Christmas came and went in Yokosuka for *Pueblo's* crew. One of those men was Ray L. Aluague, now a chief warrant officer assigned as USS *Midway's* (CV 41) wardroom and S-5 division officer. Early in January 1968, *Pueblo* and then-MSSN (steward) Aluague set out for Sasebo, Japan, and two days in port there.

*Pueblo* pulled out of Sasebo Jan. 10, heading for her area of operations off the coast of North Korea. Her mission — to keep North Korean communications under surveillance. Most of the ship's operations were conducted under the cover of darkness.

"We would go in at night and we would leave our operation area before dawn," said Aluague. "I didn't have any idea that *Pueblo* was a 'spy' ship."

*Pueblo's* normal surveillance operations continued for about two weeks. Then, at 8 a.m. Jan. 24, the ship was surrounded by four North Korean torpedo boats and one sub chaser. The North Korean boats circled like sharks 25 to 30 yards from the ship, according to Aluague. The ship's communications officer was then ordered to raise the national ensign.

Approximately 30 minutes later, gunfire erupted. From his work station on the lower decks, Aluague could hear the IMC bark over the



Photo by PH3 Christopher Alford

**CWO2 Ray Aluague was a crewman on board *Pueblo*, when she was captured by North Koreans in 1968.**

sounds of rapid gunfire, "All hands. Man your battle stations. Do not go topside."

The gunfire continued while *Pueblo's* commanding officer passed the order to destroy classified materials aboard the ship. An explosion at his work site threw him and his shipmates back through the hatch and into a bulkhead. Aluague was underneath another sailor and covered in the man's blood. Aluague moved the injured man onto the mess decks and tried to give him first aid while the firing continued.

A few minutes later, the CO's voice came over the IMC, "Stand by for boarding party. I'm surrendering the ship."

Aluague could only wonder why the ship's captain had chosen not to fight.

When the North Korean boarding party came aboard, Aluague saw several men in foreign fatigues with bayoneted rifles surround the ship's crew. Aluague was still attending his wounded shipmate when his non-English speaking captors motioned with their rifles for him and his shipmate to leave the area.

He and his shipmates were blindfolded with torn strips of sheeting and during the next three hours the invaders questioned and beat *Pueblo's* crew on the ship's main deck while other members of the boarding party searched through lockers in the crew's berthing areas.

At approximately noon, *Pueblo* pulled into port in Wonsan, North Korea. It was the first time a Navy ship had been captured since the 1800s.

One by one, the men of *Pueblo* were led off the brow of their ship. Still bound and blindfolded, they could only hear the North Korean people shouting, "American warmongers! Kill!" They couldn't dodge the blows that rained down on them, while waiting for a train that would take them further north to the capital, Pyongyang.

On board the train, the men were interrogated and beaten during the entire trip, and were allowed no food or sleep.

"My thoughts were of my family. I really was scared. All I was doing was praying," he said. One of his tormentors caught him praying and hatefully told him, "God won't help you!"

The skipper told the crew to remember the Code of Conduct. Aluague clung to that, and would

only tell his tormentors his name, rank and service number.

Eventually, the train reached Pyongyang. *Pueblo's* crew was forced off the train into another crowd of jeering North Korean citizens. After nearly half an hour of waiting, a bus arrived to take the men to their final destination — a small farm somewhere in North Korea. They were allowed no rest that night. They were taken, one at a time, into another smaller room, and were again beaten and interrogated.

"When it was my turn, they took me into a small room," said Aluague. "They asked me where I was from. I told them, 'the Philippines.' They said, 'Why did you join the Navy?' I said, 'The Navy was recruiting in PI.' Then he told me, 'You lie! You did not join the Navy in PI!' Then the guards would hit me."

The interrogation went on for two to three hours, according to Aluague.

In the third day of their captivity, Aluague and the rest of the men were again interrogated and were told they would be shot if they were found to be lying. By this time, the North Koreans had learned that Aluague was a steward who worked in the officer's mess.

Finally, the North Koreans brought out Aluague's enlisted service record to prove he was lying.

"I couldn't really believe that they had captured our service records," he said. "I almost collapsed."

That night the prisoners were told that, "tomorrow you will all be put on the firing line," according to Aluague.

The prisoners were not shot the following day as threatened. Instead, they were taken to a room where three long tables stood covered with classified, secret and top secret material from *Pueblo*.

"I couldn't believe the files hadn't been destroyed," said Aluague.

Then the North Koreans forced *Pueblo's* captain to sign a confession of spying. After the captain, every man in the crew was also forced to

sign the statement.

"When I signed, I felt as though I gave up my country," said Aluague. After all the prisoners had signed the false confession, they were given their first meal in three days — a small bowl of rice and fish heads.

Conditions in the camp were miserable. According to Aluague, all of the prisoners developed diarrhea and malaria within the first few days. The beatings and interrogations continued daily, despite the signed confession. Some of the beatings left Aluague permanently scarred.

After six months, the prisoners were told that if the United States would apologize for their spying they would be freed.

After months of inhumane treatment, the captain of *Pueblo* approached the North Korean general in charge of the prisoners and offered an ultimatum to either let his men go or to kill them now.

Instead, the general increased their rations to two pieces of bread and some jelly instead of the rice and fish heads. The prisoners were also fed twice a day, at 10 a.m. and 10 p.m.

Although the men's routine had changed, they were still prisoners, and they were still beaten and interrogated every day.

The entire crew of *Pueblo* took this treatment for 11 months until one day they were awakened, hurriedly showered, shaved and given clean Korean clothing to wear.

Three hours later, the crew of *Pueblo* was standing at the Demilitarized Zone between North and South Korea, looking into South Korea over the "Bridge of No Return."

"We were told by the guards, 'Start walking and don't look back or we'll shoot you,'" said Aluague.

"I was crying while crossing the bridge because I didn't believe we were being repatriated after 11 months," said Aluague.

After almost a year of imprisonment and torture, 81 men were released to the U.S. government. The man

Aluague had tried to help on board *Pueblo* had died, but his body accompanied the crew.

Upon returning to the United States, the repatriated sailors were greeted as heroes.

"It was like a fiesta," said Aluague. "I was free. I couldn't believe that I was going to come back alive."

However, the trials of *Pueblo's* crew weren't over yet. After a three-month hospital stay to determine the physical and psychological condition of the former prisoners, the officers and crew of *Pueblo* were taken to Treasure Island to stand trial at a Court of Inquiry. They were found guilty of surrendering the ship without a fight and all were recommended for courts-martial, according to Aluague.

Fortunately, then Secretary of the Navy Paul R. Ignatius, put a stop to those proceedings. Aluague received a letter from the secretary stating that "the officers and crew of *Pueblo* have suffered enough," and that the Court of Inquiry was under courts-martial.

"I thought I was lifted up in the air — like I was walking on air," said Aluague.

Continuing his Navy career seemed to be the only right thing to do for Aluague. However, he did switch from surface to submarine duty, and spent 20 years in the Navy's submarine program. During that time, he was commissioned as a warrant officer.

*Midway* is the last command Aluague will serve aboard during his Navy career. He will ride her back to San Diego for decommissioning, the same place *Pueblo* departed in 1967.

On May 9, 1987, the officers and men of *Pueblo* were recognized as American POWs. Later, Aluague was sent back to the states by *Midway's* former Commanding Officer CAPT Bernard J. Smith to receive the POW medal *Pueblo's* crew deserved. □

*Permer is assigned to USS Midway's (CV 41) public affairs office.*



# Ame celebs

Photos by JOI

**N**ot since the end of World War II has America shown the outpouring of affection and gratitude displayed this summer. Parades and victory celebrations began as soon as winter gave way to spring. This year may be recalled as the year America's pride resurfaced. And who received the cheers and appreciation? All our service men and women were given a hero's welcome.





# rica rates

Lee Bosco



Photo by JOZ Andrew I. Karalis





The victory parade in New York — arguably the nation's largest and definitely the nation's loudest — drew nearly 5 million people who crammed into a two mile stretch of Manhattan Island called the "Canyon of Heroes."





Photo by JOE Andrew I Karalis





Photo by JO2 Andrew I. Karalis



Photo by JO2 Andrew I. Karalis



CWO2 Ed Bailey



Further south, the monuments of Washington, D.C., provided the perfect backdrop for another celebration, as patriotic crowds saluted the fraction of *Desert Storm* vets lucky enough to march in the parade. The man on the street got the rare opportunity to thank the people who protect this country and were called upon to put their lives on the line in the war against Iraq.

Those who participated, both military and civilian, in victory celebrations after the war have the memories of those events. Everyone else can look at the photos on these pages and know that the amount of gratitude expressed at all of these events was large enough to go around.

# Provide Comfort

## Navy-Marine Corps team gets new image

Story and photos by JOC Marjie Shaw and JO1(AW) J.D. DiMattio



**Above: Kurds recognizing the Red Cross symbol flock to it for medical attention.**

"We never get so tall we can't kneel down to help someone else," said Senior Chief Boatswain's Mate Paul S. Greene of the Navy's Special Boat Unit 20. "You can tell by looking at them when people appreciate what you are doing. You can really tell here."

Operation *Provide Comfort* introduced a whole new image for America's battle-hardened Navy and Marine Corps forces.

Riding the wave of Operation *Desert Shield/Storm*, sailors and Marines gained the status of heroes liberating the people of Kuwait. They were heralded as the warriors that risked their lives for their country and

democracy. On April 16, 1991, Navy and Marine Corps resources were mobilized to complete a mission of mercy — Operation *Provide Comfort* in Turkey and Northern Iraq.

Sailors who normally loaded missiles and ran to general quarters stations found themselves stacking tons of emergency supplies, including food, medicine, blankets, tents, bottled water and water purification systems.

Marines were now on the front lines of a different war — a battle against hunger and death. Their bat-

tle plan included patrolling the streets of cities and villages assuring the safety of those Kurds brave enough to resist the forces of Saddam Hussein. They also were on the hunt for the hundreds of thousands of Kurds who took refuge in the mountains fearing for their lives.

