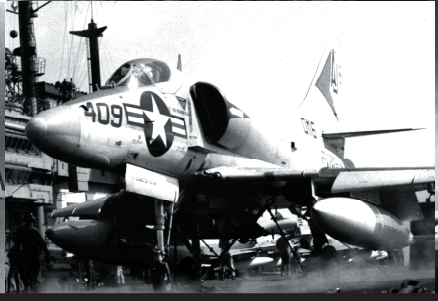


The Early and Pioneer Naval Aviators Association
"The Golden Eagles[®]"



Continuing History 1956-2006





*The Early Naval Aviators
Association*

sub-title

THE BALD EAGLES

CONSTITUTION
AND
MEMBERSHIP
1957

THE EARLY AND PIONEER
NAVAL AVIATORS
ASSOCIATION

THE GOLDEN EAGLES.

A History by

Henry P. Lewis
Naval Aviator
No. 493

The title of the Association was changed in 1959.

The sub-title was adopted in 1966.

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Foreword

The Early Naval Aviators' Association had its beginning in the summer of 1956. A rather apocryphal story relates that after his eye caught an item describing a cruise on a carrier arranged by the Navy for a group of business executives, Gibson Gardner (NA 344) wrote a sharp note to his friend, Thomas Gates, secretary of the Navy, suggesting that what it could do for a bunch of civilians, it could do for the many WW I naval aviators still scattered around the country.

If, the story goes on, Gib expected to get a brush off, he and 90 odd WW I veterans were pleasantly surprised when they received invitations to assemble at Mayport, Fla. on Sept. 17 to participate in a two-day cruise on the USS Forrestal. The invitation explained that the cruise would provide an opportunity for the Early Birds to renew acquaintances and observe the modern Navy in action.

And the idea for establishing a permanent association was born as the reunion guests bade their hosts farewell in the wake of the cruise and expressed the hope that they "could do it again."

Bald Eagle Cruise No. One

The organization of a cruise for World War I naval aviators suggested by Gib Gardner fell to the lot of Garrison Norton, assistant secretary of the Navy for Air and his sides, CMDR Thomas Moorer and CMDR Frederick H. Michaelis. The task involved searching out addresses and preparing a program which would demonstrate the naval techniques of 1956 for a group of old timers who learned to fly N-9's and H boats before letting their Navy connections lapse in the first months following the Armistice in 1918.

There was a limit to the number of guests who could be accommodated on the carrier. Less than half the first 250 would be able to answer a roll call. The final list of 91 naval aviators with what was hoped were reliable addresses was put together and shortly invitations over Norton's signature were on their way.

An air lift was provided from Anacostia to Mayport for the benefit of guests residing in the northeast and others made their own way to the Florida port. Early in September Norton's office had accumulated 66 acceptances. Among them were seven flag officers, whose flying experience antedated that of the guests. Included were VADM P.N.L. Bellinger (NA 8), VADM E.O. McDonnell (NA 18), RADM Albert Read (NA 24), LCDR Harold Scofield (NA 28) Capt. R.D. Kirkpatrick (NA 48) and VADM Charles P. Mason (NA 52).

The guest list also included a large number of old timers who as members of Yale units began training in pre-war years, others who began their flight training at Akron or with the Canadians at Camp Borden. At least one guest* admitted he didn't know why he had received an invitation for his World War I service was as a buck private and he had never been up in an airplane. A few early birds whose numbers would seem to have excluded them also received invitations. Among them, of course, was that of Gib Gardner. Fifty nine bald eagles checked in at Mayport.

A summary of the cruise as written, it is believed, by Gardner follows:

* See Note 1, Page 26

*Bald Eagle Cruise One**16-19 September 1956*

Reported aboard USS Forrestal, CVA-59, Capt. W.E. Ellis commanding, at Mayport, Florida, on 16 September. Arrival was a unique experience. Our airplane taxied up to the gang plank, we stepped out of the plane and practically into the ship.

Put out to sea early on the 17th, made tours of the ship, heard presentations by heads of departments and observed air operations. One of the squadrons was the oldest in the Navy-- came into being in 1919 about the time many of us were exchanging our uniforms for civvies. Commander R.W. (Duke) Windsor landed aboard in his F8U Crusader and told us of his experience in setting a speed record of 1015 mph on 21 August 1956, only three weeks before. It was the first officially observed record set by a combat aircraft at over 1000 mph.

Hank Landon appeared the first night wearing the jacket and hat of his World War I uniform. He is probably one of the few who kept their old gear in good shape and perhaps one of even fewer who could wear it if they had-- although we noticed that Hank's buttons were under some strain. Captain Dick Richardson wore brand new white sneakers wherever he went. When we asked him about them at the cocktail party where he was having, as he put it, "another one of those bourbons please," he said, "well, they told me to wear something comfortable, preferably with rubber soles, and being well indoctrinated in Navy ways, I thought I'd comply with their wishes." One of the group admitted he had fought the war as an Army private in Hawaii, was not a Naval Aviator, had in fact never flown an airplane, and how did he get invited to this party anyway! It seems BuPers misinterpreted the initials tacked on to the family name and had invited the wrong guy. But he turned out to be such a right one that we accepted him as belonging anyway. The ship turned out to be bigger than we thought--- there were lots of tired legs and many a sore shinn from stepping over (or not quite over) the watertight ports that were always between where we had been and where we were going.

Returned to port in the afternoon of the 18th; loaded into an R4D for flight to NAS Jacksonville and a stay over-night. Were the honored guests at a reception and cocktail

party in the early evening; our hosts Rear Admirals M. E. Arnold and D. S. Cornwell, ComCarDiv 4 and ComFairJax respectively. For many, the party continued on into the night at the BOQ.

Departed for home early on the 19th, warmed by the comradery and Navy hospitality. All the elements of an Early Naval Aviators Association were firmly emplantated and its original organization fairly well set.

An Idea Is Born

Probably closest to the Early Birds who participated in the Forrestal Cruise was CMDR Thomas E. Quillman, an aide in the office of Sec. Norton and chief escort for the cruise. Quillman had many personal contacts with the guests and it appears to have been his interpretation of the expression - "Let's do it again" -- that led Norton and his associates to think that the old timers would like to set up reunions on an annual basis. The suggestion for a permanent association when relayed to Norton's superiors won approval of everyone from Secretary of the Navy Charles A. Thomas to Mike Michaelis, Tom Moorer and other aides and the word came back - "GO".

In order to implement the idea, CMDR Quillman was assigned to review his contacts with the guests and to get in touch with any among them who he thought most likely to take the leadership. It was obvious the burden of getting an association organized must be assumed by the Early Birds themselves. Quillman received positive responses from Gib Gardner, Bruce Leighton and Fred King. About that time--it was only two weeks since the cruise ended--he received a request from John J. Schieffelin for a copy of the guest list. Jay explained that he and some of his friends among the early naval aviators thought it appropriate to donate a memorial plaque to the Forrestal, for which the ship's aviators would compete.

In his prompt reply Quillman not only promised to send the list, but disclosed the Navy Department's decision to promote an association and explained that he had been assigned to get the proposal under way by enlisting the support of any who might be considered qualified for the role. Jay was quick to pick up the cue and recommended VADM Pat Bellinger (NA 88) as having the prestige of his seniority

and a wide acquaintance with Reservists who served tours of duty at Hampton Roads to take the leadership. At the same time Jay offered his own services as secretary-treasurer of any temporary committee that might be assembled.

If it wasn't immediately recognized by Norton and his aides, they soon realized that the acceptance of Jay's offer was a stroke of good fortune. In his roll as Secretary, Jay proved to be a real driver. He kept the proceedings under unrelenting pressure, maintained a seemingly endless chain of correspondence with Bellinger and the other members of the governing board pro-tem including Gardner, Leighton and King.

Thus by the first of December King came up with a first draft of a constitution and bylaws and Jay hastened to send copies to the others for their appraisal and suggestions. It remained for Adm. Bellinger to suggest "Early Naval Aviators' Association" as the most acceptable title, and it was King who came up with the appropriate titles for the officers of an association of naval aviators: Pilot for president, co-pilot for vice-president, navigator for counsel, radio officer for secretary-treasurer and orderly for sergeant at arms.

By the first of the new year, King submitted a second draft of the constitution under its final title and incorporating several changes proposed by others. This draft limited membership to the 250 living U.S. naval aviators bearing the lowest numerical designations, plus those not otherwise eligible who participated in the 1956 Forrestal cruise. (Several of the cruise guests had higher designations than 250.) It also provided that the governing board endorse members otherwise ineligible whose service to Naval Aviation warranted special consideration.

In mid-January Schieffelin received authorization to mail invitations to the 90 odd names listed by the Navy as eligible for the cruise. A month later Schieffelin sent Bellinger the names of 76 early naval aviators who had returned acceptance cards.

Fred King gave Schieffelin a list of items covering steps that were required to legalize what would be rated as an unincorporated association and asked the pilot to set a date when he could be in New York for the closing formalities. However Bellinger had other matters that

precluded an early visit to New York and proposed that he send his proxy along with a statement of approval everything Jay needed.

Jay also notified Bellinger that he had corresponded with ADM Charles Mason about setting a date in February or March 1958 for the first meeting of the association. He reported that Mason was sure the necessary arrangements could be made and he approved several suggestions by Jay for a program to please the members.

Jay finally had a meeting of himself, King and Gardner for June 10 and with the proxies of Bellinger and Leighton was ready to declare the association in being. The meeting went off without a hitch and Jay was happy in the knowledge that the promise of October 1956 was fulfilled. Bellinger anticipated that fulfillment in an earlier letter in which he offered his congratulations "to you and King for the fine job you are doing."

Thus the Early Naval Aviators' Association dates its formal establishment to June 10, 1957.

The meeting of June 10 meant to Schieffelin only the beginning of a new challenge. A letter to Bellinger in late June counted 77 Bald Eagles qualified as charter members by the deposit of \$10 initiation fees and annual dues of \$1.00. Gold membership emblems in the form of miniature naval aviator wings were available at \$4.00 each.

Off The Ground

The meeting of June 10 marked the conclusion of one phase in the steps to setting up reunions on an annual basis. The next phase was to set dates and a place for the first meeting of the now formerly established association. Jay had anticipated this phase several months earlier when ADM Mason confirmed that the Navy Department looked with favor on the idea of hosting the old timers at Pensacola, the scene of flight training of many of them. Few if any of them had visited the air station in the almost 40 years that had elapsed.

The Navy recognized the reunion would afford a unique promotional event and a rare opportunity for veterans of WW I to renew acquaintance of many years earlier and to observe the Navy of carriers, jets and helicopters.

Thus the 1958 reunion dates were pinned down in correspondence between Schieffelin and Norton. An airlift to meet the needs of members, most of them residents in the East, was promised.

Meantime the governors were pressuring wavering members to commit their promises with membership fees. The treasury was anything but flush and needed funds for printing membership cards and an attractive membership roster which would include the text of the constitution and by-laws and the names and addresses of the by now 79 members.

Early in the fall, Jay learned to his dismay that ADM Bellinger had been hospitalized with a stroke, and doubts were raised as to his recovery in time to attend the March reunion. But the admiral in a display of fortitude was able to let Jay know that he was recuperating more rapidly than expected and hinted that he hoped to be at the reunion. At the same time, he expressed the belief that he should step down as pilot and suggested that Jay was well qualified to take over. But Jay promptly and emphatically rejected the idea, sticking to his original premise that the top office should be filled by a flag officer. Jay named McDonnell and Mason as available and when Bellinger expressed his preference for Mason, Jay prevailed upon the latter to accept the office of pilot on a temporary basis. He was confident that the membership would elect Mason at the association's formal meeting.

In February Jay was saddened by receipt of a note from Mrs. Bellinger disclosing that the admiral had suffered a heart attack. It was now plain that Bellinger would not attend the reunion.

Annual Meetings

'58 And so it came to pass that on the 27th day of March, '58, 34 charter members of the Early Naval Aviators' Association gathered at Pensacola Naval Air Station for what was their first formal meeting but the second of what was to be a long series of annual reunions.

Even before they assembled, the Navy was preparing for their reception. An airlift for transportation of members from the East Coast made landings at Logan, Floyd Bennett, and Anacostia. An interesting program of activities was arranged for.

One of their first treats was a bus tour of Pensacola and a chance to see scenes of their early social contacts. They were treated to a fish fry at Barrancas Beach House and bedded down in the station's BOQ. Among the sites they would visit were the training fields adjacent to the NAS where they witnessed primary training flights and jet performances. They were present at a pre-flight graduation parade and had an opportunity to talk to flight students.

When they made their departures from Sherman Field on Saturday, there were suggestions that "We ought to do it again." They knew that the future of their reunions was well founded. They had elected their first "Flight Deck": Charlie Mason as pilot, Liv Ireland as co-pilot, Fred King as navigator, Gib Gardner as radio officer and Jay Schieffelin as orderly.

Further they acknowledged the help of Garrison Norton in getting the association organized by electing him as an honorary member. In his response Norton expressed the opinion that the Early Naval Aviators' Association "is destined to become a powerful friend of the United States Navy," and appropriately the members honored F. Trubee Davison similarly in recognition of his role in the Naval Aviation Reserve, an institution an accident robbed him of serving in, and as the Assistant Secretary of War (for Air) in the 1920's.

'59 Early in February '59 excitement among the leadership was running high. The Navy proposed that their reunion be held at Quantanamo, Cuba. An air lift from Jacksonville to Quantanamo was set up and their visit to the naval air station would include a 24-hour cruise on the USS Saratoga. The Navy regretted that association members who could make the trip would have to get to Jacksonville on their own.

The reunion was set for April 12-15. Invitations went out to the members on March 16 over the signature of RADM C.C. Kirkpatrick, but a couple of days later the flight deck got a "hold everything" note. The Cuba venture was

cancelled because of "unforeseen" difficulties. But there was no reason for despair. The Navy set up a hastily organized alternative. The association members would be received at Pensacola where they would enjoy a cruise on the USS Antietam. Notices of the change were sent to members. There were 23 acceptances, but only 16 answered the roll call for the annual meeting.

'60 David Ingalls was elected pilot and other offices were filled by re-elections. A proposal that the 1960 reunion be held in the fall was put forward by Gib Gardner. He also proposed that so many as possible of the membership attend the dedication at Annapolis of a new Navy and Marine Stadium when a plaque dedicated to All Naval Aviators and donated by the Early Naval Aviators' Association would be unveiled. The association had appropriated \$1,200. for the plaque.

Since it is accepted that the best laid plans of mice and men often go astray, it should not be surprising to learn that no reunion was held in 1960. Liv Ireland wrote in a note to Fred King in February 1960: "Pilots and crew can easily lose their bearings without the benefit of their navigator." He was referring to the fact that no word had been heard from Ingalls or Gardner about the fall meeting. In July Liv received a note from the pilot in which he said he was waiting for word from Gardner about the Fall plans. Evidently nothing had been done and when Gardner announced early in August that he was leaving on a three or four weeks cruise in the Mediterranean, Ingalls in another note to Ireland deduced that Gardner had forgotten all about the Norfolk reunion and suggested it was too late to "worry" about a fall meeting.

As an alternative, Adm. Robert Pirie suggested a reunion in connection with the Naval Aviation Ball scheduled to take place in Washington in January, '61. Liv Ireland's response was that "Trying to set up a meeting around a dinner dance is for the birds and not for Early Naval Aviators."

Meantime Raymond Atwood, noting that 1961 was Naval Aviation's Fiftieth Anniversary, expressed the hope that the Early Naval Aviators' Association would plan to take a part in the celebration.

'61 The celebration of the 50th anniversary of Naval Aviation, marking the purchase in 1911 of its first airplane and the start of training naval officers in the art of flying, had a special significance for the Early Naval Aviators, 12 of whom were called upon to pin golden wings on a dozen who had completed their training. The Early Naval aviators participated in the order of their own designations and were headed by VADM Bellinger. In sequence other participants were RADM Albert Read, Capt. Bruce Leighton, VADM Charles Mason, RADM Erle C.B. Gould, R. L. Ireland, RADM David Ingalls, Samuel S. Walker, Henry Landon, George Crompton, Capt. R.G. Pennoyer, Warner Hamelin and A. Douglas Brewer.

The occasion was memorable because it was the first time that Pat Bellinger had been present. He made a gracious acknowledgement of the special appearance of a group of association members upon his arrival at the air station.

Thirty three members of the association were present and at the annual meeting they elected Jay Schieffelin to be pilot. Jay unfortunately was not present. In order to close the narrowing gap between loss of members to the Grim Reaper and enrollment of new members the association raised the qualification number to include those under 400, five helicopter pilots and five jet pilots. The word Pioneer was added to the association's title.

'62 In keeping with a general belief that the sites of reunions be diversified, the '62 reunion was held at Hampton Roads NAS. Part of the belief had to do with the idea of choosing sites nearer to the residence of a majority of members in the Northeast and part had to do with the fact that next to Pensacola, a great many association members had duty assignments to the Norfolk station.

The membership roster by 1962 had reached a high of 119 and a record attendance was set when 56 members checked in. Special attractions were a reception for the Old Timers by the station commander at Breezy Point (most of the old timers had never heard of it) and a demonstration of carrier take-offs and landings from the USS Enterprise. The visit to the carrier was the occasion for the donation of a ship's clock to Capt. dePoix, appropriately inscribed as a message from the Early Naval Aviators' Association.

The Flight Deck officers of the previous year were re-elected and the sub-title "Golden Eagles" was substituted for "Bald Eagles". Under a change in the bylaws it was voted to designate in perpetuity the oldest pilot. The initial designation went to ADM Charles Mason.

In the fall of 1962, association members were saddened to learn that ADM Bellinger, after suffering a stroke and a heart attack, had died.

'63 The naval air station at San Diego played host to the association in 1963 and with the help of an elaborate airlift more than 40 members took part in the activities. On arrival they were transferred to the USS Kitty Hawk where they were billeted and the following morning they were up with the crew for a day long cruise. The following day they spent at the Marine Corps Air Station at Santa Ana and they were airlifted to Point Magu for a tour of the Pacific Missile Range.

R. Livingston Ireland was elected pilot at the business meeting and others elected to the Flight Deck were Jay Schieffelin, co-pilot; Fred King, navigator; Gib Gardner, radio officer; Pat Byrne, engineer and Charlie Wood, orderly. In a move to widen the eligibility rules, the members approved a plan to enroll "pioneer" aviators, in which category would be naval aviators, including members of the First Aero-Detachment who qualified in France but did not receive their designations until late in 1918. The members voted to recommend individual contributions to a fund for a memorial window in the Navy Chapel at Pensacola.

'64 A special effort was made by the association's leaders to encourage attendance of members at the 1964 reunion at Pensacola which was the 50th anniversary of the naval air station. Of particular interest to the Early Naval Aviators was the unveiling of the memorial window which their donations had made possible. The text of the legend affixed to the window reads: "The Crucifixion Window presented by the Early Naval Aviators' Association dedicated to all early and future naval aviators, June 1964." As they had in previous reunions at Pensacola, the association's officers participated in graduation exercises, pinning golden wings on the students.

Fifty two members were present for the annual meeting at which Liv Ireland was re-elected pilot and Gib Gardner moved into the co-pilot and Charlie Wood took over as radio officer; Charles Fahy, navigator; Ralph Lewis, engineer and Pat Byrne, orderly.

'65 The meeting at Quonset Point NAS in 1964 afforded a unique experience for most association members. The proximity of the Narragansett Bay station to New London permitted scheduling a tour of the New London submarine base and the inspection of the atomic sub USS Tinosa. Since the "theme" of the reunion was ASW (Anti-submarine Warfare) it was appropriate that Chinfo USN granted security clearance up to confidential for the visit. At Quonset the members toured the USS Lake Champlain and were given briefings on Seapower and ASW tactics. Forty one members took advantage of the airlift which made possible attendance by West Coast members among others. The members elevated Gib Gardner to the pilot's office. In other action the members elected William Davis as co-pilot, Sterling Halstead as navigator, Charlie Wood as radio officer, Pat Byrne engineer and Joseph Cline orderly.

A special committee to develop a plan for the perpetuation of the association was authorized with Liv Ireland as chairman. Liv recommended a delay in publication of the annual roster until bylaw changes were drafted and approved by the members. The membership count reached 120 during the year.

'66 Another air station with which few of the association's members had any acquaintance, Glenview NAS, was the site of the 1966 reunion. The year marked the 50th anniversary of the creation of the Naval Reserve. All of the members of the first Yale Unit were among the earliest to be enrolled in what was known as the United States Navy Reserve Flying Corps. Among points of interest visited by the members were the Great Lakes Naval Training Station and the quarters of the Illinois Naval Militia, who were their host one evening.

The promised revision of the bylaws was submitted and approved. A significant change in the associations' subtitle was made. The members from the first were pleased to be known as "The Bald Eagles." Belatedly it was learned that an Air Force group claimed priority in its use, and the Early Naval Aviators became Golden Eagles.

In the search for new members the revised bylaws reached out into a new class of Naval Aviators and qualified "pioneer" helicopter pilots, and pioneer jet pilots with designations up to 30. In addition Naval Aviators who had made special contributions to Naval Aviation and Civilians as honorary members for their special services became eligible.

The acceptance of the new bylaws made it possible to resume publication of the roster annually. The first of the new ones was dated 1967 and among the new members were 18 line officers, seven jet pilots and five helicopter pilots. The obituary column carried 41 names of whom 26 were charter members. The latter figures made clear why the association by-laws needed revision if it were to be perpetuated.

Richard Whitney NA 393 was elected pilot and to serve with him Ed McKitterick NA 39 as co-pilot, Aldred Warren NA 183 as navigator and re-elected Charlie Wood as radio officer and Tom Chapman and Joe Cline as orderlies.

'67 The new pilot proved his deep concern for perpetuation of the association by a concentrated drive to build up the membership. A review of naval aviators with numbers up to 400 disclosed a large number who were unaware of the existence of the association and a report in January listed the names of 28 new members and a total membership of 175.

Whitney lined up San Diego as the site of the reunion and urged members to make their plans early as he anticipated a large turnout and a complicated air lift to accommodate what he hoped would be the largest reunion. The final count was 49. The number overflowed the BOQ accommodations of 30 beds and the remaining members were found accommodations in motels in the Coronado area.

Whitney was re-elected pilot and Paul Ramsey was chosen as co-pilot. Raymond Doll, the first helicopter member, was named navigator and Charlie Wood was asked to put in another term as radio officer. Carlton Palmer joined Tom Chapman as orderly.

'68 Recalling that a strong bid was made by the Marine Corps to lure student naval aviators to transfer to the Marine Corps Reserve in 1918, it is of interest that of the 55 members who attended the reunion at the Marine

Corps base at Cherry Point, only one had Marine connections. Alvin Prichard received his naval aviator designation in January 1918, transferred to the Marine Corps in June and went over seas as a member of the Northern Bombing Group.

The significance of the foregoing is that for all but one of the reunion guests a visit to a Marine Corps facility was a unique experience. The demonstration of a system devised by the corps to meet the need for a short take-off and landing area in the jungles of Vietnam was unique in itself. The system anticipated the use of landing strips hacked out of the jungle with tail-hook restrainers for landing and catapults for take offs.

'69 Another facility with which most of the Old Timers had no acquaintance opened its doors for the 1969 reunion and 49 members took advantage of the opportunity to visit the Naval Test Center at Patuxent, MD. Here the members would see the TC-7 Catapult, an underground installation where compatibility studies for carrier suitability are conducted on various models of airplanes. It was here that the steam catapult was scaled up from a steam catapult built by the British in 1950. The C-7 is now used on all attack carriers and has a capability of launching airplanes up to 85,000 tons gross weight. The H-16 which most of us had some experience in 1918 by way of contrast had a gross weight of 10,900 pounds.

Liv Ireland was elected pilot. The members elected George Dufek as co-pilot, George Crompton as navigator, Charlie Wood as radio officer, his fifth year in the office, Pat Byrne as engineer officer, and Tom Chapman and Jack Green as orderlies.

The association authorized another contribution of \$500 to the Naval Aviation Museum.

'70 The association returned to Pensacola for it's 23rd reunion and though 80 members sent acceptance cards only 60 attended. The pilot was sharp in his criticism of those who failed to cancel their air lift reservations, a service the Navy has most generously provided annually.

Three of the association's officers participated in the graduation exercises. Others visited a flight training field where they were given a choice of rides in helicopters or in T-2 training jets. The medical staff took one

look and warned the old timers they should not test their ancient skills at 400 miles an hour. It was surprising how many ignored the warning.

At the annual business meeting Charlie Wood moved up to the pilot's chair and George Hodges was elected co-pilot along with Ray Doll as navigator and Dick Whitney as radio officer and re-elected Tom Chapman, Jack Green and Pat Byrne in their traditional roles.

The members approved a donation of \$500 towards a fund for a memorial organ (to cost \$65,000.).

Many took a trip to Santa Rosa Island which they had last seen from their seats in N-9's. Others went for a sail in the Station's yawl (the wind died out and the yawl had to be towed back) and the rest took a tour of the USS Lexington moored near the spotting tower.

'71 The 1971 reunion took the members to Alameda NAS, another first for many of them. The meeting coincided with the previously scheduled family day for members of the crew of USS Enterprise and this one-day event transformed the base into a replica of a Disney land. Sixty three members visited Ames Research Laboratory and flight operations at Sunnyvale.

At a business meeting, the members voted to modify the bylaws to extend membership eligibility to naval aviators with numbers up to 600 and place 200 as a limit on members.

Charlie Wood was re-elected pilot and Jesse Johnson moved into the co-pilot office. Howard West was elected navigator and the remainder of the board was re-elected. The radio officer announced the acceptance of 23 members and a moment of silence was observed for 11 who had made their last takeoffs.

'72 The reunion at Norfolk gave some members the first sight of the scene of their primary training in years. They discovered the once familiar arch and the water front spread of hangars, shops and offices near the yacht basin had vanished.

However, the visit to Langley Field opened the door in a sense to the rare sight of a wind tunnel large enough

to accommodate a full size airplane and a demonstration of the effect of control surfaces on airplane stability. A visit was made to the Marine Museum at Hampton and also a tour of the USS Forrestal, which was a reminder for some of 1956 and the first reunion.

Forty eight members were present for the annual meeting. They voted another donation of \$500 to the Pensacola Museum. The nominating committee's choice of Jesse Johnson as pilot, and Tom Chapman as co-pilot was accepted and the remained of the governing offices were filled by re-elections.

'73 The largest turnout of the association's reunions brought 72 members to Corpus Christi. The members were invited to try their talents in "simulator" flights. As one of the members put it, it was a good thing that the one who crashed at 600 knots and another who spun in from 20,000 feet were only playing.

While some of the members participated in the graduation exercises others were flown to Brownsville where they crossed into Mexico for sight seeing and shopping.

Jesse Johnson was elected for another term as pilot and Harold Brow took over the co-pilot's chair, Howard West was re-elected navigator and Paul Burbank took over as radio officer, while Alvin Prichard was elected engineer and Pat Byrne was chosen orderly East and Joe Cline orderly West.

'74 For the first time in the many years since the Forrestal cruise, the Navy had to plead a "fuel shortage" and was unable to provide an airlift for members of the association. As early as December, 1973, Jesse Johnson was given advance warning that the "fuel crisis" might force cancellation of the reunion already planned for 1974. (*)

But for Navigator Howard West the threat held no terror. In a note to the pilot he revealed that he had foreseen the effect of the "fuel crisis" and proposed that what he dubbed "mini reunions" be held at naval air stations convenient to the several sections of the country where members could congregate easily.