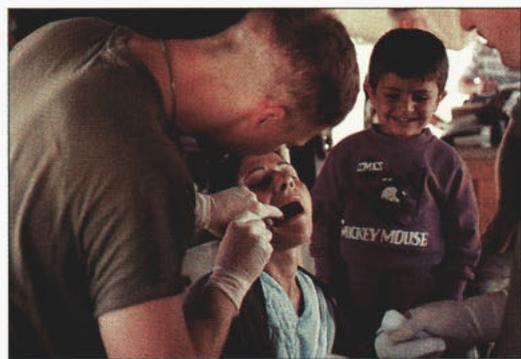
Marine units became responsible for finding and destroying tons of abandoned live munitions. Many of them found their weapons replaced by arms of a different sort — hammers, saws and muscle-power.

This transition from warriors to guardian angels left a lasting impression not only on the Marines and sailors, but on the world as well.

"We didn't know what to expect," said Marine Capt. Robb Odom of Marine Medium Helicopter Squadron 264. "We got to Silopi [Turkey] and had enough time to drop off our gear and immediately started resupply efforts to the Kurds in the mountains."

The resupply efforts ran daily for two months. The Marine squadron and other coalition forces from the United Kingdom, France, Canada, Italy, Germany and Spain were responsible for delivering 12,092.6 tons of relief supplies.

Operation *Provide Comfort* demanded precise timing and organization. Navy factions from USS *Theodore Roosevelt's* (CVN 71) battle group and Commander 6th Fleet ensured that personnel, emergency supplies and equipment were flown



tical Air Control Squadron 21, aboard USS *Guadalcanal* (LPH 7).

Air Traffic Controller 1st class (AW) Gerald T. Sodano, the group's leading petty officer, said, "Coming out here and putting our 2 cents' worth in is going to mean a lot. We helped the people in the mountains by keeping everything here safe and orderly."

During Operation *Provide Comfort* there were no accidents or incidents during take-off and landing operations.

"Our main job is to make sure we keep the helicopters away from each other, make them aware of traffic in the area, send them to spots and get them loaded so they can get food out to the people who need it," said AC2(AW) Reggie Rowe.

Although fighting in the area was over, *Provide Comfort* was no Sunday walk in the park. The possibility of attack, either on bands of Kurds or resupply missions, and the tons of ord-

**Above: Keeping order in a chaotic situation was only one facet of the Marines' mission in Turkey and Northern Iraq. Left: Young Kurds pay a visit to the dentist.**

nance left behind by retreating Iraqi troops often made the region tense and always inherently dangerous. Marines and sailors still carried weapons, gunners flew on the helo resupply flights and explosive ordnance disposal (EOD) teams worked dawn-to-dusk to remove and destroy caches of mines, mortar rounds, rocket-propelled grenades, hand grenades and plastic explosives.

Marine ground forces could not enter Iraq from the Turkish border until a three-man EOD team from the 24th Marine Expeditionary Unit (MEU) removed explosive charges from a bridge across the Tigris River. Marine Gunnery Sgt. Richard "Butch" Laitinen said, "We're finding most of the stuff we believe is from

# Image

the Iraqi army and the Iraqi police when they moved south from here. We're finding it in houses, buried in piles along the street, on rooftops and in all kinds of different places." On the average, this three-man EOD team disposed of 10,000 pounds of ordnance every day.

The war continued on another front. Disease, exposure and starvation were the enemies. In the early days of *Provide Comfort* Kurds in the mountains were dying at a rate of 2,000 a day. City dwellers in Iraq did not fare any better.

"Raw sewage is dumped into the water system, the same water system that (people drink from). We're lucky we don't have cholera here," said Hospital Corpsman 1st Class Terry Quinn of the 24th Marine Service Support Group (MSSG), in Zahko, Iraq. "We are treating everything from malnutrition, to burns, to injuries."

"Children suffer when they pick up live grenades or mines left behind by Iraqi soldiers," he said. When this team arrived, the children would beg for food so the sailors and Marines would hand out Meals, Ready to Eat (MREs). In response, the children voluntarily brought weapons and munitions to the medical tent to trade for more MREs. But sometimes these arms exploded, causing serious injuries to the youngsters.

This four-man medical team treated more than 300 patients a day. The Marines of the 24th MEU set up a water purification site on the banks of a Tigris River tributary that turned the polluted water into "the water that you would get from your tap back home," said Marine Cpl. Scott Kikia, a water purification unit operator.

With this effort, cholera and cholera-related diseases dropped dramatically, said Quinn.

Marine Lance Cpl. Donald R. Orosz, of 24th MSSG attached to USS *Charleston* (LKA 113), said, "The

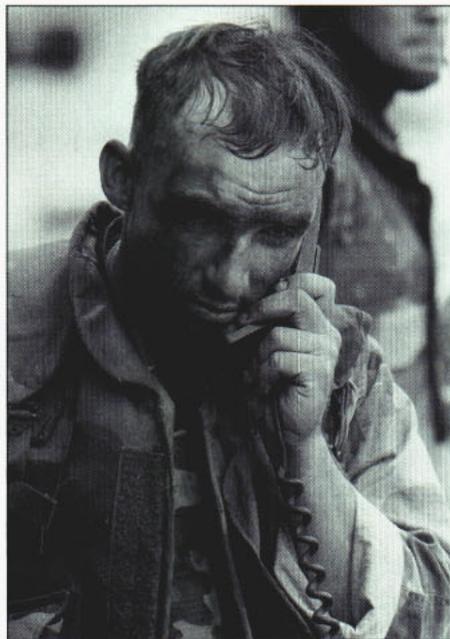


Photo by Staff Sgt. Lee J. Tibbels, USMC

**A radio operator from Alpha Command Group, Battalion Landing Team 2/8 is tired and dirty after moving to his new home.**

mobile purification plant produces an average of 6,000 gallons of water a day. The people of Zahko tell us that this unit is a godsend."

Thanks to these sailors and Marines, the Kurds left their mountain dwellings and moved into temporary tent cities throughout Northern Iraq.

These "safe havens" began with the temporary tent city in Zahko and extended east and south deep into Iraq. Marines of the 24th MEU were part of a joint operation with the Royal British Marines tasked with securing the cities of Dahuk, Al Amadiyah and Cukurca.

In Al Amadiyah, 70 miles east of Zakho, Marines of the 24th MEU linked up with Royal British Marines. "When we arrived here we found the Iraqis. When they saw us it was a bit tense, but they left and we haven't heard anything or seen them since. But we still feel there could be a threat and we are here to stop that threat," said Marine Sgt. Mike Heller.

The tent cities like Zakho were not meant to be permanent dwellings. They were stopover points until the Kurds could finally return to their homes, after the area was secured, and electricity, sanitation and running water were reestablished.

The exodus from their mountain dwellings began May 23. "We had to do something . . . these people can't live like that on a 45 degree slope in a tent with children," said Odom.

According to Combined Task Force estimates, more than 140,000 refugees had left the mountain camps by June 3.

A vital role in the entire relief effort belonged to Seabee battalions. Units from Rota, Spain; Sigonella, Sicily; and as far away as Gulfport, Miss., took on the challenges in Iraq and Turkey.

Their role in the assistance effort included repairing Iraqi heavy equipment. This equipment would be used to repair runways that would be instrumental in bringing further aid to refugees in the East. They constructed sanitation facilities and were part of the overall volunteer effort to build tent cities and distribute food and water.

"Whatever it takes, we're willing to do. If it's loading MREs or doing this airfield, we'll do it because these people need help. And we'll do it for as long as it takes," said Equipment Operator 1st Class Michael Shuck, leading petty officer for Naval Mobile Construction Battalion 133 in Sirsenk, Iraq.

There was no inter-service rivalry here. Members of all branches of service, in all the coalition forces, worked harmoniously toward the success of Operation *Provide Comfort*.

One Iraqi-Kurd Hussein Ahmed, a resident of Zahko, said, "My entire family of 51 were forced to the mountains. We watched children die. Our hearts go out to the Americans and the nations that saved our children and our lives by bringing food and safe haven for us."

*Shaw and DiMattio were part of the Chief of Information's Joint Information Team that traveled extensively throughout Turkey and Iraq during Operation Provide Comfort.*



# Navy-Marine Corps team saves lives

*“Providing comfort” in the aftermath of war*

Story and photos by Marine Corps Staff Sgt. Lee J. Tibbetts

As a Marine helicopter lifts off from the humanitarian relief loading zone, the first image is of lush, green pastures ready for spring planting. A glimpse inside the CH-46 *Sea Knight*, from New River, N.C., brings reality back instantly.

Its cargo — 1,290 Meals Ready to Eat (MREs) and 18 boxes of bottled water — is destined for drop zone number one, temporary home to about 80,000 Kurds.

The green camouflaged helicopter banks left at the Tigris River and skirts east along the Turkey/Iraq border. Shepherds tend their flocks below. Specks of plastic shelters reflect sunlight and a meager life-style.

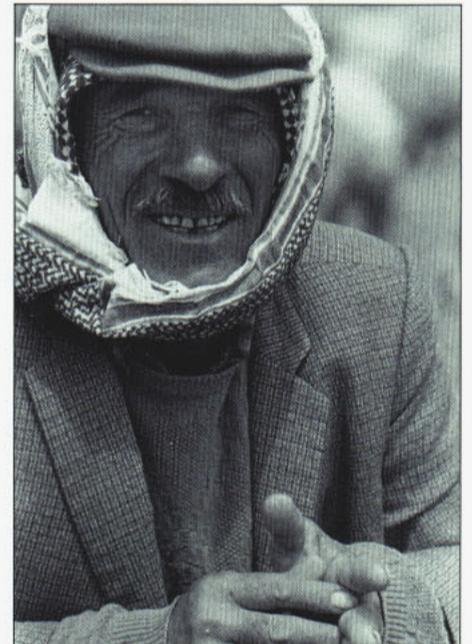
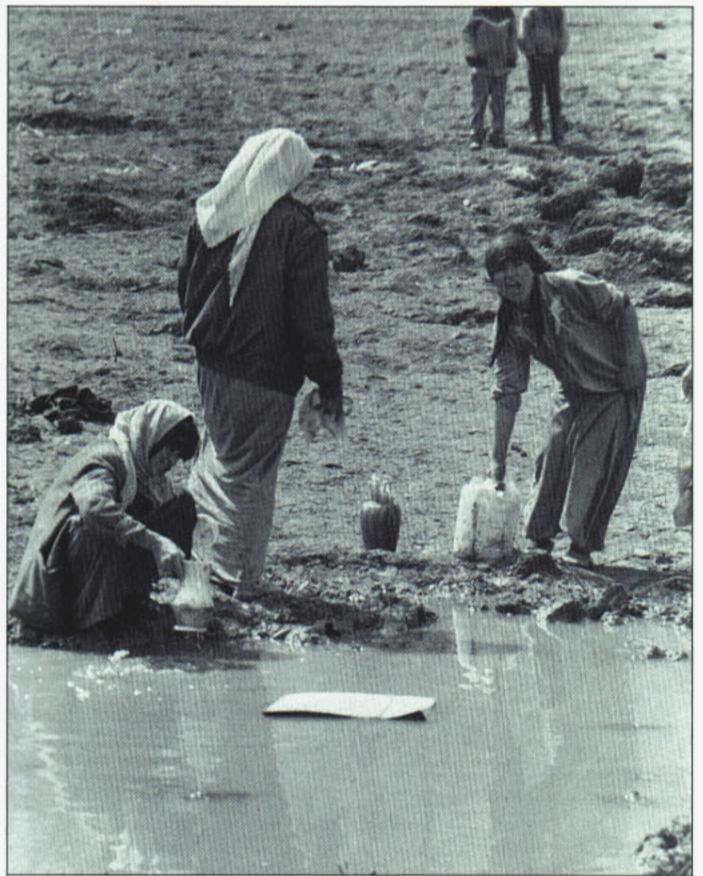
Turkish soldiers man lookout towers along a ridge to the left of the helo. The lush green is soon replaced by grays and browns now as the altimeter rapidly spins clockwise.