* See note 2 in the appendix.

In short order mini reunions were organized for naval air stations at South Weymouth, Mass., Norfolk, Va., Glenview, Ill. and San Diego. A meeting at Jacksonville did not materialize.

Jesse Johnson, pilot, Liv Ireland and Ralph Lewis attended the four reunions. Special events were arranged for each meeting, but heavy rains interfered with the Norfolk program.

South Weymouth's "Special" was the attendance of three of the first naval aviators of the female sex and the surprise visit of the newest naval aviator, Ens. Dan Hauley, who had been designated on April 26. Also among the guests were John Polando, who was co-pilot in Russell Boardman's long distance flight from New York to Turkey in 1931 and Roy Waite, a pilot in 1911 of Burgess-Wright biplanes. Howard West was chairman of the South Weymouth gathering.

Charlie Wood organized the San Diego meeting, for which 16 members showed up. Their activities included a visit to the USS Kitty Hawk and a tour of the S-3A training facilities. Jesse Johnson showed his movie of Modern Carrier Tactics and told of his capture of a German submarine. Jesse was chairman of the Norfolk mini.

Carl Olson organized the Glenview reunion. Tours included visits to P-3 and the Museum of Science and Industry.

A business meeting was held at the Norfolk reunion. Alvin Prichard was elected pilot and Harold Brow co-pilot. John Green took over as engineer officer and A.C. Lake was named orderly east and Tom Elsworth, orderly west. These were pro-tem elections until a full meeting of members.

'75 The Flight Deck planned a meeting at Pensacola to coincide with the dedication of the Naval Aviation Museum. The timing seemed appropriate in view of the several, generous donations the association had made to the project. But because it appeared the air station would be hosting not only the higher echelons but many prominent political figures, it was "suggested" that the Golden Eagles re-schedule their reunion for about a month when things would have quieted down and there would be plenty of accommodations at the BOQ's.

There was no quarrel with that or with the fact an air lift would not be available. Thirty eight members got to Pensacola under their own "steam" along with four widows of deceased members. A few of the hardier souls waited out "available space" transportation to and from their home bases and Pensacola.

The annual meeting confirmed the pro-tem elections at Norfolk, and Alvin Prichard took over as pilot.

Sometime during the transfer of museum items from the old to the new building, the plaque memorializing the donations of the Golden Eagles to the museum was lost, and at the annual meeting Liv Ireland told of his meeting with the museum's curator when the whereabouts of the plaque was discussed. He said he was assured a search would be made for it. The members approved another donation of \$500 to the museum.

'76 In the spring of 1975, Alvin Prichard had been elected as pilot. A few weeks after he wrote a typical pilot's letter he was stricken with cancer and mercifully did not live long. His death gave over the running of the association to Ralph Lewis and by February he was writing a pilot's letter to explain that Prichard had hoped to have the 1976 reunion at Glenview NAS and another in a few weeks to announce formally that the reunion would be held at Glenview. Carl Olson served as chairman.

A further note in his letter related his efforts to get at least two airlifts and the disclosure that the Secretary of Defense had issued an order to all branches of the military forbidding the use of government aircraft to transport members to reunions. However, members were advised that they might seek "space available" in regular Naval air transport planes from their nearest base.

Notwithstanding the lack of an airlift 32 members were present for the business meeting and up for discussion was the matter of resuming the practice of holding mini-reunions. Evidently the curator of the museum at Pensacola was unable to find the missing plaque and the members authorized an expenditure of \$3000 for a new one. A duplicate, but not of solid bronze, was authorized to be sent to the Annapolis museum.

Carl Olson was elected to serve as pilot and Tom Ellsworth as co-pilot. The remaining members of the board were re-elected, West as navigator, Burbank as radio officer, Byrne and Storrs as orderlies.

'77 The practice of holding mini-reunions was resumed in 1977. Meetings were held at Patuxent, Pensacola and San Diego.

The Patuxent group journeyed to Annapolis to witness the unveiling of the memorial plaque, while a similar exercise was held at Pensacola's Naval Aviation Museum. Members in the San Diego area noted that San Diego also has an aviation museum and they took steps to acquire a plaque for "their" station.

The Pensacola group not only witnessed the unveiling of the Early Naval Aviators' plaque but the donation of an 18 inch bronze aviator figure to Liv Ireland in recognition of his 20 years of diligent work in behalf of the association.

Tom Murphy NA 51 received special recognition as the association's oldest Golden Eagle and to Ralph Lewis, who literally rose from a hospital bed where he had been confined for three months with a back injury to put in an appearance at not just one, but three reunions.

B. M. (Smoke) Strean was elected pilot, Daniel Tomlinson, co-pilot; Tom Wagner, navigator, and Paul Burbank radio officer. Pat Byrne, Jack Green and A.F. Storrs completed the officers of the board.

'78 In the fall of 1977, a membership selection committee met with Liv Ireland, chairman, to implement the recommendation of the perpetuation committee. They selected 37 prospective members from among whom there would be nominated enough candidates to maintain the total of 200.

Meantime copies of the revised bylaws were sent to association members and in February the pilot reported having received 159 yeas, one nay and one abstention. The pilot expressed the thought that the result was about as unanimous as one ever gets.

Four new members who had been nominated by the selection committee were welcomed. Among them was Adm Mike Michaelis who was an aide in the office of Garrison Norton, assistant secretary of the Navy for air in 1956, when in the wake of the Forrestal cruise the subject of forming a permanent association of the Early Birds was broached.

Thirty two members were present at the annual meeting in Pensacola. The members gave Pat Byrne, who had been a member of the governing boat for 20 years and because of failing health asked to be relieved of his duties, a standing ovation. They also accepted with regret the resignation of Jack Green as engineer.

The members elected "Smoke" Streaan as pilot, Daniel W. Tomlinson as co-pilot, Tom Wagner as navigator, Paul Burbank as radio officer, H.E. Greer as engineer officer, Steve Freeman as orderly east and Sherman Burroughs, Jr. as orderly west.

Special program events included attendance at a commissioning ceremony in the memorial chapel, and later a visit to the museum and a tour of the USS Lexington.

'79 The Flight Deck was quick to notice that without air-lifts, attendance at reunions was sharply curtailed. So for 1979 two mini-reunions were organized. Twenty eight members attended the reunion at the San Diego gathering and 30 checked in for the reunion at Oceana (Va.) NAS. Visitors at San Diego were taken on a tour of the Navy's rework facility and had lunch on the USS Kitty Hawk. Some of the hardier members got up early enough to see the first flight of a replica of Charles Lindbergh's "Spirit of St. Louis."

The Oceana reunion offered as attractions a visit to the Dam Neck combat equipment facility and visited the Marine Museum at Hampton.

The slate of officers for the Flight Deck included Daniel W. Tomlinson as pilot, W.V. Davis as co-pilot, Tom Wagner as navigator; Paul Burbank as radio officer, H.E. Greer as engineer and Steve Freeman and Sherman Burroughs as orderly East and orderly West respectively.

Appendix

Forrestal Cruise
Guest List

Donald B. Alvord	225	Campbell Keene	1423
Francis T. Amory	144	Kenneth Keyes	182
Raymond L. Atwood	292	Frederick E. King	245
Colley W. Bell	106	L. V. Lamar	246
P.N.L. Bellinger	8	Henry Landen	93
Henry R. Benjamin	238	Bruce G. Leighton	50
Robert L. Biggers	215	Frank R. V. Lynch	88
E.S. Brewer	197	Charles P. Mason	52
Stuart M. Butler	150	E.O. McDonnell	18
Noel Chadwick	107	Guy McLaughlin	90
Edmund G. Chamberlain	96½	William F. Mudge	157
Thomas H. Chapman	249	James Otis	127
George Leo Compo	201	Roland Palmedo	188
Reginald G. Coombe	92	Carlton Palmer	116
George Crompton Jr.	100	Albert C. Read	24
Merrill P. Delano	104	Duncan H. Read	145
Gardner Dumas	198	John T. Remy	187
John V. Farwell	76	Holden Richardson	13
Anthony Feher	95	William A. Rockefeller	81
John C. Foster	142	T. C. Rodman	125
Percival Fuller	131	Harold J. Rowen	200
Artemus L. Gates	65	John J. Schieffelin	124
Erl C.B. Gould	68	Harold W. Scofield	28
Edwin R. Greenfield	218	George W. Shaw	171
C.W. Greenough	192	Kenneth Smith	87
Theodore F. Grosvenor	210½	Ralph M. Strader	97
Warner L. Hamlen	101	John F. Sunderman	55½
Ashton Hawkins	128	Carbis A. Walker	--*
Myron Hofer	194	Samuel S. Walker	86
Lester B. Hutchinson	203	William J. Warburton	163
Russell S. Hyde	181	Westmore Willcox	136
David S. Ingalls	85		
R. L. Ireland	84		

*See note No. I page 26

Charter Members

Donald B. Alvord
 Allan W. Ames
 Francis I. Amory
 Raymond L. Atwood
 C. Frederick Beach
 Colley W. Bell
 P.N.L. Bellingher
 Henry R. Benjamin
 Robert L. Biggers
 Theodore P. Boyd
 A. D. Brewer
 Edward S. Brewer
 Stuart M. Butler
 Noel Chadwick
 Edmund G. Chamberlain
 Thomas H. Chapman
 George Leo Compo
 Reginald G. Coombe
 George Crompton Jr.
 Harry P. Davison
 Merrill P. Delano
 Benjamin B. Dowell
 Gardner Dumas
 Nugent Fallon
 John V. Farwell
 Anthony Feher
 Henry Landen
 William J. Warburton
 Westmore Willcox
 Duncan P. Forbes
 John C. Foster
 Percival S. Fuller
 Charles F. Fuller
 Gibson Gardner
 Artemus L. Gates
 G. S. Gillespie
 Harry B. Gordon
 Erl C. B. Gould
 Edwin R. Greenfield
 C. W. Greenough
 Theodore P. Grosvenor
 Warner L. Hamelin

Amory L. Haskell
 Ashton Hawkins
 Myron A. Hofer
 Lester B. Hutchinson
 Russell S. Hyde
 David S. Ingalls
 R. L. Ireland
 Campbell Keene
 Kenneth Keyes
 Frederick E. King
 Robert D. Kirkpatrick
 L. V. Lamar
 Bruce G. Leighton
 Samuel S. Walker
 Robert A. Lovett
 Frank R. V. Lynch
 Charles P. Mason
 Howard W. Maxwell
 Paul H. McCoid
 Edward O. McDonnell
 Guy McLaughlin
 William F. Mudge
 James Otis
 Roland Palmedo
 Carlton D. Palmer
 Ralph G. Pennoyer
 John Perrin
 Albert C. Read
 Duncan H. Read
 John T. Remy
 Holden C. Richardson
 William A. Rockefeller
 T. C. Rodman
 Harold J. Rowen
 John J. Schieffelin
 Harold W. Scofield
 George W. Shaw
 Kenneth R. Smith
 John F. Sunderman
 Ralph M. Strader
 Carbis A. Walker
 Edward A. Wenz

It seems appropriate to close this review of the past 24 years with a quotation from a pilot's letter of January 1979 which echoes the almost constant theme of at least 20 of those years that if the association is to exist it must carry on an endless search for new members.

In his words, VADM B. M. Streaan wrote: "The next meeting of the membership selection committee will be a critical one. In the next year or two it is inevitable that the attrition among charter members will be high and, though the present list of potential candidates extends from WW I to WW II, covering about 8000 aviators, there are still many names of deserving potential candidates.

"The future of the Golden Eagles is in the hands of the younger members. If all members will send in the names of naval aviators they know whom they deem qualified the work of the selection committee will be greatly facilitated".

In other words if the Early and Pioneer Naval Aviators Association is to be perpetuated, every member has an obligation to contribute to the effort of the selection committee!

Notes

- No. 1 - It seems unlikely the circumstances that directed an invitation to Private Carbis A. Walker USA will ever be known. However it can be argued that the invitation was intended for Naval Aviator No. 69. Guy Adler Walker was one of a small group of enlisted men ordered to receive flight training at Pensacola in 1916. He was qualified and designated NA 69 on Oct. 2, 1917. His first assignment was as a flight instructor at Bay Shore NAS. Later he was transferred to the ground school at M.I.T. where he was an instructor in seamanship. He died in the epidemic of influenza which took thousands of lives in the fall and winter of 1918.
- No. 2 - The Navy's explanation that its inability to provide an air lift for the 1974 reunion was blamed on a "fuel shortage." However the more likely explanation is that the disclosure by Senator William Proxmire of a \$191,000 air lift involving 64 transport planes and 1334 members of the Tailhooker's association to a reunion at Las Vegas sent a chill through the directors of the military services and a flat order that no military aircraft were to be used in the future for anything but military purposes. From the public's point of view--and the Proxmire disclosure received wide exposure through the media--the most horrifying aspect of the air-lift was Proxmire's estimate that in a time of fuel shortages the episode involved the consumption of 347,000 gallons of gasoline.



THE CONTINUATION OF THE HISTORY:
The Early and Pioneer Naval Aviators' Association

THE GOLDEN EAGLES

1977 - 1992



Carl D. "Ike" Simonsen
Captain, USN (Ret.), NA #5327
Historian

Foreword

THE GOLDEN EAGLES

Historic Memorabilia
Researcher/Author Unknown

It is perhaps known at least by some that only one Naval Aviator qualified as an ace in World War I. Ensign David S. Ingalls, Naval Aviator # 85 (later RADM, USNR) was credited in 1918 with shooting down four enemy aircraft and one or more balloons while flying a Sopwith Camel with Royal Flying Corps 213th Squadron in England. What may be less known is that he was later one of the charter members of a small group who formed in 1957 that Early Naval Aviator's Association.. The members were known as the Bald Eagles.