Gentle rolling hills turn into jagged cliffs streaked with goat paths.

No man's land.

The river gorge narrows as the pilot maneuvers left and right like a swinging pendulum. Sudden air drafts blasting through the gorge lift and drop the helo, but the Marines push on. Their load is new life for the Kurds, the dif-

**Above: Hundreds of Kurds rush to a Marine Corps CH-46 before the first pallet of MREs is shoved off.**



**Top left:** Navy corpsmen treat a woman who collapsed outside of the aid station. **Top right:** Kurdish women ladle water from a mud hole. **Bottom left:** Marines of the 24th MEU are the first to land and secure the area for food deliveries to the starving Kurds. **Bottom right:** A refugee waits for water.

ference between surviving another day or digging more graves for those who didn't.

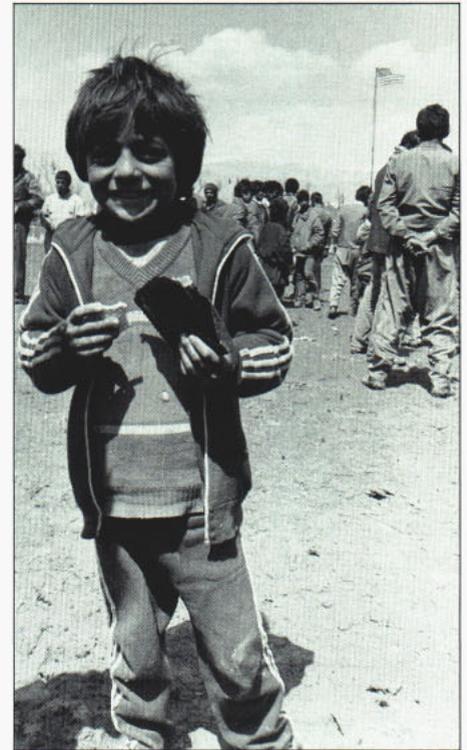
The air screaming in through the crew chief's window is colder now. Patches of stubborn snow hide in crevices away from the higher trail ahead. The helo climbs sharply to about the 6,000-foot mark.

Cresting the ridge, the view is gut-wrenching. Tens of thousands of tents, shelters and bits of plastic envelope the surrounding ridges and shallow valley beyond. A thin veil of camp smoke lingers like death above the camp.

A dozen relief workers attempt to control the 1,000 starving Kurds ring-



Top left: Kurds carry the latest victim of starvation. Bottom left: Relief workers try to control crowds competing for MREs. Below: A Kurdish youngster enjoys a fruit packet MRE delivered by Marines.



ing the landing zone. A few older Kurds help. A purple smoke grenade-canister is popped, signaling it's safe to land. The helo flares up a few feet above the ground blowing chunks of mud, rocks and trash into the horde of ravenous Kurds.

Relief workers plead with refugees to wait until the helo lifts off, but it's no use. The faster refugees dive into the first pallet pushed out the back of the helo. Small boys, their shirts bulging, sneak out through the throng of adults and teenagers. Older men are nudged aside by younger, stronger ones.

It is survival of the fittest.

Meanwhile, women ladle water into an urn from a mud hole shared by a thirsty mule. Too frail and weak to compete for food, the women turn and disappear into the encampment.

The helo lifts off before the Kurds board. Equal food distribution is frustrating, but the Marines of the 24th Marine Expeditionary Unit (MEU), of Camp Lejeune, N.C., are only in charge of delivery.

On the edge of the drop zone, 50 meters away from the mass of MRE-carrying Kurds, a group of males

somberly walk carrying a large bundle on a stretcher. The most recent victim.

A small boy looks at the pallbearers and turns away. He finishes eating a freeze-dried fruit mix, his large, brown eyes glistening with hope. Kurdish children are a resilient lot.

The boy smiles and thrusts out a dirty hand. The Marine feels the grip of an adult. The boy offers him a piece of cracker, but the Marine says, "No thank you."

The Marine, somehow, tries to overcome the language barrier and tells the boy, "more food will come." The boy again offers the cracker. The Marine turns and walks away so the boy doesn't see him cry. □

*Tibbetts is assigned to the 24th MEU, Camp Lejeune, N.C.*

# Kurd's plight

## *Navy pilots have clear picture of mission*

Story by Joseph Owen

If Iraqi refugees ever put together a scrap book of their flight into the mountains, they might consider asking the Navy for some snapshots.

The Navy should be able to come up with something, having shot more than 33 miles of film on the subject.

Since April 20, the pilots of Fighter Squadron (VF) 84, Carrier Wing 8, have made daily flights from the aircraft carrier USS *Theodore Roosevelt* (CVN 71) to photograph the mountainous Turkish-Iraqi border area to which thousands of Kurdish refugees began fleeing two months ago.

*Roosevelt*, which operated in the Persian Gulf during the war with Iraq, was ordered to the eastern Mediterranean Sea just south of Adana, Turkey, for the photographic reconnaissance flights.

Flight crews take pictures with a tactical air reconnaissance pod system (TARPS) mounted on the bottom of F-14A *Tomcat* fighter jets. When they return, intelligence officers on *Roosevelt* examine the pictures to track the volume, position and movement of the refugees, and also to locate any Iraqi troops in the area.

The ship's photographic lab has produced more than 7,000 prints for distribution to the military organizers of Operation *Provide Comfort*.

"I've been in the Navy for 17 years in intelligence, and I've never seen anything like it," said CDR Mark Lawrence, *Roosevelt's* intelligence

officer, referring to the scale of the reconnaissance effort from a single carrier.

Sailors processing, evaluating and distributing the pictures must work very quickly, because commanders on the ground need the data before further refugee movements render the pictures obsolete.

A photographic mission lasts more than four hours with half of that time consumed by just getting to and from Iraq over Turkey. A two- or three-plane relay is in the sky to perform the missions continuously, and the squadron alternates with a land-based Air Force unit to cover each 24-hour period.

Crews shoot film from altitudes of 4,000 to 14,000 feet, depending on the type of camera used. Because the camera pods don't have zoom lenses, the pilot has to position the plane at specific altitudes to get the desired shots. The crews usually photograph the entire Turkish-Iraqi border.

The film is handed off the jet for processing even before the plane stops moving. Photographer's Mate 1st Class Michael Harrison, the photographic laboratory supervisor, said his crew once delivered a finished photograph to the fleet admiral in nine minutes and 40 seconds after a jet landed with the film. Some of the film is infrared because the squadron also flies at night.

**Right: VF 84 "Jolly Roger" sailors load a photo reconnaissance pod onto an F-14 *Tomcat*.**



Intelligence officers examine each shooting twice, Lawrence said. In the beginning, each complete examination required six to 10 hours. Now, three or four hours suffice.

Troops in the field from several coalition nations and the United Nations receive prints that are less than 24-hours old. U.S. Marines in remote areas get them in sonobuoys dropped by S-3A *Viking* plane crews.

Sailors participating in the reconnaissance project stressed that watching the Iraqis was as important as finding and feeding refugees.

"We're flying over somebody else's country who doesn't want us to be there, and that adds a little excitement to it," said LT John K. Einhorn, who had flown seven *Provide Comfort* missions.

Lawrence said Iraqi anti-aircraft guns, other artillery, tanks and mortars are all within range of Dohuk, Iraq, where coalition forces are trying to help refugees return home and get their city working again.

"There is a threat out there. It's not a paper threat," said Strike Intelligence Officer LT John Clifton.

Even though *Roosevelt* crew members don't get to witness firsthand the refugees' distress or the resettlement efforts, they said they receive satisfaction from knowing their work is a key part of those efforts.

"I suppose we're a little bit detached, because I've never actually seen a Kurd, and I probably never will," Einhorn said. "But the work that we're doing is actually producing results." □

*Owen is Stuttgart Bureau Chief, European Stars and Stripes.*



U.S. Navy photo

# Pinning down success

## *Sailor earns four warfare specialties in 13 years*

Story and photo by JO1 Melissa Wood Lefler

"Can Bob come out to play?" Usually, those words are addressed to the mother of the house. But at the D'Agostino house in Virginia Beach, the wife of the neighborhood's most popular petty officer gets to answer that question daily — about her husband.

A Navy SEAL (Sea, Air, Land), Engineman 1st Class Robert D'Agostino is closer to "Mr. Wizard" at home, with a touch of the irrepressible Beaver Cleaver, than he is to Charlie Sheen's "Navy SEALs" character. That's how he likes it, and that's how his neighborhood likes him.

"All the kids on the block love him, although not more than he loves them," says D'Agostino's wife Helena. "When he's gone, they're always asking, 'When is Bob coming back?' And just before he's due to come home, it seems like the doorbell rings constantly.