The beginning of the organization goes back a year to 1956 when the Secretary of the Navy invited World War I Naval Aviators to a short cruise aboard Forrestal from Mayport. The object of the cruise was to demonstrate the great advances made in Naval Aviation since these early pilots had flown naval aircraft made largely of wood, cloth and wire. In formulating the list of invitees naval aviator designation number 250 was generally taken as the upper limit and from that number 91 names with addresses were derived. Fifty-nine early aviators actually participated in the cruise and by the time it was over they had vowed to establish an Early Naval Aviators' Association.

Following several months of planning, the Association was formally established on June 10, 1957 with 77 members. The first Pilot, as the president was designated, was then VADM P.L.N. Bellinger, NA#8. Membership was limited to the 250 living Naval Aviators with the lowest numbered designations plus those not otherwise eligible who participated in the Forrestal cruise. Others could be endorsed for membership by the governing board for special services to Naval Aviation.

Among the charter members in addition to RADM Ingalls, who had been Assistant SECNAV for Air 25 years earlier, were several who had left their mark on Naval Aviation. Included in the membership was a healthy representation from the famed Yale units. These were the pilots who had learned to fly at their own expense while undergraduates at Yale in anticipation of our entry into WWI. The first Yale Unit was sworn into the Naval Reserve Flying Corps *en masse* . Twenty of the Yale Unit pilots became members of the Bald Eagles. Another member was LCDR (later RADM) A.C. Read, NA #24, who commanded the Navy's NC-4 on the first flight of any aircraft to fly across the Atlantic. The Association's first Pilot, then LCDR Bellinger, commanded the NC-1 attempting at the same time but unsuccessfully, the same feat and another charter Bald Eagle, CDR H. C Richardson, NA #13, commanded the Navy's NC-3 with the same results.

The first annual meeting of the Association took place in March, 1958, at NAS Pensacola. The program included a tour of the facilities of the Air Station which the members found greatly changed and expanded since most of them were in Flight Training. On a day's cruise in the training carrier, USS Antietam, they observed basic students making their first carrier landings and were duly impressed by the expertise of the modern

fledgling naval aviator. The attendees at the meeting were saddened to learn that their first Pilot, VADM Bellinger, was unable to attend due to poor health. The group elected as his successor VADM C.P. Mason, NA #52, who had been a Navy Test Pilot in France and who was Mayor of Pensacola at the time of his election.

The meeting also recognized the extraordinary contribution to Naval Aviation of two persons who were not Naval Aviators. Both were elected to honorary membership: CAPT Garrison Norton, USNR, who as Assistant SECNAV for Air had been instrumental in scheduling and arranging for the 1956 Forrestal cruise and had been a strong supporter of the Association and F. Trubee Davison. Trubee Davison had been the organizer, promoter and general spark plug of the first Yale Unit which became so important a part of the new Naval Reserve Flying Corps. He would have led his unit into the USNRFC had he not been severely injured in a crash while flying his qualification flight for designation as a Naval Aviator. He was later Assistant Secretary of War for Air.

The next few annual reunions were held at Pensacola but thereafter, the location was varied among both coasts and the central part of the country. In 1961 the maximum Naval Aviator qualification number eligible for membership was increased from 250 to 400 and the name of the organization was changed to Early and Pioneer Naval Aviators' Association. In the membership space was reserved for five helicopter and five jet pilots!

The 1962 reunion in Norfolk changed the sub-title of the members from Bald Eagles to Golden Eagles and the following year, in order to make possible later expansion of the membership eligibility was increased to include naval aviators who pioneered in a new aspect of, or who contributed substantially, to the betterment of Naval Aviation. Membership eligibility was again extended in 1971 to include Naval Aviators with qualification numbers up to 600. At the same time a limit of 200 was placed on the total number of members.

Over the years members of the Association have made many contributions to Naval Aviation. Their actions individually in providing in important ways the impetus and drive in the very early days are self-evident. More recently, as the senior citizens the original members have become, they have provided an enduring picture of the real pioneers. Nothing pleases the old timers more than presenting, as they have several times, wings to the newest graduates of Navy Flight Training.

The organization has not been satisfied, however, to rest on the laurels of its earliest members. With a gradual increase in accent on the "pioneer" part of its name, the Association has continued to induct new members who have also contributed to the progress of Naval Aviation. The Aces with the highest score in both the Navy and the Marine Corps in World War II are members and more recently Navy and Marine astronauts have taken their place on the roster. This small but special organization will continue to reflect the growth and changes in Naval Aviation in the future as it has in the past.

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APPRECIATION

The following Golden Eagles have been of inestimable help in obtaining and presenting the EPNAA history and the story of The Golden Eagles over the years since 1977. Our hearty thanks to all.

Vice Admiral Smoke Strean
Captain Tom Blackburn
Captain Scott McCuskey
Rear Admiral Jim Flatley, III
Vice Admiral Howie Greer
Admiral Bush Bringle
Lieutenant General Bob Keller
Vice Admiral Dutch Schoultz
Captain Bill Scarborough, Editing/Printing
(and Sarah, Formatting/ Processing)
Executive Secretary Lorraine Heltman
Executive Secretary Annette Bennett

A CONTINUATION OF THE HISTORY
of
The Early and Pioneer Naval Aviators' Association
THE GOLDEN EAGLES
by
"Ike" Simonsen, Historian

Mini-reunions: San Diego, Patuxent, Pensacola 1977

Smoke Strean was elected Pilot; Daniel Tomlinson, Co-pilot; Tom Wagner, Navigator, and Paul Burbank, Radio Officer. Pat Byrne, Jack Green and A. P. Storrs completed the officers of the Flight Deck.

At this 1977 meeting, in order to perpetuate the organization, the new Pilot, Smoke Strean, was directed to form a Perpetuation Committee. This new committee was comprised of the Pilot as Chairman and Secretary with members Paul Burbank, Bill Davis, Tommy Tomlinson, Hank Miller and Howard Greer.

After long and arduous deliberations by the entire committee, a successful perpetuation plan was developed, retaining the name "The Early and Pioneer Naval Aviators' Association (EPNAA)" with the same sub-title "The Golden Eagles" - adopted in 1966. A Membership Selection Committee was provided for to be formed annually. The principal criteria for eligibility for new members would be superior performance and leadership from the cockpit. New by-laws were written, including the new perpetuation plan and the mission of supporting Naval Aviation. In the meantime copies of the revised by-laws were sent to Association members. In February 1978 the Pilot reported having received 159 yeas, one nay and one abstention. The Pilot expressed the thought that "the result was about as unanimous as one ever gets".

Pensacola 1978

In the Fall of 1977 a Membership Selection Committee, with Liv Ireland as Chairman, met to implement the recommendations of the Perpetuation Committee. They selected 37 prospective members from among whom there would be nominated enough 1978 candidates to maintain the total of 200 members.

Four new members who had been nominated by the selection committee were welcomed at this Annual Meeting in Pensacola. Among them was ADM Mike Michaelis, an aide in the office of Garrison Norton, Assistant Secretary of the Navy for Air in 1956 when, in the wake of the Forrestal cruise, the subject of forming a permanent association of the "early birds" was first broached.

Thirty-two members were present at this 1978 annual meeting in Pensacola. Pat Byrne, who had been a member of the Governing Board for 20 years, asked to be relieved of his duties because of failing health. Pat was given a standing ovation. The members also accepted with regret the resignation of Jack Green as Engineer.

The members re-elected Smoke Streat as Pilot, Daniel W. Tomlinson as Co-pilot, Tom Wagner as Navigator, Paul Burbank as Radio Officer, H.E. Greer as Engineer Officer. Steve Freeman as Orderly East and Sherman Burroughs as Orderly West. Special program events included attendance at a commissioning ceremony in the Memorial Chapel, and later a visit to the museum and a tour of the USS Lexington.

San Diego and Oceana

1979

The Flight Deck was quick to notice that, without airlifts, the attendance at the Reunions would be sharply curtailed. Consequently, for 1979 two mini-reunions were organized. Twenty-eight members attended the reunion at San Diego and 30 checked in for the reunion at NAS Oceana. Visitors at San Diego were taken on a tour of the Navy's rework facility and had lunch aboard USS Kitty Hawk. Some of the hardier members were up early enough to see the first flight of a replica of Charles Lindbergh's "Spirit of St. Louis".

The Oceana reunion offered as attractions a visit to the Dam Neck Combat Equipment Facility and Marine Museum at Hampton. The slate of officers for the Flight Deck included Daniel W. Tomlinson as Pilot, W.V. Davis as Co-pilot, Tom Wagner as Navigator, Paul Burbank as Radio Officer, H.E. Greer as Engineer and Steve Freeman and Sherman Burroughs as Orderly East and Orderly West respectively.

It seems appropriate to close this review of the past 24 years with a quotation from the Pilot's letter of January 1979 which echoes with the almost constant theme of at least 20 of those years that if the Association is to exist it must carry on an endless search for new members.

Quoting from the 1977 history, Smoke Streat wrote, "The next meeting of the Membership Selection Committee will be a critical one. In the next year or two it is inevitable that the attrition among charter members will be high and, though the present list of potential candidates extends from World War I to World War II, covering about 8000 aviators, there are still many names of deserving potential candidates.

"The future of the Golden Eagles is in the hands of younger members. If all members will send in names of Naval Aviators they know whom they deem qualified, the work of the Membership Selection Committee will be greatly facilitated."

In other words, if the Early and Pioneer Naval Aviators' Association is to be perpetuated, every member has an obligation to contribute to the effort of the Selection Committee. At this point the "Golden Eagles" turned the corner and were headed for perpetuity.

Pensacola

1980

The Golden Eagles' Reunion was scheduled once again for a May meeting at NAS Pensacola. Pursuant to expertly prepared plans made by our long experienced Pensacola hosts: Bob Keller, Mickey Weisner, Emmett Riera, Cook Cleland and others, 38 Eagles with 18 wives and guests were graciously hosted, with Pilot Howie Greer in charge. All hands enjoyed three delightful days in our ever-favorite duty station of long ago--plus the museum, Mustin and old haunts on and off the Station.

The cocktail hours, tours, athletic events--golf, tennis, bull sessions, i.e., "the older we get, the braver we were!", the colorful banquet, etc, were all enjoyed to the max. For certain our Pensacola hosts were assured that we would all return again.

At the Membership Meeting it was determined that the Flight Deck would continue to serve for 1981: Chief Pilot, Tommy Tomlinson; Pilot, Howie Greer; Co-Pilot, John Condon; Navigator, Charlie Minter; Radio Officer, Scott McCuskey; Engineering Officer, T.H. Miller.

At these meetings it was also emphasized that Eagles should get together whenever possible in their specific geographical areas since it is not always possible to attend the annual reunion. Such mini-reunions should be reported briefly to the Navigator whenever held. Subsequently, John Condon reported a luncheon meeting held at the Washington Golf and Country Club. Sixteen Eagles and three selectees attended and heard Smoke Streat give a summary statement on the current status of EPNAA. In late 1980 Pilot Howie Greer and Flight Leader West, Bob Dose' held a social event at NAS Miramar.

Hank Miller proposed, and all hands agreed to recognize annually, the Test Pilot of the year with presentation of a chronometer at the annual Test Pilot Reunion at Patuxent. The first presentation was made at the 1981 Test Pilot Reunion to LCDR Kenneth R. Grubbs,USN, and was engraved:

**GOLDEN EAGLE AWARD
NATC TEST PILOT OF THE YEAR 1980**

Finally, it was determined that the next EPNAA Reunion would be held in San Diego on 22-24 May 1981.

San Diego and Willow Grove

1981

As reported by Pilot Howard Greer, activities commenced early this year when, on 17 February 1981, new Orderly West, Bob Dose' and his wife, Betty, hosted a delightful Golden Eagle mini-reunion luncheon on the patio of their beautiful La Jolla home. Chief Pilot Tommy Tomlinson was in attendance along with 14 other Eagles. The exciting exploits of Vietnam air combat encounters plus experiences of a recent Indian Ocean carrier deployment were presented by two Golden Eagle Naval Aviator sons who were there, Curtis Dose' and Don Bringle. This also was the first planning meeting of the West Coast group on the upcoming San Diego Reunion scheduled for 22-24 May 1981.

Shortly thereafter an enthusiastic cadre' of Golden Eagles consisting of 18 Eagles and seven of their wives convened a lively mini-reunion at NAS, Willow Grove, April 24-26, 1981. Stephen A. Freeman, Orderly East, headed the planning effort for this highly productive reunion.

On Friday morning, 24 April about 25 Willow Grove flight personnel gathered at our invitation to hear Jay Schieffelin, Ralph Barnaby, Paul Burbank and others tell of their early flying experiences in the World War I, 1914-1918 era, the origin of the Golden Eagles and the purpose of EPNAA. At 1600 Pilot Howard Greer convened the business meeting. On doing so it was clearly understood that all notes taken here at NAS Willow Grove would be combined and reconciled with those of the San Diego meeting scheduled for a month later. These were several resolutions which were discussed and acted upon:

- (1) That the decision for each year as to the number and location of the annual meetings be left to the reunion committee appointed by the Pilot, subject to the approval of the Board of Governors. It was unanimously approved.
- (2) That the office of Orderly North be created. Resolution was unanimously approved.
- (3) A resolution proposed by Pilot Howard Greer that the Association adhere to the membership limit of 200 in accordance with the By-Laws. Resolution approved 16-0, one abstention.

That evening a dinner hosted by CAPT Charles Buesener, CO of NAS, Willow Grove, was enjoyed by all. COL Bruce Martin gave the assembled group an interesting account of the Station Marine Air Group, its mission and organization and the training undertaken by these Marine "Week-end Warriors" who drill one week-end a month and for two weeks during the summer.