"He likes doing things for people — like cooking lasagna for 80 co-workers," she added. "I'll be having a conversation with him one minute, and I'll turn around and he's gone — out the door, across the street, with his head under the hood of one of the neighbor's cars and a wrench in his hand. He's like a hyperactive adult-child," she concludes, smiling tolerantly, "but he's active in a positive way."

D'Agostino says simply, "My favorite thing is helping people."

Perhaps that's because the 13-year Navy veteran still clearly remembers when he needed help with dyslexia (a learning disorder that affects a child's ability to make consistent sense out

of written symbols like letters and numbers and often sets children apart from their classmates).

D'Agostino not only overcame this learning disorder, he channeled his abundant energy and strictly disciplined himself to excel. This "regular guy," with a most irregular job has earned four warfare specialty pins, thus joining a sparse group of Navy professionals who wear multiple warfare pins.

Along with his Navy SEAL insignia, which he received in 1979, D'Agostino also has acquired surface, submarine and air warfare speciality designators. He is also qualified to wear the enlisted boat captain pin and jump wings. With more than 900 free-fall jumps, D'Agostino once served as the jump master for the Navy's now-defunct East Coast parachute demonstration team, the "Chuting Stars."

Currently working at SEAL Team 2, Naval Amphibious Base Little Creek, Norfolk, D'Agostino admits that he certainly never set out to fill his chest with devices. In fact, the odds are better than average that he, or any other sailor, would not earn more than two of the specialty insignia during a 20-year career.

Just back from the Persian Gulf, D'Agostino acknowledges that if it hadn't been for the war with Iraq, he probably never would have spent enough time on an aircraft carrier to earn his air warfare pin. D'Agostino modestly claims that it all had to do with being in the right place at the right time. But, the hard work had to come from within.

Never happy unless he's moving,

D'Agostino not only isn't afraid to work hard, he's afraid not to work hard, co-workers say. And work hard he has.

His SEAL insignia hardly came easily. D'Agostino recalls that of his original basic underwater demolition class of 113 students, seven stood alongside him at graduation in Coronado, Calif.

"I guess I was more afraid of quitting than anything else," remembered D'Agostino, who signed up for the SEALs after seeing a poster on the wall in boot camp and because he wanted as much physical exercise as he could get in the military. "I had to get a certain mind-set to pass the course. I went day-to-day, then hour-to-hour."

Although SEAL training was tough, the physical part of it was something D'Agostino could relate to. At that time, as a rated signalman, he spent as little time as possible pouring over manuals.

"Book learning is difficult for me," said D'Agostino, referring to his dyslexia. "I have to study twice as hard as other people to get the same amount of information."

Because of his reading difficulty, D'Agostino didn't begin additional warfare qualifications right away, but when he started, he did it with a vengeance. In 1989, he earned his surface warfare pin in just 26 days. "I was deployed four times before I got my surface warfare insignia. It didn't inspire me at first — I wasn't mature enough to see its value."

What did inspire him was the challenge of sky diving.

"I was on my way home from a Med cruise when I heard they needed volunteers immediately for the Chuting Stars, so I said, 'Hey sign me up,'" related D'Agostino, who at 33 is in such good condition from running and pumping iron that he looks no more than 25.

"It was exciting being on the team," he recalls a little wistfully.

From the parachute team, D'Agostino went to Special Boat Unit (SBU) 24, where he made the decision to change his rate to engineman. Again, he had to go to war with his inclination not to want to hit the books.

"Being a signalman was comfortable; I could learn most of it on the job, which I liked," admitted D'Agostino, who was the 1988 Sailor of the Year at the SBU. "But an engineman working on the boats really inspired me. You know that good feeling, when something is right — like a sixth sense? Well, I watched him and thought, 'This is what I want to be — a good mechanic.'

"Engineman is a very broad rate — with all kinds of engines and boilers and information that you need to know. I studied, and took the advancement exam to change rates, and passed it."

By now, studying didn't hold the dread for the petty officer that it once had. So when he made a 42-day deployment on a special assignment aboard a submarine, he decided it would be quite a feat to add a third warfare insignia to the two he already wore. In five weeks he completed the qualifications it takes most submariners nine months to a year to fulfill.

"I worked and studied all day, every day," D'Agostino said. "The hardest part was that I had to learn 10 very complicated systems, then draw the whole system. But it was worth it. After my four-hour oral board, the CO of the submarine gave me my dolphins and said to me, 'This is no giveaway; I know you earned it.'"



**EN1 Robert D'Agostino and his wife, Helena celebrate his accomplishment of earning four warfare specialties.**

Normally, SEALs only have commitments on carriers during wartime, so D'Agostino didn't plan to add another warfare pin to his roster. But Operation *Desert Shield* changed that.

"As soon as I heard about *Desert Shield* I volunteered to go," said D'Agostino. "When I got to the Middle East, it seemed like my whole life had been a rehearsal for what I needed to do there."

During the war, D'Agostino "did a lot of moving around the desert." At one point, he found himself aboard an aircraft carrier in the region.

"All my life I've been fascinated with aircraft carriers," he explained. "I saw the opportunity to get my fourth pin and knew it was the chance of a lifetime. I decided that I was going to get it no matter what."

"The first thing I did was talk to the squadron master chief. He said, 'I never heard of anybody doing it — go for it.'" D'Agostino made qualifying as an air warfare specialist his full-time job.

"I could have laid back in my rack 24 hours-a-day while waiting to be transported to where we were going," D'Agostino said. "But this way, I got to meet everyone on the ship — that's important to me. Soon, it seemed like

everyone on board knew what I was trying to do."

D'Agostino said he aged during the 1,000 hours he put in, 12 to 14 hours a day, seven days a week to get his fourth pin. "I needed 300 signatures total, so I wanted to get at least six or seven a day," he recalled. "I'd get depressed at times when I couldn't make the milestone I'd set for myself. It was a constant state of tension."

Although the most difficult, his air warfare qualification was also "the most enjoyable," said the SEAL. "I got to study something I like and can relate to — outdoors in the wind and sun."

"They're a special breed on subs; they don't see the sun; I felt like my skin was dead," he digressed. "I was a happy puppy dog when I got this," he exulted, as Helena brought his framed air warfare certificate to the kitchen table, where their bay window overlooks a peaceful Japanese-style pond, complete with carp and water lilies — the type of outdoors project D'Agostino relishes and recently completed.

"In my family, we have a lot of achievers," said D'Agostino, trying to explain his impetus to get all four pins — a force which was like a growing snowball once it started. "My sister was always number one. I wanted to do something that no one in the family had done before."

"This means twice as much to my parents because I wasn't the best student going through school," remembers D'Agostino. "I gave my mom the worst time of all of us, but," his Beaver-like grin flashes, "I like to think I turned out the best."

"They say I'm the first to do this [earn all four warfare specialties], the only guy in the Navy," he concluded. "I hope that's true." □

*Lefler is assigned to NIRA Det. 4, Norfolk.*

# Installation restoration

## *The Navy cleans up its own back yard*

Story by JO1 Sherri E. Bashore, photos by John Barksdale

The Navy has conducted many activities over the years using materials that, when not used or disposed of properly, can cause a hazard to our environment.

In years past, the Navy, like other industrial organizations, used disposal practices which were acceptable at the time. Disposal areas or landfills were established on base by public works personnel to discard solid waste from base operations. Liquid waste such as oils, paint thinners and paint were discarded into storm sewers, used in firefighting training or disposed of using other methods. We

have learned that these methods, dating back to the early 1900s, were not environmentally sound, and they are no longer practiced. However, the result of those past practices still remains within the soil and ground water of some Navy installations.

In 1980, Congress passed the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) which set up a "superfund" for cleanup of hazardous waste sites nationwide. The Navy began work at its sites under the Navy Assessment and Control of Industrial Pollutants program. Environmental

engineers are now surveying stateside naval facilities for contamination under the Installation Restoration (IR) program. This is analogous to the Environmental Protection Agency's [EPA] superfund program and consists of preliminary assessment/site investigation followed by a remedial investigation/feasibility study and then by remedial design and remedial action plan.

The assessment phase of IR requires extensive research on the part of the

**Below: Workmen install stainless steel temporary monitoring devices.**



Navy's environmental engineers.

"Old maps of the bases are looked at to see where old landfills were," said Dave Olson, head of installation branch, environmental protection, safety and occupational health division, Washington, D.C. "Old records are looked at because a lot of times, some of the smaller bases' missions have changed. They may have generated a lot of hazards back in the '50s," he said. "They could have transitioned into an activity that doesn't have an industrial operation now, but may have in the past. We interview both current and former employees to find out what they do [as far as disposal and what they used to do]." The site inspection process of IR is expected to be 95 percent complete by FY92.

The next phase is remedial investigation. It is a characterization study consisting of collecting and analyzing samples of ground water, surface water, sediment and soil to determine the quantity and extent of contamination. After a remedy is selected, a course of action is designed and the clean up process begins.

"We originally went to activities we thought might logically have problems — aviation depots, shipyards, major air stations and the major naval bases," said Olson. "That made up about 80 activities that were assessed from 1980 to 1985. From there on, we've gone ahead and assessed another 150. Ninety percent of the assessment was done by [civilian contractors] but our [Navy] environmental engineers would go along for assistance. Some of the smaller bases [the remaining 10 percent] were done by our own people.

"EPA was tasked to put together a National Priorities List [NPL]. They have a model called the hazard ranking system," said Olson. "They put into that list the different factors about the kinds of contaminants at the site, whether or not there are re-



**Soil samples determine the extent of underground contamination.**

ceptors [people or animals] that may come in contact with [the area] and they look at how carcinogenic the materials are."

A generic score from zero to 100 is given to the site after investigation. "That score determines whether or not the area poses a problem. If it gets 28.5 or better, the site automatically gets put on EPA's NPL," said Olson. "There are about 1,200 sites in the United States that are on the NPL. One hundred-sixteen of those are federal facilities — 25 of which belong to the Navy."

The Navy's first Naval Air Station, NAS Pensacola, Fla., is one of the 25 naval installations found to have numerous waste sites and was placed on the NPL in December 1989.

"If you are placed on the NPL, you are on the superfund list," said Ron Joyner, an environmental engineer at NAS Pensacola. "But when it was set up there was no consideration given to federal facilities. The Superfund Amendments and Reauthorization Act of 1986 allowed EPA to put federal facilities on the NPL and authorized the Defense Environmental Restoration Account which is the Department of Defense superfund. Money from [this fund] is used to pay for the clean up."

The biggest contributor to the hazardous waste problem at NAS Pensa-

cola is the volume of industrial material discarded from the naval aviation depot — solvents used in cleaning aircraft parts, paint thinners, waste paint and waste oil.

"The base is about 5,800 acres, and you can't just go in and start digging to try to clean out the hazardous material," said Joyner. "You can cause more environmental damage by trying to clean it up if you are not sure about what you are doing." That's why the extensive testing process was a prerequisite.

There are 37 potential hazardous waste disposal sites at NAS Pensacola. "Of those, there are 17 that we highly suspect have contamination," said Joyner. "We're trying to hit the worst ones first. We just finished the initial field screening of 10 of them, and of those 10, two were highly-contaminated areas.

"We have a number of methods of treatment," said Joyner. "We can pump and treat, which is basically setting a series of recovery wells down. We pump the ground water out of the recovery wells and extract it. It then goes through a cleaning process. Then we pump it back in [the ground]."

Another process is bio-remediation. This technique consists of either pumping bacteria into the ground or pumping nutrients for bacteria that already exist in the ground.

"They [the bacteria] actually eat the contaminants that exist. There are bacteria that feed on just about anything — paint solvents for example," said Joyner. "When the contamination is gone the bacteria die. They don't contribute to the waste problem because all that remains is carbon dioxide and water that they give out. When they die, they become organic waste.

"We also take soil samples," Joyner said. "We actually take a core sample out of the ground, we go down 10, 15 or 20 feet depending on what we expect at that particular site. We extract

# Clean-up

the soil and do testing."

According to Joyner, whether extracting water or soil for testing, the EPA has the authority to send representatives to take split samples. "When samples are taken out of the monitoring wells, they [the EPA] take a portion, and we'll take another. That way they can take it to their lab and verify our results."

One of the largest areas of concern at Pensacola involves the storage area for JP-4 jet fuel or the "fuel farm," where an underground pipeline ruptured in 1969/70 near the four, 185,000-gallon tanks.

"This was discovered during inventory control or a weekly tank reconciliation," said Joyner. "The amount of fuel in the tank versus consumption revealed about 50,000 gallons of fuel unaccounted for. A contractor was hired to install monitoring wells to locate the area of contamination. Ten recovery wells were then installed. The way the systems works is that the ground water is pumped out because the fuel is emulsified in the ground water. The water/fuel mixture goes into a oil/water separator."

The oil is collected and can be reused. The remaining water is then processed through a stripping tower which removes any remaining volatile organic compounds before the water is placed back into the ground upstream from the recovery wells. This process is a continuous flushing operation which cleans both the groundwater and the contaminated soil.

A superfund site can have a major impact on the community in which it's located. Therefore, keeping the public informed is a high priority of the IR program. Community relations programs were set up to give the public the opportunity to comment on and provide input to technical decisions.

"We pursued an aggressive community information program to tell the people exactly what is going on,



**Surface water samples are taken to labs where they are analyzed.**

what we've done in the past and what we are doing now to alleviate the problem," Joyner said. "It has helped us a lot. That way the general public doesn't get the feeling we are hiding something within the gates of the air station."

When the words "hazardous waste" are uttered, the immediate response from most people is, "What affect does this have on the health of the people living in the vicinity?"

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*"A risk assessment has been done, and it was found that there is no real risk to people," said Joyner.*

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"A risk assessment has been done, and it was found that there is no real risk to people," said Joyner. "The initial study was done for any radioactive material that might have been disposed of. It showed no concern,

and most of the sites are isolated.

"It is an environmental problem, not a public health problem. But Bayou Grande is north of here — if we just let everything sit, we could have contaminants eventually entering Bayou Grande. The bugs would eat it, the fish would eat the bugs and we eat the fish — then you have a health problem. So we're trying to get the problem solved before it reaches that."

As a direct result of the IR program at NAS Pensacola, a number of new programs and policies were put into place. These actions were taken as environmental safeguards. They include a Hazardous Waste Minimization Program designed to reduce the amount of hazardous waste generated; Hazardous Material Control Program which identifies the type, quantity and safety requirements for handling and disposal of hazardous material used; and a Waste Water Treatment Plant where circulation was altered and a groundwater recovery system installed.

In addition to these environmental safeguards, a Hazardous Waste Storage Facility was constructed. This facility provides safe, controlled storage of hazardous waste material.

NAS Pensacola recently received the Secretary of the Navy's environmental award for an industrial installation. Their comprehensive IR program was one of the factors considered in the award.

The objective of the IR program is to have all the sites requiring remediation to be completed by the year 2000. According to Olson, the estimated cost for the clean up process is in the neighborhood of \$25 billion DoD-wide. It's not a small problem, but it is one the Navy is meeting head on. □

*Bashore is a staff writer for All Hands. Barksdale is assigned to Ecology and Environment, Pensacola, Fla.*

# Bearings

## 'Gunbearers' assist in Omani freighter crew rescue

An Omani freighter sent a distress signal which sounded like a shrill scream over the radio waves after the ship hit a mine and was taking on water about 30 miles south of the Persian Gulf's mouth.

Within five minutes of receiving the call, the "Gunbearers" of Helicopter Combat Support Squadron 11, Detachment 4, had a CH-46 *Sea Knight* helo in the air ready to begin the search and rescue (SAR) operation.

"We had been doing logistics flights to provide ships in the Gulf with men and equipment," said LT Bernie Sise, aircraft commander. "Our helos hold 24 people when fully loaded. We had our five crew members, and it just so happened that the ship had 19 people in need of assistance."

Once located, the damaged ship presented a different set of problems. The superstructure had sustained too much damage to allow the helo to either land aboard or to hoist up the survivors from the freighter. A *Sea*



**"Gunbearers" celebrate their successful search and rescue mission.**

*Night's* tandem rotor downdraft, along with the increased weight of the ship taking on water and the possibility of flying debris, meant that an alternative plan had to be formulated quickly. The helo's SAR swimmer, Aircrew Survival Equipmentman 2nd Class Ervey J. Martinez, was lowered into the shark-infested sea with a hand-held radio, and after making his way to the ship, climbed up the ladder to the deck and was greeted by grateful crew members who took him to see the ship's master. Martinez radioed his fellow Gunbearers hover-

ing overhead with the news that the ship's master said he felt the ship could remain afloat although the hull was flooding.

While the CH-46 *Sea Knight* was making initial contact, seven ships were heading toward the scene. When they were forced to return to USS *Kiska* (AE 35) for fuel, other helos took up the vigil in case the situation worsened.

After turning down repeated offers of help from various ships, the Omani skipper and crew were finally moved to safety aboard another Omani ship. Eight hours later, the crippled freighter sank.

"Everything else was dropped for the SAR," said Sise. "It's good to see that all the training the Navy does in SAR works. We kept helos in the air until we knew everyone was safe. And as long as the crew survived, it doesn't matter who got them." ■

—Story and photo by JO3 J. Vincent Dickens assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

## Ranger's dental team keeps war stats on bulkhead

When some people hear of wartime statistics for an aircraft carrier like USS *Ranger* (CV 61), they might think of the 4,253 sorties and 3,402 arrested landings made, or the 4.2 million pounds of ordnance dropped during Operation *Desert Storm*. But, the easiest "stats" to find for this San Diego-based carrier are painted on a main passageway bulkhead, and they are not directly related to aircraft.

*Ranger's* dental department kept track of its work done below decks during the war in the Gulf by painting symbols on the bulkhead to represent the 300 wisdom teeth pulled, 650 fillings and 100 root canals performed.

"It's a unique way of showing the

crew what dental has accomplished while the pilots were taking out enemy boats and tanks," said Dentalman Ralph Herrera, one of two volunteer artists.

"We wanted to do it because we're proud of our department, and we enjoy artistic painting," said Dental Technician 3rd Class Freddie Carpio, the other off-duty painter.

The project came from an idea of dental's leading chief DTC Roland Manahan and *Ranger's* assistant dental officer LCDR (Dr.) Matt McNally. "If squadrons can paint boats, bombs and tanks on their bulkheads," Manahan reasoned, "we can paint teeth, fillings and crowns on ours."

According to Manahan, if it weren't for dental's work, the pilots may not have been able to deliver their ordnance. "Readiness includes dental readiness. If the pilots don't keep their dental readiness up to par," he said, "they could be grounded because their tolerance for atmospheric pressure could suffer and impact on performance."

Manahan said *Ranger's* dental department has continuously answered the bell, and feels that Carpio and Herrera are excellent representatives of the department's fine work. ■

—Story by JO3 Mike Kramer assigned to the public affairs office, USS *Ranger* (CV 61).

# Bearings

## *Preble* saves sailing yacht *Meermin* from disaster

On the Mediterranean Sea south of Sardinia one spring evening, the crew of the sailing yacht *Meermin* discovered a steady flow of water seeping through the deck. The water level rose faster than they could dewater the 41-year-old Irish vessel while they made periodic radio distress calls.

When morning came, the crew had received no answer to their SOS calls and were faced with at least two feet of water in the interior of the vessel and a water-damaged engine and batteries. As exhaustion set in and lessened the crew's dewatering rate, they realized there was a possibility of the sailboat being lost. A dinghy and life raft were launched as their prime means of survival, even though eyes scanning the horizon had seen nothing of a passing ship.

Near noon, Joan Newman transmitted a series of desperate calls for help using her hand-held radio, "Mayday! Mayday! This is *Meermin*. My vessel is sinking!"

The officer of the deck aboard the guided-missile destroyer USS *Preble* (DDG 46) heard the call over the bridge-to-bridge radio circuit. Com-



Photo by LT C.L. Stark

munication was established and search and rescue efforts initiated. Coordinates given by the caller correlated with a visual surface contact on the horizon. CDR Lawrence V. Kester, *Preble's* commanding officer, ordered an intercept course at 20

**Crewmen from the utility boat launched off *Preble* examine damage to *Meermin*, and eventually got her under tow.**

knots and the destroyer was alongside *Meermin* in 20 minutes.