On the following morning when the Business Meeting convened, the nominating committee composed of Smoke Streat, Howard Caldwell, Liv

Ireland, Swede Vejtasa and Charles Wood, presented the slate of nominations for the Flight Deck and Board of Governors.

Flight Deck for 1981: Chief Pilot, Tommy Tomlinson; Pilot, Howard Greer; Co-Pilot, John Condon; Navigator, C.E. Minter, Jr.; Radio Officer, Scott McCusky; Engineering Officer, T.H. Miller; Orderlies North, C.J. Olson; South, C.E. Houston; East, S. A. Freeman; West, L.E. Flint. Board of Governors: The Flight Deck plus Paul Burbank, Sherman Burroughs, W.V. Davis, H.L. Miller, J.J. Schiefelin, B. N. Streaan, C. R. Woods, T.H. Wagner; Historian, Henry P. Lewis; Publicity, George Van Deurs.

The above slate was approved unanimously. The Pilot reappointed the Membership Selection Committee to serve for another year. No membership selection meeting was held at Willow Grove.

Saturday, 25 April, after the business meeting, a bus took all Eagles and their ladies on a tour of the operating units at Willow Grove. Patrol Squadron 64/66 and Marine Air Group 49 provided briefings and demonstrations of the reservists' intensive training, all of their currently assigned aircraft and their missions.

At 1900, following the social hour, dinner was served to 40 members and guests in the dining room. During the evening's festivities CAPT Olson made a presentation of a bronze eagle to Paul Burbank in recognition of his long and dedicated service as Radio Officer. RADM Byron Fuller was our speaker and enhanced his speech with spectacular slides on the subject of his recent carrier tour in the Indian Ocean, including thoughts on the Soviet presence and the military and political problems of this very sensitive area.

A few of the Willow Grove group headed west to the San Diego Reunion which took place on May 22-24. During the San Diego Reunion, the Navigator, C.E. Minter reported that 11 new members received their certificates, one former charter member, John Ferrin, NA #202, was reinstated. It was sadly noted that eight of our members had been transferred to our deceased roll. As of May 3, 1981 there are 199 regular members of the Golden Eagles and six honorary members.

The San Diego Reunion contingent ratified all of the decisions and policies which were presented and approved at the Willow Grove meeting.

The San Diego Reunion, at which 42 members and 22 ladies were present, enjoyed happy hours, tours, golf, tennis, luncheons and the super banquet with 121 in attendance--and all in the nostalgic environs of one of the foremost cradles of Naval Aviation, truly a memorable "old home week" for all who attended.

Of special interest was the distribution of a history of the Golden Eagles, THE EARLY NAVAL AVIATORS ASSOCIATION, subtitle, THE

BALD EAGLES, prepared by our Historian, Henry P. Lewis, NA# 493. In the past two years, he had also prepared releases concerning ENGINES OF WORLD WAR I, PLANES OF WORLD WAR I, and the story of the YALE, HARVARD AND PRINCETON UNITS. All are greatly indebted to Henry for his scholarly and factual contribution to the history of Naval Aviation. These works are all available at the Naval History Center, Aviation Branch, Navy Yard, Washington, DC.

Pilot Howard Greer appointed John Condon, V. G. Lambert and Jim Reedy to serve on the next reunion committee. They recommended that the 1982 Reunion be held at NAS Dallas from 19 to 21 May. It was believed that by choosing this mid-continental location, a larger percentage of the membership would be able to attend. The committee also encouraged regional meetings of a social nature to be organized by the appropriate Orderlies.

Dallas

1982

For the first time in EPNAA history this 1982 reunion was held at the NAS Dallas on May 20-22. Although our numbers were not great, we had a successful reunion. Bob Gaylor shouldered the responsibility of planning the reunion and did an excellent job of coordinating activities between NAS Dallas and Ling Temco Vought.

On winding up his second year as Pilot, Howie Greer took the conn' with a major assist from Paul Thayer who opened the LTV Plant to us and saw to it that we were well fed!

At the annual Membership meeting a letter to the Pilot from Admiral Arleigh Burke was read in which the Admiral accepted "... with humility and tremendous pride, the great honor conferred on me in being invited to become an Honorary Member of the Early and Pioneer Aviators' Association ... I am deeply appreciative of the opportunity to be one of the members of such a distinguished group, many of whom have been my friends for many years."

It was reported that Hank Miller presented the annual Golden Eagle award of the traditional chronograph to the outstanding test pilot for 1982, LT Larry G. Cable, USN. The presentation was made at the TPT Reunion, Patuxent Naval Air Test Center. Golden Eagles present were Bob Elder, Bill Martin, Larry Flint and Pete Peterson.

The Pilot then reported his appointments to the Membership Selection Committee as follows: Eddie Outlaw, Chairman, Smoke Streat, Secretary, Jim Russell, Bill Rossier, Hugh Elwood, Tom Miller, Larry Flint.

Next, the Pilot announced the action taken by the 1982-83 Flight Deck Nominating Committee, as modified and recommended by the Board of

Governors, i.e., Chief Pilot, Paul Burbank; Pilot, John Condon; Co-Pilot, Robert Dose'; Navigator, Charles Minter; Radio Officer, Scott McCusky; Engineer, Sherman Burroughs. Flight Leaders: North, Stephen Freeman; East, Edward Feightner; South, Cook Cleland; West, George Dooley.

The Board of Governors recommended to the membership that the Areas North, East, South and West be more specifically defined after taking into consideration a more equitable distribution of the membership according to their geographic location. Also, that the present billet description of Orderly for area leaders be changed to Flight Leader. These recommendations were approved by vote of the membership.

Our venerable Historian, Henry P. Lewis, NA #493, after many years in that capacity, requested to be relieved by a younger veteran with recollections accumulated between WWI and WWII. In consideration of Henry's outstanding contribution to the Golden Eagles, a motion was made and unanimously approved that Henry be designated Historian Emeritus of the Golden Eagles. The Pilot was tasked with filling the Historian billet by appointment. Later in September 1982, Pilot John Condon appointed Paul E. Hartman for an indefinite term as the Historian of the Early and Pioneer Naval Aviators' Association. At the Membership Meeting the Pilot also appointed Don F. Smith to fill the Publicity billet.

It was noted that earlier this year, on February 2, 1982, a group of forty Southern Californians were hosted by Bob Dose' and Larry Flint, who was relieving Bob as Flight Leader West, at a mini-reunion at NAS North Island. All were privileged to hear Jim Stockdale relate some of his experiences during the North Vietnamese venture.

The members present at the Dallas reunion expressed their sincere appreciation to Howard Greer for his personal dedication and contribution to the Golden Eagles during his two terms in office as Pilot. Finally, the meeting was terminated following an expression of thanks to Bob Gaylor for making the Dallas Reunion such a success. The meeting closed with a silent tribute to our fallen Eagles.

Long after the Dallas reunion, on December 15, 1982, 26 Washington area Golden Eagles, pursuant to superior planning and direction by Smoke Streaan and Paul Hartman, held a Happy Holidays Mini-Reunion. In addition to exchanging season's greetings, and partaking of a bit of Christmas cheer, the assembled Eagles heard CAPT Jim Partington give the ungarbled word on the fabulous FA-18. Jim is currently OP 506. This was a most enjoyable and educational mini-reunion. Happy New Year! - see you all in Pensacola on 28, 29, 30 April 1983.

This year's Golden Eagle activities got off to an auspicious start on 22 March at a very successful mini-reunion held once again at the home of Betty and Bob Dose' in La Jolla, CA. Forty-four Eagles and their wives were present and the program included a social hour and delicious luncheon with Honorary Golden Eagle Ed Heinemann and Bob Elder addressing the group on their areas of expertise: aircraft design and procurement problems respectively.

The next month for the ninth time in Golden Eagle history all who could make it mustered at the nostalgic "Annapolis of the Air", NAS Pensacola, for our 26th annual meeting. This classic 28 April-1 May Reunion program was planned by Bob Keller and his team of enthusiastic local Golden Eagles, Weisner, Riera and Cleland, to name a few.

Thursday, 28 April, was check-in day. Forty Golden Eagles and some nineteen wives signed in. Most out-of-towners were billeted in comfortable Bldg. 600, BOQ. The initial all hands formation was held at Mustin Beach Officers Club at 1800 followed by dinner.

Friday, 29 April, we mustered early at the parade grounds to attend the spectacular weekly parade, commissioning and winging ceremony. At noon there was a tour and luncheon aboard "Lady Lex". The afternoon was free to visit the Naval Aviation Museum or old haunts around the town. There was golf, tennis and relaxing. Then followed cocktails and dinner at Mustin with the Commanding Officer of the Lexington as speaker.

Saturday morning the Pilot mustered an enthusiastic quorum at the annual membership meeting in the Flagroom at Mustin Beach. At the same time, the ladies took a sight-seeing tour with a pleasant luncheon at the Pensacola Beach Holiday Inn.

The membership meeting was preceded by a meeting of the Board of Governors. At the Board of Governors' Meeting, presided over by Pilot John Condon, the Nominating Committee presented their recommendations for the 1983-4 Flight Deck. The list, as noted below, was approved by the Board and later by the Membership.

Chief Pilot: Paul E. Burbank; Pilot, John P. Condon; Co-Pilot, J. S. Russell; Navigator, F. A. Bardshar; Radio Officer, E. Scott McCusky; Engineer Officer, W.I. Martin; Flight Leaders, North, John Ross; South, Bob Keller, West, Red Dog Davis; South, Ike Simonsen; Historian Emeritus, Henry P. Lewis; Historian, Paul Hartman.

Howie Greer proposed two changes to the by-laws:

- (1) To limit the size of the Board of Governors, now 19, by eliminating the Flight Leaders as members of the Board of Governors.

- (2) To combine the functions of Historian and Publicity into a single office, History and Publicity.

Radio Officer McCusky proposed a change to the by-laws which would establish a new membership category entitled "Inactive" for those few members who persist in being delinquent in paying their annual dues. Further, that the Pilot invite the appropriate number of prospective members to become Golden Eagles in place of those who were transferred to the "Inactive" category. This proposal was approved.

At the Membership Meeting it was reported that the annual Golden Eagle chronometer was awarded to the outstanding test pilot, CDR John A. Eastman, USN, by Henry Miller at the March Test Pilot School Luncheon in Patuxent. It was also announced that we now have a total of eight Honorary Golden Eagles. In March Lloyd M. Mustin was nominated and received the unanimous approval of the Board of Governors and he accepted our invitation to become an Honorary Golden Eagle. He has been a staunch supporter of Naval Aviation throughout his distinguished career. He is the eldest son of CAPT Henry C. Mustin, USN, NA#11, and would have followed in his father's footsteps but, unfortunately, his eyes did not check out.

The 1983 reunion culminated with the gala Saturday evening cocktail gathering and banquet at Mustin Beach. There we were given a warm welcome by VADM J.A. Sugerholm, Chief of Naval Education and Training and our host at NAS Pensacola. At dinner we were entertained by the renowned Naval Air Training Command chorus and choir. Guest speakers were LGEN William H. Fitch and RADM Paul T. Gilcrest.

The next morning, after expressing a hearty "Well Done!" to our gracious Pensacola hosts for a memorable and most enjoyable reunion, in this, the true birthplace of Naval Aviation, we took our leave and shoved off to our respective homeports.

Finally, not to be outdone by their west coast compatriots an east coast contingent of 22 Eagles gathered at a 3 November mini-reunion in Washington. After a couple of "energizers" they all had a delightful lunch and then had the privilege of listening to Chuck Sewell, Grumman Test Pilot. He took us through an interesting explanation of experimental aircraft which show promise for the future of Naval Aviation.

Before New Year's Day, 1984, the reunion site selection committee recommended to the Pilot that the '84 reunion be held on 3, 4 and 5 May at NAS Norfolk.

Norfolk

1984

Under the guidance of Pilot John Condon and the enthusiastic and tireless efforts of Roy Johnson and his C of S, Red Hessel, the 1984 annual reunion was held at Breezy Point, NAS Norfolk on 3, 4, and 5 May 1984. The reunion committee named above planned and executed a most successful logistic and activities schedule which insured the great success of this annual gathering. Forty-three Golden Eagles and 26 of their ladies checked in on Thursday, May 3. Six couples plus 14 singles were billeted at Breezy Point BOQ, the remainder stayed at the Navy Lodge just outside the Main Gate or with relatives and friends. The accommodations were commodious, comfortable, convenient and economical.

In accordance with the published schedule, Thursday was check-in day which culminated in a noisy, back-slapping, nostalgic reception that evening at the Breezy Point "O" Club.

Friday, the USS Independence (CV-62) hosted a memory-stimulating tour of the ship followed by lunch in one of her two wardrooms. The afternoon was dedicated to recreation with golf, tennis, fishing, sightseeing, and any activity desired. That evening the Eagles and their ladies "whooped it up" aboard MS New Spirit of Norfolk on a cocktail and dinner cruise on the Elizabeth River and a corner of Hampton Roads -- a beautiful voyage in perfect weather right out of the idyllic Chamber of Commerce brochure.

On Saturday morning a full quorum of Golden Eagles conducted the serious business of their annual general membership meeting. Simultaneously, the ladies toured Norfolk and environs by bus with stops at local attractions and lunch at Waterside. That evening at the main event -- a grand reception and banquet was held at the "O" Club. Golden Eagle, ADM Wesley L. McDonald, USN, CINCLANT and SACLANT, was our honored guest and speaker. He gave us a fascinating, "straight scoop" talk on the short-fuze planning and impressive conduct of the recent Grenada operation. A noteworthy feature of this campaign was the unrestricted delegation of authority and responsibility by the President and the Joint Chiefs of Staff to the Unified Commander conducting this operation. After the program, old friends, shipmates and wingmen remained to reminisce far into the nostalgic night. After breakfast, church and packing, farewells were said and all hands fanned out again to the four points of the compass as we adjourned 'till '85 when we would meet again in San Diego.