*Preble* launched a utility boat and motor whale boat with a rescue and assistance detail to align a P-250 portable pump to dewater the yacht. A thorough inspection of the sailboat found a two-inch hole near the keel, which could only be patched from the outside. The flow of water stopped with a temporary plug and patch and saved the vessel from imminent sinking, but Kester determined it unsafe for an independent voyage. With the owner's concurrence, *Meermin* was taken under tow and began a slow transit to Palma de Mallorca, Spain.

When Newman learned that *Preble* was an American ship, she "ordered" two hamburgers and two cokes which were waiting for her when she came aboard. Newman thanked the crew for their kindness and hospitality and said, "You can't imagine what it's like to be in our situation and then see your ship coming to help." ■

—Story by ENS M.M. Ocampo, public affairs officer USS *Preble* (DDG 46).



Photo by LT C.L. Stark

# News Bights

**N**avy Resale and Services Support Office, the world-wide headquarters for Navy Exchanges, has developed a convenient service to help save time and money. The new service, *Anchor Mail and Express*, offers mailbox rental, shipping and packaging and other related services.

Each *Anchor Mail and Express* center will be conveniently located for Navy Exchange customers. Each location will allow customers access to rental mailboxes, a mail drop and postage stamp machines — all day, every day.

The hours of operation for the new custom packing and package shipping service are convenient, as well. Most *Anchor Mail and Express* locations will be open 9 a.m. to 9 p.m. weekdays, 9 a.m. to 6 p.m. Saturdays and 10 a.m. to 3 p.m. Sundays.

Other services include: facsimile machines, notary public, business cards and rubber stamps. Each *Anchor Mail and Express* location may offer additional services according to the needs of their Navy community.

The first *Anchor Mail and Express* center opened June 14 at Naval Air Station Miramar, San Diego. It is anticipated that six more locations will open before the end of this year.

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**R**estrictions limiting civilian blood collection agencies from holding drives on Navy installations were lifted in March. The restrictions were announced early in December 1990 to protect the military donor pool in order to ensure adequate supplies of blood were available in the Middle East to support Operations *Desert Shield/Storm*.

Navy directives specify that when donor support to civilian blood collection agencies conflicts with fulfillment of military blood needs, the access of civilian blood collection teams must be limited or denied.

When civilian agencies were restricted — allowing the Navy access to a stable number of donors and developing donor schedules to meet projected requirements — military personnel were encouraged, but not required to donate blood to military blood donor centers rather than civilian agencies. Since Navy and Marine Corps members are traditionally an excellent source of blood donors for civilian blood collection agencies, some agencies had to look for additional donors in the civilian community.

During Operations *Desert Shield/Storm*, the Armed Forces Blood Program supplied 90,000 units of blood to medical facilities in the operational theater. The Navy Blood Program provided 21,000 of these units. Blood that was not used was returned to the United

States, where it was used or frozen before its expiration date. Additionally, 5,200 units of frozen blood were on hand aboard the hospital ships USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20). Frozen blood has a Food and Drug Administration approved shelf life of 10 years, in contrast with 35 days for liquid blood.

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**V**ariable Housing Allowance (VHA) policy for newly-enlisted or Navy veterans returning to active duty changed as of Aug. 1, 1991. VHA rates are now based on where the sailors' family members live, rather than where the service member is located for training.

This change benefits new enlistees who travel unaccompanied to "A" schools prior to their assignment to permanent duty stations, and who have family members in a different state with high housing costs. Once the member is permanently assigned to a command, the VHA rate is based on the permanent duty station location.

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**N**aval Military Personnel Command's (NMPC) title went away on May 15 as NMPC and OP-01 staffs combined to recreate the Bureau of Naval Personnel (BuPers).

NavAdmin 058/91 outlined new BuPers organizational codes, which replaced former NMPC and OP-01 codes and telephone numbers.

Most phone numbers, including those for detailers, remain the same. As of July 15, only new codes are accepted on all message traffic.

The consolidation of staffs is expected to streamline personnel functions while maintaining high standards of service to the fleet.

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**T**he Broadened Opportunity for Officer Selection and Training program (BOOST) is looking for fleet inputs to its fall 1992 class.

BOOST prepares sailors for the Naval Reserve Officer Training Corps (NROTC) Scholarship Program, NROTC Scholarship Program Nurse Corps Option or the U.S. Naval Academy (USNA). Each BOOST graduate is eligible for an NROTC Scholarship or an appointment to USNA, depending on the individual's qualifications.

The deadline for completed applications is Dec. 1, 1991, for the fall 1992 class. See your command career counselor and ask for OpNav Notice 1500 for eligibility requirements and application procedures. □

# Mail Buoy

## Money matters

I found an error in your May 1991 issue on Page 3 with a title of "Financial." As a disbursing clerk I am disappointed that the Navy has discontinued issuing the \$50.00 savings bond. The smallest available by allotment is \$100.00. Your figure of \$17,356.08 is good for a \$50.00 monthly allotment which is a \$100.00 bond.

DK1 Douglas R. Engel  
Richmond K. Turner (CG 20)  
FPO Miami

• *Good catch. It should have been a \$50.00 allotment for purchase of a \$100.00 bond.* — ed.

## Bravo Zulu

I have read *All Hands* magazine every month for the past five years while I have been in the Navy. My first duty station was USS *San Diego* (AFS 6), a combat support supply ship. The reason I am writing this to you, is because I don't think the AFS community gets enough recognition it deserves. The men and women of these fine ships work hard and fast to support the fleet, we are talking about ConRep, VertRep, fueling, etc. Most of the time, they work around-the-clock and are more than willing to make a sacrifice to ensure that the mission is completed safely and productively. I would like to dedicate this letter to the men and women who served on support ships and to thank them for a job well done.

YN3 Randolph L. Scott  
COMHELSEACONWING 1, Norfolk

## Mistaken identity

As a career aviation ordnanceman, I feel it necessary to correct an editing error I am sure has caught the eye of many a shipmate. Your article "Putting the pieces together" (May 1991 issue) identified a couple of "red shirts" rearming an aircraft for another mission from USS *Midway* (CV 41). My jaundiced (critical?) eye finds fault with an F-14 *Tomcat* on the deck of *Midway* where for years CVW 5 has operated the much vaunted *Hornet*. A case of mistaken identity? Indeed, a minor error in so fine a magazine. Keep up the good work in enlightening and entertaining sailors everywhere.

—CW04 T.C. Moore  
VF 124, NAS Miramar, Calif.

*All Hands* May 1991 has an error on Page 26-27. It shows aviation ordnancemen aboard USS *Midway* (CV 41) rearming an aircraft for another sortie. The picture shown is an F-14 aircraft. The USS *Midway* has no F-14s, but instead they have the F/A-18.

—AMCS J.N. Knights  
USS *Theodore Roosevelt*  
FPO New York

• *You're both right. The photo was shot on USS Independence (CV 62) not USS Midway (CV 41).* — ed.

I'm writing in regards to one of your articles in the May 1991 issue of *All Hands* magazine. The article was titled "Putting the Pieces Together", and was very informative. But, I noticed on Page 27, the lower right-hand photo by Spec. Samuel D. Henry depicts Army model CH-47's and the caption states they're CH-46 *Sea Knight*.

—Sgt. Doyle Eldridge  
HMM-268 FPO San Francisco

## R•E•S•P•E•C•T

I just received the *All Hands* for June 1991. I must say that you showed a total lack of compassion by printing the photograph of Gayle Edwards and her children. I for one am outraged that you would show so little concern about the grief of the families who have lost loved ones in defense of their country. Yes, we should show concern for the families, but not in the midst of the sorrow and shock the family is experiencing. I feel you owe Mrs. Edwards and her family an apology for your total lack of taste. If this were a subscription magazine, I would definitely cancel my subscription.

—Capt. Richard D. Williams, USAF  
Fort Hamilton, N.Y.

The moving photo on the back cover of your June 1991 issue should be submitted for a Pulitzer Prize.

—CDR Neale Duffett  
Bath, Maine

• *We at All Hands considered our printing of the Edwards' family photograph a tribute to all the troops who so bravely fought and gave the ultimate sacrifice — their lives — for our country. We hope this issue will serve as a keepsake to*

*reaffirm our patriotism and appreciation to them for a job well done.* — ed.

## Who came first?

With regards to an article in the July issue, "Mine countermeasures in the Gulf," I have to admit I thought the article was excellent with a few exceptions that you obviously are not aware of.

USS *LaSalle* (AGF 3) wasn't the first ship into Kuwait. It was however, the first commissioned U.S. Navy ship in Kuwait. In fact, it was the M/V *Scorpio Del Golfo*, a rented supply tug that was first into Mina Ash Shuaybah, carrying members of the "SAM Det." and two SAM units recently purchased by the Navy. (A "SAM" is a remote controlled minesweeper on a pontoon platform.) The SAM Det. was there days before *LaSalle*. We watched all the reporters, CNN and cameramen from the other side of the harbor as the *LaSalle* pulled in and laughed that they, *LaSalle*, claimed to be first.

We're not trying to say we were there first, because the United States and British divers were there before us (but they arrived by air, so I'm told.)

To my comrades on the SAM Det., now spread out in Mayport, Fla., Charleston, S.C., and Norfolk with whom I served proudly, see you all at our 20th year reunion.

—OS2(SW) Robert C. Rivera  
USS *Engage* (MSO 433)  
FPO Miami

• *Please note the Scorpio Del Golfo is a tug BOAT, not a ship.* — ed.

# Reunions

• **USS *Gladiator* (AM 319)** — Reunion Sept. 27-30, Nashville, Tenn. Contact Don Westerlund, 4708 E. Florian Circle, Mesa, Ariz. 85206; telephone (602) 830-1161.

• **Naval Ordnance Station Louisville** — Reunion Oct. 1, Louisville, Ky. Contact Shirley E. Bederman, Public Affairs, Naval Ordnance Station, Louisville, Ky. 40214-5001; telephone (502) 364-5455.