Items, decisions and actions taken at the 1984 membership meeting which are of historic significance are reported as follows:

As of this reunion date the membership of EPNAA is 196 regular and eight honorary members. The Pilot emphasized that nominations must be held in strictest confidence by all hands until the nominees have

been officially invited to become members by the Pilot.

Our Pilot, John Condon, reported that GEN Lemuel C. Shepherd, USMC, had been unanimously approved by the Board of Governors as an honorary Golden Eagle.

Smoke Streaan, Chairman of the Nominating Committee, presented the recommended slate for 1984-1985. Flight Deck: Chief Pilot, Wagner; Pilot, Russell; Co-Pilot, Johnson; Navigator, Keller; Radio Officer, McCusky; Engineer Officer, Lambert. Flight Leaders: North, Ross; East, Elwood; South, Blackburn; West, Baldwin. Board of Governors: Burbank, Miller, Olson, Schieffelin, Wood, Tomlinson, Greer, Condon and Streaan.

Smoke Streaan then led a discussion concerning new member nominations. A prioritized list of 19 new candidates was approved by the membership.

The annual award of the Golden Eagle gift watch to the pilot who stands at the top of his class at the Test Pilot's Training School at NATC, Patuxent River was made to CAPT C. L. Becker, USMC.

Stephen A. Freeman, age 86, NA #1091, was recognized as the oldest member present.

The Pilot emphasized the desirability of members holding local mini-reunions to promote more frequent professional and social rendezvous as between neighboring Golden Eagles. For example, in 1984, there were at least two mini-reunions - one in the East and one in the South. The one in the South was hosted by Jamie and Tom Blackburn in Jacksonville.

San Diego

1985

In accordance with long standing tradition we traveled again across the country and gathered at our favorite West Coast cradle of Naval Aviation, NAS North Island, Coronado, California. Under the chairmanship of Flight Leader Bob Baldwin and his reunion committee: George Dooley, Bob Dose', Larry Flint and Leroy Swanson, a fast moving schedule was planned. In addition to the agenda noted below, time was allowed for socializing and cultivating old and new friendships, which is the essence of our reunions. With fifty Golden Eagles and 42 wives on hand, the success of this '85 reunion was assured.

At 1600 on Thursday, June 13th, the Board of Governors held their annual meeting at the BOQ. A most enjoyable cocktail hour was followed by dinner as and where desired. The next morning a Golden Eagle reunion first was featured through presentation of a nostalgic program entitled, "Tactics Symposium: Old Timers' Presentations". This took place at Miramar, homeport of the Fighter Early Warning Wing, PAC Fleet. Our own Golden Eagle's team, McCusky, Dooley, Blackburn,

Beebe and Dose' led off and covered the development of tactics in WWII from the Coral Sea engagement through Midway, to Okinawa and then the transition to jets in the '50s. We visited and inspected planes on the flight line and heard an excellent briefing on the F/A-18. After lunch the group returned to the auditorium to hear speakers of the local commands tell the story of training with adversary aircraft, a Top Gun presentation, outer air battles in fleet defense--punctuated by an enthusiastic open forum with floor questions and comments.

In the meantime the ladies went on a shopping tour and attended a luncheon hosted by Betty Dose' and June Baldwin in the beautiful garden of the Dose' home in La Jolla. This frantic but memorable day ended with a cocktail reception in the Sky Room at the "O" Club, North Island. Dinner was eater's choice at the Club with old friends, neighbors, wing men and relatives.

The General Membership meeting, was held Saturday morning, June 15. Items of lasting historic significance adopted by the Board of Governors, under the guidance of Pilot Jim Russell and the General Membership were as follows:

- (1) A non-paying dues membership category, Member Emeritus, was adopted for those who through infirmity are unable to carry on an active membership. A minor modification of Section VII of the Constitution and By-laws was made to accommodate this change.
- (2) Future publications of the annual EPNAA booklet will contain the member's telephone number and the first name of his wife.
- (3) The Navigator, Bob Keller, will investigate the feasibility of a Golden Eagle memorial at the Naval Aviation Museum, Pensacola.
- (4) Chaired by Hugh Elwood, a long range planning committee will be formed from members residing in the DC area to explore and establish future goals and recommend action thereon.
- (5) It was announced that the annual chronometer award for the outstanding Test Pilot was presented to LCDR John C. Stencil, USN.

Saturday afternoon was set aside for golf, tennis, swimming, hiking and sea story time, etc., Also at 1330, a bus load of Golden Eagles and guests departed for the world famous San Diego Aero-Space Museum; returning at 1600.

At 1830 we all mustered for a 100-decibel cocktail party in the "O" Club Neptune Room. At 2000 we moved to the Neptune Dining Room for our annual banquet. We were honored to have as our speaker the DCNO(Air), VADM Edward H. Martin who flew out from Washington to be with us.

Finally, a word or two about mini-reunions held in the '85 era. Records indicate that Flight Leader Bob Baldwin and his 1985 Reunion Committee arranged a luncheon gathering on 18 February in the Sky Room of the North Island "O" Club. On the other coast Flight Leader Hugh Elwood organized a mini-reunion for the DC gang on 22 October '85. This event involved a trip to NATC Patuxent where RADM Ned Hogan gave a great presentation on Naval Aviation at that Center for aircraft testing.

It was a grand reunion -- now, s'long until we meet next Spring on 3-6 May 1986 in Jacksonville to help mark a most auspicious occasion -- the 75th Anniversary of Naval Aviation.

Jacksonville

1986

For the first time in EPNAA history this reunion was held from 2-6 May in the gigantic, relatively ancient and dynamic Naval Aviation community comprised of the NAS Jacksonville, Master Jet Base NAS Cecil Field, and the Naval Station, Mayport. Jacksonville was proud and delighted to welcome all Golden Eagles back to one of their favorite and most hospitable training and operational bases. We were happy to be back and headquartered comfortably, nostalgically and economically at the NAS Jax BOQ and "O" Club. Fifty-six Golden Eagles, 45 wives and three honorary Eagles were in attendance.

The schedule of events went according to our traditional format with several remarkable exceptions. Tommy Blackburn, Flight Leader South, and his band of Golden Eagle neighborhood committee members: Micheel, Wright, Kennedy, Brown and Simonsen with Dutch Decker handling the distaff special requirements, conjured up a program which proved to be a masterpiece.

On Saturday 3 May most of us were bussed to the magnificent new and still building multi-million dollar nuclear Submarine Base at Kings Bay, GA located 40 miles north of Jacksonville. By fortuitous coincidence, Golden Eagle Frank O'Beirne's young son, Captain Frank O'Beirne, Jr. happened to be the Commanding Officer of King's Bay Submarine Base. Frank, Jr. rolled out the red carpet, hosted a delightful luncheon and personally briefed us on the new Base, it's short history, mission and capabilities. He also arranged a very special tour of SSBN 627, USS James Madison, with briefing by the sub's Commanding Officer, CDR James W. Hamburg, USN. Refreshments were served in the wardroom and each guest received a framed color photo of the USS James Madison. As in aviation, our silent service compatriots have made a quantum leap

in the technological progress, etc., as concerns their weapons system. This was an event that all who were fortunate enough to experience will not soon forget.

On Sunday evening, 4 May, after church, athletics, free time and a St. Augustine tour for the ladies, all hands boarded the Annabelle Lee for cocktails, dinner and dancing while cruising up and down on the beautiful moonlit St John's River.

On Monday morning, 5 May, under the stern gavel of Pilot Jim Russell, there was an enthusiastic, vociferous and full quorum of members who attended the annual membership meeting. Simultaneously, the ladies participated in an area tour, shopping and lunch at the Ponte Vedra Surf Club.

Routine reports: financial, by the Radio Officer, membership by the Navigator and various organizational, constitutional and by-laws change proposals were considered and recommended for referral to the Board of Governors at their meeting scheduled for later in the day.

The Navigator reported that, as of this date, our membership is

Regular Members	191
Emeritus	4
Honorary	<u>8</u>
Total	203

The list of eleven new 1986 members was announced. Sadly, the names of eight members who were transferred to the Association's Deceased Roll were also announced.

The membership voted to approve the "Eagle" design of an artists' representation to be constructed and displayed in the Naval Aviation Museum. The cost estimate is \$5,000.00 plus an amount to be determined for a metal Eagle sculpture. This display will indicate the origin and purpose of the Golden Eagles and will present the names of the current and all past members.

Jim Flatley, III, the only current active duty member at the meeting, volunteered some interesting comments on today's fleet operations. He updated the membership on the status of numbered fleets, command relations and budget levels relative to present and future prospects for Naval Aviation. He was accorded an enthusiastic vote of appreciation.

A vociferous and unanimous acclamation was also given by the membership to Admiral Jim Russell for his superb and dedicated leadership as our Pilot over the past two years.

At 1430 the Board of Governors, chaired by Pilot Jim Russell, met and took the following action as pertains to various aspects and policies relating to Golden Eagle administrative and operational matters.

Items of significance which were amended by the membership May 5, 1986 are included in the 1986 and subsequent Constitution and By-laws booklets; they are as follows:

- (1) Change criteria for membership in Article II F.
- (2) Change Article IV by inserting an additional paragraph following the first concerning the specifics upon which the Membership Selection Committee would make future selections.
- (3) Delete current paragraph headed "Inactive" in Article VII and insert new paragraph on the "Termination of Membership" policy.
- (4) Delete Resolution 6 of Article X and renumber the following resolutions accordingly.
- (5) Make Article X, Resolution 5 read: "The Nominating Committees adhere to number of terms officers will serve in the same billet."
- (6) It was announced that the Annual Golden Eagle chronometer award to this year's outstanding Test Pilot was made to LT R.O. Wirt, Jr., USN.

The Board approved a list of 25 names reported by the Nominating Committee for membership in EPNAA as vacancies need to be filled. At this point Roy Johnson noted that he had received a letter from a Naval Aviator of ancient vintage--a self appointed applicant for Golden Eagles membership, who informed Roy that "he had solid certification, that he was an "Early Pioneer" His first job in his squadron was Parachute Officer. It was a very easy job since they had no parachutes in those days."

Also approved was the report of the Nominating Committee for 1986 and 1987 officers of EPNAA.

At 1830 on Monday, 5 May, the Reunion's main event got underway with cocktails at the NAS Jax "O" Club. About 120 were in attendance. The traditional gala banquet followed at 2000. Our guest speaker was Mr. Robert Conn, Assistant Secretary of the Navy. Secretary Conn, a Naval Aviator several years back, was a long time friend and squadron mate of Tom Blackburn during their Heavy Attack days.

The next morning, Tuesday, 6 May, the '86 Reunion concluded. Many of us got underway for Pensacola to attend the ANA Convention, 8-11 May, to celebrate the Diamond Anniversary of Naval Aviation.

For the tenth time since EPNAA's origin in 1956 our annual reunion mustered once again from 30 April-3 May at the authentic Cradle of Naval Aviation - NAS Pensacola.

With Chairman Bob Keller in the left hand seat, the '87 Reunion Committee comprised of Emmett Riera, Don White, Mickey Weisner, Cook Cleland and Don Issitt, worked like beavers for many weeks and produced a reunion agenda which proved to be a tremendous success -- a total of 118 members, wives and guests were in attendance. Most of these checked in on Thursday, 30 April and were comfortably accommodated in on-base quarters at the standard economical rate. Considering these excellent facilities, the over-all nostalgia of NAS, Pensacola, the aircraft carrier, Mustin Beach "O" Club, the fabulous Museum with aircraft on display--which even the earliest of our pioneer Naval Aviators have flown, Pensacola is truly the ideal locale for an EPNAA Reunion.

As is the custom the first scheduled event was cocktails, *hors d'oeuvres* and oft-told sea and air stories in the Goshawk Room at Mustin Beach "O" club. At 8 p.m. it was dinner at the club, or as each one desired.

Friday 1 May was off to an impressive 0800 start when many of us assembled at the parade ground to share the thrill and stirring spectacle of the Aviation Candidates graduating parade. Pilot Roy Johnson was the Reviewing Officer. Later, our Pilot spoke at the graduation and commissioning ceremony for Officer Candidates held in the Naval Aviation Museum.

At 1330 the Board of Governors met for their annual meeting and at 1530 the annual membership business meeting was held in the Bay Room, Mustin "O" Club.

At a very special 1830 cocktail hour replete with heavy *hors d'oeuvres*, all hands and guests mustered in the Naval Aviation Museum.

At 2000 we all attended the dedication of the Golden Eagle Memorial Exhibit. The ceremony went off very well with RADM Skip Furlong, Executive Vice President of the Naval Foundation present to make a few succinct remarks about the Exhibit and the Naval Aviation Museum in general. All agreed that they were very much impressed with the Memorial Exhibit. Mr. Joseph Cason had created a beautiful and meaningful memorial. It is truly a fine tribute to The Golden Eagles and is permanently set in a very appropriate location.

Early Saturday, 2 May, a quorum of our members and guests joined a dependents cruise aboard USS Lexington. It was good to check out our sea-legs, get a whiff of salt air and "two-block FOX" once again. This was a reunion highlight and all were most impressed with this ever vital and

exciting phase of the training syllabus in CARQUALing new Naval Aviators. The Pilot summed it up by stating that we can be very optimistic about the future of Naval Aviation since it's in the hands of these enthusiastic young pilots who will soon be joining the Fleet.

During the evening approximately 140 members and guests gathered for cocktails and the main banquet. The principal speaker was RADM Dave Morris, Chief of Naval Air Training whose headquarters are at NAS Corpus Christi. Admiral Morris gave us an impressive and reassuring first hand report on flight training in the mid-eighties. The banquet meeting adjourned around 2230 but many old hands lingered long into the night.

Sunday morning after church was check-out time and once again all Golden Eagle friends fanned out to various destinations across the nation.

It is pertinent now to review the decisions and statements of lasting import as relates to our Constitution, By-Laws and *modus operandi*, all of which were finalized and approved by the Board of Governors and the General Membership meetings which were held on 1 May 1987.

- (1) The Navigator's report on changes in membership was noted and approved. New members totaled 14 in the past 12 months. Ten of our members had made their last take-off, and there are eight emeritus and eight honorary members.
- (2) The Nominating Committee proposed that the slate of officers for next year be the same as the previous year. Approved.
- (3) The Membership Committee proposed a list of 20 names for regular membership as vacancies occur. Approved.
- (4) The Golden Eagle's Outstanding Test Pilot Award was made to LT Mike Mulcahy, USN at Patuxent.
- (5) The policy of not making the membership mailing list available to any agency for commercial purposes was affirmed.
- (6) A motion to require that the Engineering Officer maintain a record of attendance at each annual meeting, commencing in 1986, was approved.

In early November 1987, Pilot Roy Johnson reported that the Reunion Committee chaired by Ralph Shifley, assisted by Roy Swanson and Bob Baldwin, recommended San Diego as the locale for the 1988 Golden Eagle reunion. Subsequently, this recommendation was approved for the dates 28, 29, 30 April and the first of May. Now on to '88!

Once again EPNAA scheduled its Annual Reunion in San Diego from Thursday, 28 April to Sunday, 1 May. Forty-one Golden Eagles plus 35 wives and guests answered the initial roll call and others joined later. A diversified and thoroughly enjoyable program was planned and carried out by a hard-charging task group led by Roy Swanson, Flight Leader West. He was ably assisted by Bob Baldwin, Bob Dose', George Dooley, Fred Bardshar, Zeke Cormier and several of their wives who concentrated on gourmet menus, table decorations, and special activities for the ladies.

On the second day, as many Golden Eagles as could make it boarded a Marine C-130 and proceeded to spend an exciting and educational day with the Third Marine Aircraft Wing and Staff of the Marine Corp Air Station at El Toro. Briefings and demonstrations of the new training facilities at El Toro along with static displays of the various wing aircraft were a highlight of this visit. We all enjoyed a delightful luncheon with a number of the young Marine pilots. It was an intriguing and most pleasant trip for all. In the meantime the ladies went on shopping tours of Old Town and Horton Plaza with a delectable luncheon at the Dose' home in LaJolla.

Much to the delight of all out-of-towners the committee arranged accommodations at the new Amphibious Base nine-story highrise BOQ overlooking the Pacific Ocean, Coronado and San Diego where facilities, price tag and hospitality were outstanding.

Quoting now from Pilot's newsletter, "There were two cocktail parties, one at the Amphibious Base and one at NAS North Island. These were well attended and all enjoyed a spectacular setting for 'mixing it up', telling tall tales of daring experiences and skillful flying. Fil' Gilkeson arranged for all the golfers to use the Navy's 'Pebble Beach' NAS Golf Course everyday."

The paramount reunion event was the Golden Eagles banquet held Saturday evening at the NAS North Island Club. One hundred thirty-one Golden Eagles, wives and guests attended. The principal speaker, VADM Robert Dunn, DCNO (Air) gave us an interesting and enlightening update on the situation in Washington and the status of important Naval Aviation programs.

As required, there were two working meetings convened to consider EPNAA business, organizational and policy matters. The Board of Governors, chaired by Pilot Roy Johnson with members Bush Bringle, Howie Greer, Smoke Streat, Jim Russell, Bob Keller, and Scott McCusky met late Friday afternoon, 29 April after returning from El Toro.

The Board considered and acted upon the following:

- (1) Received the annual Radio Officer's financial report--the EPNAA is in the black.
- (2) The Navigators' membership report showed that currently there are 188 regular members plus eight emeritus and eight honorary members. A list of 31 names was submitted for regular membership as vacancies occur. It was regrettably noted the 19 Golden Eagles had made their last take-off in the last 12 months.
- (3) The Nominating Committee's proposed slate of officers for the 1988 -1989 Flight Deck, Flight Leaders, Board of Governors and Historian was approved. These are as listed in the Annual Member Roster, Constitution and By-law pamphlet. The Board also approved an annual contribution of \$1000.00 to the Naval Aviation Museum Foundation.
- (4) The Board decreed that the widows of Golden Eagles be included in mailings to receive information on annual reunions should they desire to attend.

Again with Pilot Roy Johnson at the controls of the annual membership meeting, a vociferous and enthusiastic quorum of all Golden Eagles present met at 0900 Saturday 30 April. The membership concurred in the actions taken by the Board of Directors and, in addition, approved a proposal that our funds be relocated into higher interest-bearing accounts.

The membership also approved a one-time contribution of \$500.00 to augment the ANA fund drive to expand Naval Aviation exhibits in the Smithsonian Aerospace Museum.

Proposals to re-name EPNAA and open membership to Naval Flight Officers were discussed at length and were tabled for further consideration by the Board of Governors and subsequent recommendation to the membership.

In concluding the membership meeting all hands joined in enthusiastically and unanimously passing a Resolution of Appreciation for Roy H. Johnson's distinguished and indefatigable leadership during his two-year tenure as our Pilot.

On Sunday--May Day--we enjoyed a pleasant "sayonara" brunch at the Amphibious Base "O" Club and headed for home or wherever!

Finally, as 1988 wound down, it was announced that our fellow Eagle, Daniel W. Tomlinson, USNR (Ret.), had been selected as Honorary Fellow in the Society of Experimental Test Pilots. He received his membership credentials before an audience of 1300 at the Society's 32nd

Annual Awards Banquet 15 October 1988 in Los Angeles. At the conclusion of Master of Ceremonies David Hartman's (ABC) prologue telling of Tommy's achievements and his acceptance remarks, Tommy was given a standing ovation. Eagle Bob Elder sponsored Tommy's nomination to receive this prestigious award.

Norfolk

1989

All day long on Thursday, 11 May 1989, Golden Eagles from far and near signed the roster at the Breezy Point "O" Club, NAS Norfolk. Fifty-one Eagles plus 38 wives were logged in. On hand to greet this enthusiastic invasion was our Pilot, Bush Bringle and the hard working Reunion Committee comprised of Art Adams, Chairman, Norm Anderson, Ralph Cousins, Al Ernest, John Daily, Red Hessel, Roy Johnson, Bill Leonard, Joe Smith, Hugh Winter and a goodly number of their wives. Comfortable and economical on-station accommodations were provided for all who needed them.

The reunion got off to a most auspicious opening night at a cocktail-buffet at the "Chez Adams" hosted by Katie and Art Adams. This beautiful garden party lasted until far into the evening.

Early Friday morning, 12 May, a quorum of Golden Eagles was on hand to visit the USS Coral Sea. Simultaneously, the ladies toured the Chrysler Museum and had lunch at the Norfolk Yacht and Country Club. At 1300 the golfers teed-off at Sewell Point Golf Club as arranged by Norm Anderson; Ralph Cousins handled the mini-tennis tournament.

At 1400 at the order of Pilot Bush Bringle, the Board of Governors, Flight Deck Crew and Flight Leaders met at the NAS "O" Club. At twilight all Golden Eagles and guests boarded the "Spirit of Norfolk" for a scenic moonlight cruise on the bay, including a gourmet dinner, entertainment and dancing.

Saturday morning Pilot Bringle gavelled the Golden Eagle Annual Membership meeting to order. A lively and vociferous consideration of the business at hand followed. Dave Richardson, chairman of a study committee, reported on a list of membership proposals which were submitted at last year's membership meeting, to wit:

- (1) Eliminate Criteria A in Paragraph II of the By-Laws.
- (2) Do not eliminate Criteria B,C,D, E and F, but eliminate the letter F after roster names so marked.
- (3) Retain letters B,C,D and E after names as now marked.
- (4) Retain the current name of the Association.

- (5) Modify Paragraph I of the By-Laws by inserting in the third line after "purpose shall be" the words "to function as a living memorial to the Early and Pioneer Aviators by advancing". Delete the words "to advance" in the third line.

On the subject of attendance at annual reunions it was noted that a number of distinguished Golden Eagles have been unable to attend due to problems of health. They have requested to be placed in "Member Emeritus" status. This puts them in a prestigious category, but, as an inactive member. This will allow us to invite new members from a rather extensive waiting list of nominees. Emeritus members' contributions to Naval Aviation and interest in the Golden Eagles continue and they will be kept fully informed of the activities of the Association.

It was announced that LT Kent Rominger, USN was the 1989 recipient of the Golden Eagle watch awarded annually to the outstanding Student Test Pilot at Patuxent.

Finally, all hands extended a rousing round of applause to Chairman Art Adams and his reunion committee for planning and laying on this most enjoyable and successful Norfolk reunion. At 1145 we adjourned.

Earlier in the morning the ladies departed by bus for an historic visit to Williamsburg and lunch at the "King's Arms Tavern". Golf and tennis and free time took care of the afternoon. Many participated in these events which were well organized.

At sunset, the final sparkling reunion event commenced as all hands and guests, 130 in all, gathered for cocktails and the banquet at the Breezy Point Officers' Club. A high-decibel social hour preceded the delectable dinner. We were honored to have as our speaker the Vice Chief of Naval Operations, Admiral Leon A. Edney, USN, a Naval Aviator with a distinguished combat record as an attack pilot in Vietnam. He is a former Commandant of Midshipman and Commanding Officer of USS Constellation. He gave a most interesting and informative discourse on the present status of Naval Aviation and the Navy. It was a dynamic speech followed by a spirited question and answer session--a fitting climax to the 1989 Reunion.

Sunday morning all Golden Eagles reluctantly prepared to leave after this classical and memorable reunion and headed home or to see the grand kids!

In Pilot Bush Bringle's October 25 newsletter, he passed along the news that the reunion committee chaired by Don Engen with members Flight Leaders North, South, East and West, had unanimously recommended Honolulu as the locale of the 1990 Golden Eagles springtime reunion on 17 to 20 May.

The last 1989 Golden Eagle event was a mini-reunion sparked by Bob

Dose', ably assisted by George Dooley, Larry Flint and their wives. These hosts arranged a pre-holiday luncheon at the La Jolla Beach and Tennis Club. Fifty-two Eagles and their wives plus four widows were in attendance. The luncheon speaker was Vice Admiral Ed Martin who recently retired in Coronado from his last assignment as Deputy Commander US Naval Forces Europe. He gave the group a provocative message on the situation in Europe and the present commitments of our US Military forces in that area.

So long for '89. See you in Hawaii in May 1990.

Hawaii

1990

In a break from long time CONUS tradition we "bit the bullet" and scheduled the 1990 Reunion to be held in the exotic cradle of Pacific Naval Aviation--Pearl Harbor, Hawaii. The dates were 17, 18, 19 and 20 May. It was a winner, attended by 55 regular and two honorary Golden Eagles. In addition there were 52 lovely ladies and 16 guests. This was surely one of the best reunion turnouts in EPNAA history.

The Mid-Pac Kamaina Task Group who masterminded this memorable reunion was comprised of Chairman Howard Greer, Johnny Hyland and Tom Hayward plus the indispensable assistance of Peggy Hayward, Dale Greer and friends.

Golden Eagles started checking in at the Hale Koa in Waikiki on the 17th. Early on Friday the traditional annual meeting of the Membership Committee was held at Fort DeRussy. Twenty-six new member candidates and one honorary member were selected. Later in the day we all toured Pearl Harbor and circumnavigated Ford Island via motor launch, pausing at the USS Arizona Memorial which was undergoing renovation. Cocktails and dinner followed at the nearby Bowfin Park. Our own active duty Golden Eagle, Admiral Hunt Hardesty, Commander-in-Chief, Pacific Fleet, gave all hands a brief but vital overview of Pacific and International affairs.

Following ADM Hardesty's report to us, Golden Eagle John Kinney, presented an oil painting to the director, Bowfin Park Museum on behalf of Wake Island survivors. The painting depicted a Marine F4F near Wake Island shooting down a Japanese VAL. Years later it was established that the pilot of this VAL had been given official credit for sinking the Arizona at Pearl harbor. This was an exceptionally impressive presentation - made only a short distance from the Arizona as she lay at rest.

Saturday, 19 May, the Board of Directors met at Fort DeRussy. The golfers, tennis players, swimmers and shoppers fanned out across Oahu. Later, after lunch at the famous Willows restaurant, a large contingent, guided by a member of the prestigious Honolulu Garden Club, toured selected Honolulu homes and gardens which showed modern Hawaiian

living at its most gracious and beautiful best. At 1730 busses departed the Hale Koa for Greer's lovely home where we all thoroughly enjoyed a sumptuous cocktail buffet and standard Golden Eagle fellowship, hosted by Dale and Howard Greer, Johnny Hyland and Peggy and Tom Hayward.

The General Membership meeting Saturday morning, 20 May was lively and well attended. Bill Lawrence (recently Chief of BuPers) gave us a thought-provoking update on aviation career patterns affecting both recruitment and retention of Naval Aviators. Skip Furlong, one of our new members, gave an interesting slide depiction of the new wing and atrium at the National Museum of Naval Aviation in Pensacola which will be dedicated this Fall.

The Flight Deck of EPNAA was approved for 1990-1991: Chief Pilot, Daniel W. Tomlinson, Pilot, Robert P. Keller; Co-Pilot, Edward C. Outlaw; Navigator, Tom Blackburn; Radio Officer, Scott McCuskey; Engineer, V.G. Lambert. Flight Leaders: North, Harold D. Miller; East, Wm. W. Fitch; South, John E. Kennedy; West, Armistead B. Smith. Board of Governors: Bush Bringle, John Condon, Robert Dose', Howard Greer, Roy Johnson, David C. Richardson, James S. Russell, B.M. Streaan.