# Reunions

- **USS Pringle (DD 477)** — Reunion Oct. 1-5, Baltimore. Contact William L. Herman, 1427 Woodbridge Road, Baltimore, Md. 21228; telephone (301) 788-5829.
- **USS Dyson (DD 572)** — Reunion Oct. 1-5, Nashville, Tenn. Contact E.B. Fulker-son, Route 14, Box 182, Johnson City, Tenn. 37615; telephone (615) 282-1236.
- **USS Mansfield (DD 728)** — Reunion Oct. 2-5, San Antonio, Texas. Contact Joseph B. Kitts Sr., 725 High St. N.E., Christiansburg, Va. 24073; telephone (703) 381-1539.
- **USS Reuben James (DD 245)** — Reunion Oct. 2-5, Washington, D.C. Contact George F. Giehl, 5473 Shimerville Road, Clarence, N.Y. 14031; telephone (716) 741-2129.
- **USS Pittsburgh (CA 72)** — Reunion Oct. 3-6, New Orleans, La. Contact Lee R. Warren, 1700 N. Main St., Box 660, Leeds, Utah 84746; telephone (801) 879-2428.
- **VP/VPB 111, UPHL 11 and VP 21** — Reunion Oct. 3-6, Pensacola, Fla. Contact Wallace Lightfoot, 292 Middlecreek Road, Otto, N.C. 28763; telephone (704) 524-6624.
- **USS Samuel S. Miles (DE 183)** — Reunion Oct. 3-6, Virginia Beach, Va. Contact Charles R. Markham, 22311 Swan Road -311, South Lyon, Mich. 48178; telephone (313) 437-5295.
- **USS McCoy Reynolds (DE 440)** — Reunion Oct. 3-6, North Charleston, S.C. Contact Wendell Burris, P.O. Box 11, Blandburg, Pa. 16619; telephone (814) 687-3289.
- **VPB 208, FASRON 105, Marine Det., NOB Trinidad (1945-50)** — Reunion Oct. 3-6, San Jose, Calif. Contact Harry Edmondson, 1083 Danbury Drive, San Jose, Calif. 95129; telephone (408) 252-8689.
- **USS Jeffers (DD 621/DMS 27)** — Reunion Oct. 3-6, Reading, Pa. Contact Warren O. Hilton, 209 S. Hall St., Morrison, Ill. 61270.
- **USS Orion (AS 18)** — Reunion Oct. 3-6, New Orleans. Contact D.O. "Doc" Stuck, 621 Spencer N.E., Grand Rapids, Mich. 49505; telephone (616) 456-5283.
- **LST 569/1027** — Reunion Oct. 3-6, Seekonk, Mass. Contact Nat Collura, 437 N. MacQuesten Parkway, Mt. Vernon, N.Y. 10552-2608; telephone (914) 667-0220.
- **USS Partridge (AM 16/AT 138)** — Reunion Oct. 3-6, Pensacola, Fla. Contact Joe Shannon, 4509 Jones Road, Knoxville, Tenn. 37918; telephone (615) 689-6011.
- **USS San Juan (CL 54)** — Reunion Oct. 3-7, Boston. Contact William Carpenter, 1119 Aquia Drive, Stafford, Va. 22554; telephone (703) 659-4774.
- **USS Everett F. Larson (DD 830)** — Reunion Oct. 3-7, Norfolk. Contact Peter W. Kope, 5637 Circle Drive West, Cicero, N.Y. 13039; telephone (315) 458-3134.
- **USS Cor Caroli (AK 91)** — Reunion Oct. 4-6, Hartford, Conn. Contact Lee Bergfeld, 609 S. Ridge Ave., Steeleville, Ill. 62288.
- **USS Sepulga (AO 20)** — Reunion Oct. 4-7, Nashville, Tenn. Contact Don West-erlund, 4708 E. Floria Circle, Mesa, Ariz. 85206; telephone (602) 830-1161.
- **USS Benson (DD 421)** — Reunion Oct. 6-9, Myrtle Beach, S.C. Contact Paul C. Yothers, 1301 Belle Drive, North, Myr-tle Beach, S.C. 29582; telephone (803) 272-2715.
- **USS Drayton (DD 366)** — Reunion Oct. 7-9, Las Vegas, Nev. Contact Paul S. Craig, 3006 Garfield Blvd., Lorain, Ohio 44052; telephone (216) 288-8675.
- **USS Galveston (CLG 3)** — Reunion Oct. 6-10, Bahamas Cruise. Contact John Robertson, 6363 N.W. 6th Way, Suite 412, Ft. Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.
- **USS Stevens (DD 479)** — Reunion Oct. 8-10, Baton Rouge, La. Contact Richard G. Bond, P.O. Box 25, Newark, Ohio 43055; telephone (614) 345-1041.
- **USS Biscayne (AVP 11/AGC 18)** — Reunion Oct. 8-11, Reno, Nev. Contact William M. Lindsay, 510 Mountain View, Lakeview, Ore. 97630; telephone (503) 947-4801.
- **National Chief Petty Officers Association** — Reunion Oct. 9-12, Biloxi, Miss. Contact W.A. Williams, Route 7, Box 2408, Boerne, Texas 78006-9513; tele- phone (512) 537-4899.
- **USS Bordelon (DDR 881)** — Reunion Oct. 9-13, Charleston, S.C. Contact Milo Fuller, 4327 Evanston Blvd., Charleston Heights, S.C. 29418.
- **USS Albany (CA 123/CG 10)** — Reunion Oct. 9-13, Cocoa Beach, Fla. Con- tact Allan Heide, 3269 Ewing Ave. North, Robbinsdale, Minn. 55422; telephone (612) 521-2515.
- **Carrier Air Group 153-15 (1945-49)** — Reunion Oct. 9-13, San Antonio, Texas. Contact R. "Salty" Moore, 209 Tam- worth, San Antonio, Texas 78213; telephone (904) 492-1829.
- **USS Major (DE 796)** — Reunion Oct. 10-12, Memphis, Tenn. Contact Bob Young, P.O. Box 251, Gardena, Calif. 90248; telephone (213) 321-5949.
- **USS Leyte (CV/CVS/AUT 32)** — Re- union Oct. 10-12, Newport, R.I. Contact Clarkson B. Farnsworth, 615 Sanders Ave., Scotia, N.Y. 12302; telephone (518) 346-5240.
- **USS Euryale (AS 22)** — Reunion Oct. 10-12, St. Louis. Contact John G. Schulz, 160 S. Kimberly Ave., Youngstown, Ohio 44515.
- **USS Gridley (DD 380)** — Reunion Oct. 10-13, New Orleans. Contact Fran- cis Dermony, 5200 Paris Ave., New Orleans, La. 70122; telephone (504) 283-5229.
- **World War II AROU 1 and 2** — Re- union Oct. 10-13, Valley Forge, Pa. Con- tact Rhesa Shaw, 101 Grove St. Ext., Sewickley, Pa. 15143; telephone (412) 741-6228.
- **USS Morris (DD 417)** — Reunion Oct. 10-13, Pittsburgh. Contact Tom Traweek, Suite 1003, 100 E. Ocean View Avenue, Norfolk, Va. 23503; telephone (804) 480-6647.
- **Carrier Air Group 3 (1949-53)** — Re- union Oct. 10-13, Contact Dick Harris, 4 Burrows Drive, Rochester, N.Y. 14625; telephone (716) 586-5871.
- **USS Canberra (CA 70/CAG 2)** — Re- union Oct. 10-13, Norfolk. Contact Paul D. McManuels, 317 Somerset Drive, Shiremanston, Pa. 17011; telephone (717) 737-2516.
- **USS Fred T. Berry (DD/DDE 858)** — Reunion Oct. 10-13, Reno, Nev. Contact Denis Gordon, 319 E. Main St., #L-7, Marlboro, Mass. 01752; telephone (508) 485-7261.
- **NAS New York, Floyd Bennett Field** — Reunion Oct. 10-14, Ft. Lauderdale, Fla. Contact H.J. Marcus, P.O. Box 63-5141, Margate, Fla. 33063; telephone (305) 473-8987.
- **USS Rogers (DD/DDR 876)** — Re- union Oct. 11-13, Willoughby, Ohio. Con- tact George Eichenberg, 1157 E. Miner Road, Mayfield Heights, Ohio 44124; telephone (216) 442-5155.
- **USS William C. Lawe (DD 763)** — Reunion Oct. 11-13, Fall River, Mass. Contact Owen O. Turner, 14 Gordon Ter- race, Newton, Mass. 02158; (617) 969-8328.
- **USS Holder (DDE 819/DE 401)** — Reunion Oct. 11-13, Charleston, S.C.

# Reunions

Contact M. Bruce Ramba, 717 Canary Drive, Charleston, S.C. 29414-5454; telephone (803) 556-0255.

• **USS Ingersoll (DD 652)** — Reunion Oct. 11-13, Charleston, S.C. Contact Jerrell P. Childress, 3536 Blow Drive, Knoxville, Tenn. 37920; telephone (615) 577-1463.

• **Armed Guard Veterans (World War II)** — 50th Anniversary Commemoration Ceremony Oct. 13-15, Norfolk. Call Robert Burrill (804) 479-4608.

• **USS Colorado (BB 45) Alumni Association** — Bahamas Cruise Oct. 13-17. Contact John Robertson, 6363 N.W. 6th Way, Suite 412, Ft. Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **USS Wilson (DD 408)** — Reunion Oct. 14-16, Tampa, Fla. Contact Al E. Stevens, 8015 N. Ola, Tampa, Fla. 33604; telephone (813) 248-3493.

• **World War II Marine/Navy Paratroop Units** — Reunion Oct. 15-17, Las Vegas, Nev. Contact Dave Severance, P.O. Box 1972, La Jolla, Calif. 92038.

• **USS Lyman K. Swenson (DD 729)** — Reunion Oct. 16-20, New Orleans. Contact Glen Ingram, 203 Shadow Lane, Euless, Texas; telephone (817) 283-8294.

• **NROTC Class of June 1946, University of New Mexico** — Reunion Oct. 17-19, Albuquerque, N.M. Contact Dick Primm, 3330 Knob Hill Court, Charlotte, N.C. 28210; telephone (704) 553-0484.

• **Mancini Island Association, Philippines** — Reunion Oct. 17-20, Norfolk. Contact Ray Karl, 603 S. Olds Blvd., Fairless Hills, Pa. 19030; telephone (215) 945-3615.

• **USS Braine (DD 630)** — Reunion Oct. 17-20, Baton Rouge, La. Contact Paul L. Conway, 41 Widgeon Place, St. Michaels, Md. 21663; telephone (301) 745-3792.

• **Special Weapons Unit Association** — Reunion Oct. 17-20, Albuquerque, N.M. Contact Bob King, 2409 Oak Marsh Drive, Fernandina Beach, Fla. 32034; telephone (904) 261-0620.

• **USS Wilkes (DD 441)** — Reunion 17-20, Austin, Texas. Contact John R. Mercer, 2012 Dale Drive, Dupon, Ill. 62239-9717; telephone (618) 286-4690.

• **USS Davis (DD 395)** — Reunion Oct. 17-20, Norfolk. Contact W.P. "Bill" Crewe, 961 Atlanta Circle, Seaford, Del. 19973; telephone (302) 629-8668.

• **VR 24** — Reunion Oct. 17-20, Hilton Head, S.C. Contact Pete Owen, 24633

Mulholland Highway, Calabasas, Calif. 91302; telephone (818) 348-4056.

• **USS Fredrick Funston (APA 89)** — Reunion Oct. 17-20, Williamsburg, Va. Contact Ted Thomas, 9745 Via Roma, Burbank, Calif. 91504; telephone (818) 768-4842.

• **USS Cabot (CVL 28) Association** — Reunion Oct. 17-20, Pensacola, Fla. Contact W.H. "Bill" Anderson, 430 Fort Pickens, Pensacola, Fla. 32561; telephone (904) 932-4151.

• **USS Miami (CL 89) Association** — Reunion Oct. 18-20, Miami Beach, Fla. Contact Betty Duff, 2200 Ocean Pines, Berlin, Md. 21811; telephone (301) 641-8010.

• **USS Hovey (DMS 11/DD 208)** — Reunion Oct. 23-27, San Francisco. Contact "Dusty" Hortman, 2827 Monarch St., San Diego, Calif. 92123; telephone (619) 278-0965.

• **USS Kimberly (DD 521)** — Reunion Oct. 24-26, Norfolk. Contact Arthur C. Forster, 2312 Nela Ave., Orlando, Fla. 32809; telephone (407) 855-5625.

• **USS Gatling (DD 671)** — Reunion Oct. 24-26, Charleston, S.C. Contact Eugene P. Woodward, 3301 Maverick St., Virginia Beach, Va. 23452; telephone (804) 340-1496.

• **USS Hilbert (DE 742)** — Reunion Oct. 24-26, Long Beach, Calif. Contact Anne E. McCarthy, 26 Vernon St., Tewksbury, Mass. 01876; telephone (508) 658-8894.

• **VC 9 (World War II)** — Reunion Oct. 24-26, Pensacola, Fla. Contact James W. Perkins, 10250 Valle Drive, Tampa, Fla. 33612; telephone (813) 932-5172.

• **USS Shamrock Bay (CVE 84), VC 42/93/94/96** — Reunion Oct. 24-26, Columbus, Ohio. Contact Fred H. Griggs, 1989 Dandy Road, Dallas, Ga. 30132; telephone (404) 445-4770.

• **USS Grayson (DD 435)** — Reunion Oct. 24-27, Baltimore. Contact Harold R. Witmer, 9017 Chesapeake Ave., Baltimore, Md. 21219; telephone (301) 477-0288.

• **USS Taussig (DD 746)** — Reunion Oct. 24-27, Charleston, S.C. Contact Vincent Esposito, 7 Astronomy Lane, Levittown, N.Y. 11756; telephone (516) 579-4449.

• **Guantanamo Bay, Cuba (1950-90)** — Reunion Oct. 24-27, Norfolk. Contact Stanley Hunt, 5944 Glasgow Road, Sylvania, Ohio 43560; telephone (419) 882-1723.

• **USS Fanshaw Bay (CVE 70)** — Reunion Oct. 24-27, Pensacola, Fla. Contact Duane D. Iossi, 310 Edwards St., Fort Collins, Colo. 80524; telephone (303) 482-6237.

• **USS James C. Owens (DD 776)** — Reunion Oct. 27-30, Charleston, S.C. Contact Lee R. Warren, 1700 N. Main St., Box 660, Leeds, Utah 84746; telephone (801) 879-2428.

• **PATSU 1-9 (1943-45)** — Reunion October 1991. Contact John E. Ashmore, 6315 Hironel St., Houston, Texas 77087; telephone (713) 643-1743.

• **USS Ellyson (DD 454/DMS 19)** — Reunion October 1991, Fort Myers, Fla. Contact James R. Galbreth, 8927 Carriage Lane, Indianapolis, Ind. 46256; telephone (317) 849-3315.

• **USS Walter C. Wann (DE 412)** — Reunion October 1991, Houston. Contact John L. Lewis, 1706 El Dorado Blvd., Houston, Texas 77062; telephone (713) 488-7547.

• **USS Emmons (DD 457/DMS 22)** — Reunion October 1991, Niagara Falls, N.Y. Contact David Jensen, 87-26 259th St., Floral Park, N.Y. 11001-1426; telephone (718) 343-3295.

• **USS Van Valkenburgh (DD 656)** — Reunion October 1991, Baton Rouge, La. Contact William B. Graham, 3124 W. Campbell Road, Lakeland, Fla. 33809; telephone (813) 859-1386.

• **Ship Repair Unit (World War II), Subic Bay at Olongapo/Luzon** — Reunion October 1991, Indianapolis. Contact Jack Shanesy, 1353 Skylark Drive, Troy, Ohio 45373-1621; telephone (513) 335-4524.

• **USS Leutze (DD 481)** — Reunion October 1991, Durango, Colo. Contact R. Kleiber, 2797 S. Newton Way, Denver, Colo. 80236; telephone (303) 935-6978.

• **USS Conway (DD/DDE 507)** — Reunion Oct. 28-Nov. 1, Savannah, Ga. Contact Coval K. Wild, 115 Vera St., Warwick, R.I. 02886; telephone (401) 737-7786.

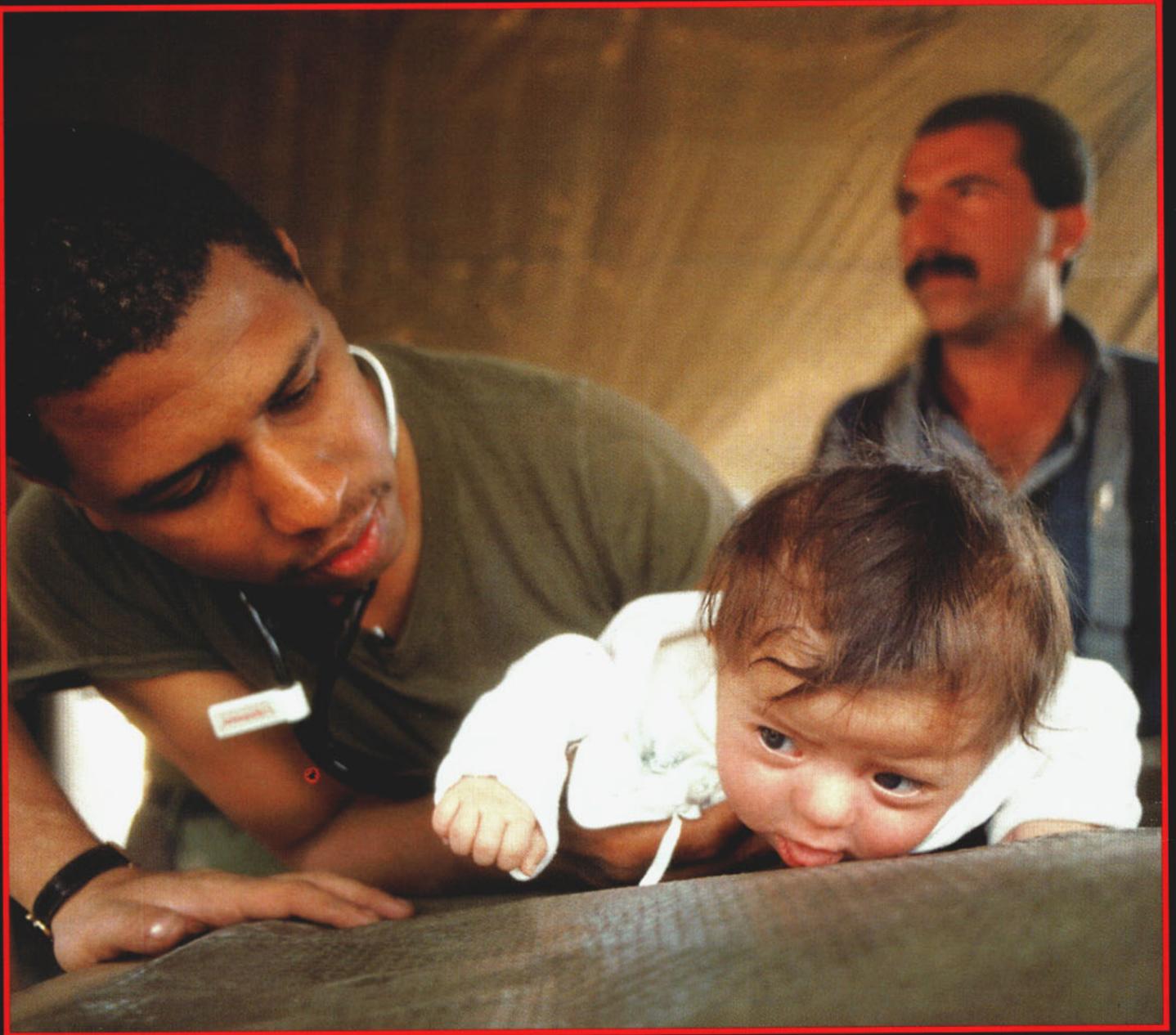
• **USS Randolph (CV/CVA/CVS 15)** — Reunion Oct. 29-Nov. 2, Indianapolis. Call Walter L. Timmons (904) 775-3721.

• **USS Sierra (AD 18)** — Reunion Oct. 30-Nov. 1, Charleston, S.C. Contact Leo Bishop, 2508 Summerfield Drive, Sanford, N.C. 27330.

• **USS Charles Carroll (APA 28)** — Reunion Oct. 31-Nov. 2, Reno, Nev. Contact Milton C. Smith, 1818 Crescent Drive, St. Joseph, Mo. 64506; telephone (816) 279-8728.

A crewman aboard an SH-3H *Sea King* helicopter tends the line as several bundles are hoisted from the flight deck of the combat stores ship *USS Niagara Falls* (AFS 3) during Operation *Desert Storm*. Photo by ENS Jeff Hilton.





***Provide Comfort*** ● **Page 30**