It was proudly announced that Admiral Jim Russell was enrolled in the Hall of Honor in April this year at the National Museum of Naval Aviation Hall of Honor and that Scott McCusky was inducted into the Arkansas Hall of Fame. Congratulations to these deserving Golden Eagles. As of this date 12 Golden Eagles have been inducted into the Hall of Fame of the National Museum of Naval Aviation.

For the tenth consecutive year, the Naval Air Test Center Test Pilot of the Year was presented with a gold watch on behalf of the Golden Eagles. This year's recipient was LT William Cone, Jr, USN. He made substantial contributions to the success of the Navy's critical SH-60F Program.

It was announced that the 1991 Reunion would be held in Washington, DC. The meeting ended on an appreciative note when the membership gave Bush Bringle a loud, enthusiastic and unanimous accolade for his conscientious and indefatigable leadership as Pilot over the past two years. Then followed the annual Golden Eagle Dinner in the beautifully appointed ballroom. The happy diners, numbering 140, were present to hear VADM James F. Dorsey, Jr., Commander, Third Fleet, who was our most welcome and exciting guest speaker.

Many lingered far into the night, and on Monday, all hands departed to the four points of the compass vowing to meet again in '91 in our great nation's Capital.

For the very first time in Golden Eagle history, the 1991 reunion was held 6 to 10 June in Washington, DC, or more specifically, at the Sheraton Hotel in Crystal City, VA. This reunion, which broke all previous records for attendance, was planned, organized, executed and hosted by reunion co-chairmen Dutch Schoultz and Bill Fitch, ably assisted by Whitey Feightner, Red Carmody, Frank Ault plus an additional task force of local Golden Eagles and several of their wives. There were 121 members attending this landmark reunion.

As our Pilot, Bob Keller, so aptly put it, the Welcome Aboard opener on Thursday evening, June 6, got us off to a rollicking good start. Golf and tennis and a tour of the Capitol and the Smithsonian Air and Space Museum occupied the membership and wives on Friday. That evening all hands mustered at a superb cocktail-buffet dinner at the Navy Museum at the old Gun Factory in the Washington Navy Yard. This moment in EPNAA history was preserved for posterity in the photo which is included. After dinner we proceeded to the Marine Barracks to observe the traditional summer Friday night percision-perfect Marine parade and review. The presence of the Golden Eagles, along with the reviewing party and other guests, was formally recognized during the parade. The weather was perfect, we all had seats on the "50 yard line", the performance was inspirational and "our cups tended to runneth over".

The Saturday General Membership Meeting was lively and well attended. It was agreed that we will meet in San Diego in 1992 and in Pensacola in 1993. Pilot Bob Keller will appoint a committee to review the out-year possibilities for 1994 -1998 and provide their recommendations to the membership in San Diego.

Flight Deck for 1991-92 was submitted by the nominating committee, chaired by ADM Mike Michaelis and was approved by all hands. Changes from '90-'91 were: Chief Pilot,Jim Russell; Pilot,Bob Keller;Co-Pilot, Eddie Outlaw; Navigator, Tommy Blackburn;Radio Officer,Jim Flatley; Engineer Officer,V.G. Lambert. Flight Leaders: North, Julian Lake: East, William Fitch; South,Don Issitt;West, Armistead Smith. Board of Governors: Bush Bringle, John Condon, Robert Dose', Howard Greer, Roy Johnson, David C. Richardson, James S. Russell, Smoke Strean. Historian, Ike Simonsen.

It was announced that MAJ Robert C. Price, USMC received the EPNAA Annual Gold Watch Award as the "Test Pilot of the Year". It was decided unanimously that this Annual Award will henceforth be named "The Tommy Tomlinson Award". Letters of appreciation will be sent to Tommy, retiring as Chief Pilot, and Scott McCusky, retiring Radio Officer, after a decade of outstanding service in these capacities.

Golden Eagle Bill Lawrence, the new President of the ANA, urged all Golden Eagles to strongly support ANA and the Naval Foundation at Pensacola. He pointed out that Naval Aviation faces rough times and will need enthusiastic support from all quarters.

The Saturday evening gala banquet, under the skillful direction of Emcee Mike Michaelis, got underway in the beautifully decorated Sheraton dining room with a Navy-Marine color guard presenting the Colors. There were 220 Golden Eagles and their guests in attendance. General Jack Dailey, Assistant Commandant of the Marine Corps and also the senior member of our active duty Golden Eagles was our principal speaker. Pilot Bob Keller summed up his masterful message as follows, "Jack put the present and future of Naval Aviation in a balanced perspective and gave us a clearer appreciation of how vital the maritime forces of the Navy-Marine Corps team will continue to be in order to successfully handle crisis in the future." Jack was articulate, insightful and displayed his customary sense of humor. We are deeply indebted to him for his profound analysis and wise words.

Three Golden Eagle Medal of Honor winners were present: Joe Foss, Bob Galer and Ken Walsh. Astronauts John Glenn and Jim Lovell represented this truly "out-of-this world" faction. Naturally, there were a multitude of other giants and heroes of the Naval Aviation spectrum in attendance, not all of whom could be recognized specifically due to time considerations.

Finally, it should be noted that on this day also, through Divine Providence, supernatural foresight and superb planning, the reunion committee scheduled this 1991 meeting to coincide precisely with the National "Desert Storm" Victory Celebration in the DC area complete with parades, fireworks, fly-bys, cheering crowds and soaring spirits. It was great - and now on to San Diego in 1992.

San Diego

1992

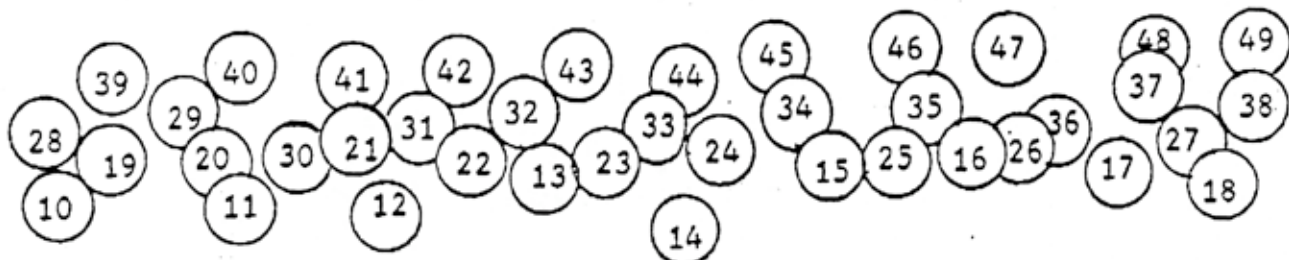
Long before check-in time expired on Thursday, 28 May at The Westgate Hotel in mid-town San Diego, it was apparent that Howie Boydston, Bill Harris, Chick Smith and Company had done their homework. By the time all attending Golden Eagles had logged in, there were 115 members, 98 wives and eight guests on hand--an all time record Golden Eagles' Annual Reunion attendance.

Choosing The Westgate Hotel proved to be a masterstroke of planning. It is ideally located for transportation, sightseeing, shopping, relaxing, etc. It is touted as one of the world's truly fine hotels, and through the persuasive efforts of our committee, it was secured at a very reasonable rate. In addition there was a hospitality suite which was well attended for the duration of the reunion.

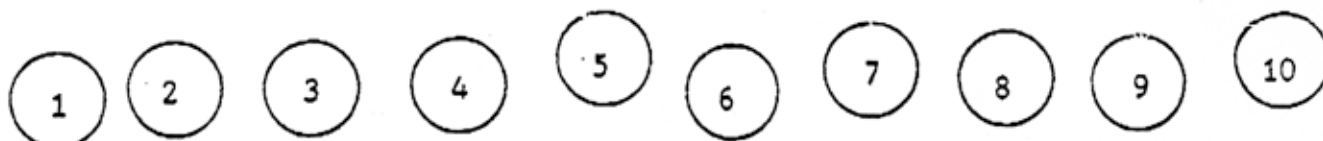
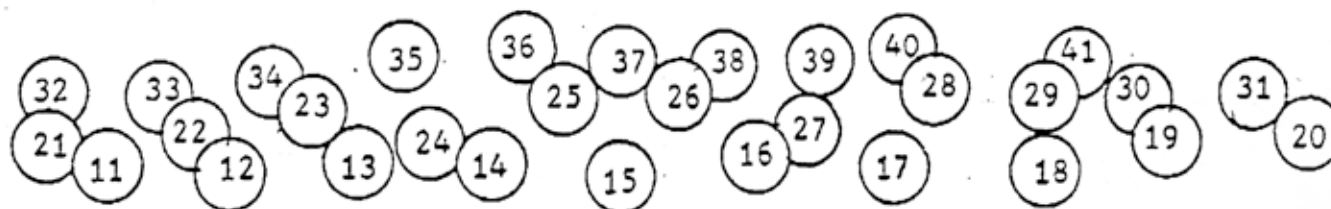


Golden Eagles 1992 San Diego





- | | | | |
|------------------|--------------------|---------------------|-------------------|
| 1 Jim Hollbrook | 13 Roger Carlquist | 25 Paul Fontana | 37 Hal Vincent |
| 2 Jim Cain | 14 Norm Anderson | 26 Des Canavan | 38 John Kinney |
| 3 Tom Walker | 15 Tom Cassidy | 27 Doc Abbot | 39 Bob Dose' |
| 4 John Lacouture | 16 Paul Gillicrist | 28 Norm McInnis | 40 Curt Dose' |
| 5 Mike Michaelis | 17 Dean Black | 29 Bob Owens | 41 Roy Swanson |
| 6 Bush Bringle | 18 Sandy Hayward | 30 Bill Gortney | 42 Ed Pawka |
| 7 Bob Keller | 19 Gene Zepp | 31 Mike Micheel | 43 Butch Voris |
| 8 Smoke Streaan | 20 Dick Bordone | 32 Bruce Weber | 44 Howie Boydston |
| 9 P. D. Stroop | 21 Bill Gureck | 33 Earnie Beauchamp | 45 Paul Speer |
| 10 Lloyd Tracey | 22 Roscoe Newman | 34 Frank Ault | 46 Zeb Haller |
| 11 Wally Schirra | 23 Vic Armstrong | 35 Red Dog Davis | 47 George Axtell |
| 12 Duke Windsor | 24 Norm Gourley | 36 Dave Richardson | 48 Harry Blot |
| | | | 49 Frank Lang |



- | | | | |
|--------------------|------------------|--------------------|-------------------|
| 1 Tommy Blackburn | 11 Mike Burbage | 21 Jim Flatley | 31 Bob Elder |
| 2 Roland Kenton | 12 Mike Alexatos | 22 Whitey Fightner | 32 Larry Flint |
| 3 Bill Pittman | 13 Chick Smith | 23 George Dooley | 33 Jim Foster |
| 4 Dick Davis | 14 Dick HanecaM | 24 Bill Bomberger | 34 Skip Furlong |
| 5 Paul Stevens | 15 Julian Lake | 25 Gene Tucker | 35 John Dixon |
| 6 Bill Scarborough | 16 Cook Cleland | 26 Marion Carl | 36 Swoose Snead |
| 7 Al Shinn | 17 Gene Rankin | 27 Fox Turner | 37 Ned Hogan |
| 8 Jim Russell | 18 Bob Mitchell | 28 Dutch Schoultz | 38 Bill Russell |
| 9 Jim Reedy | 19 Bill Harris | 29 Bill Knutson | 39 Tom Miller |
| 10 Blacky Kennedy | 20 Flash Gordon | 30 Jim Lovell | 40 Andy O'Donnell |
| | | | 41 J. K. Davis |

On Thursday evening the reunion got off to a back-slapping start at the Welcome Aboard Reception held in the Riviera Room and on the Terrace. The chill in the air caused by usual San Diego evening fog was abated by space heaters and kept many of us on the Terrace becoming reacquainted with old friends we hadn't seen for ages. The Westgate's well-stocked bar and exotic heavy *hors d'oeuvres* obviously obviated the need for dinner!

Friday morning at 0800 the golfers mustered for a tournament at the NAS Miramar. At 1000 a special VIP visit to the fabulous San Diego Zoo was arranged by Emily and Dean Black. Both affairs-- unprecedented!

At 1800 buses departed for the San Diego Aerospace Museum for a tour, cocktails and a most delectable dinner. A rare group photo of all Eagles present was taken in the museum atrium. That historic photo is included herein, annotation courtesy of Doc Abbott.

Under the gavel wielded by our Pilot, Bob Keller, Saturday morning was set aside for business meetings: the Board of Governors' Meeting which convened at 0800, the General Membership Meeting at 1000 and an update briefing at 1100. A synopsis of some of what transpired at these vociferous meetings is reviewed below.

Saturday evening the Gala Dinner preceeded by a sparkling reception for over 250 members and guests got underway in The Westgate's magnificently appointed Versailles ballroom. Admiral R. J. Kelly, CICNPACFLT, was our honored guest and principal speaker. He gave us a few thoughts to dwell upon that were currently most apropos of the present turmoil in the Navy.

The Pilot spoke for all and noted that the entire reunion was a "first cabin affair". All Eagle voices were raised in a hearty "Well Done and Thank you!" to the energetic and hospitable San Diego contingent. We'll surely be back for a repeat performance as soon as you have recovered.

A new forward-looking reunion locale policy is being instituted. The Site Selection Committee will plan ahead for four or five years. As of now the 1993 Golden Eagles' Reunion is firm for Pensacola on 22-24 April. The 1994 Reunion is tentatively set for Charleston. In 1995 Monterey could be the host. New Orleans might host the 1996 Reunion and, perhaps, in 1997 the Reunion could be held at Reno or Fallon.

Other matters covered at the Board of Governors and General Membership Meetings were:

- (1) A once in a lifetime event, as reported by Bob Keller, noted that our USCG Golden Eagle Astronaut, Bruce Melnick, took a Golden Eagle patch with him on his recent flight in Spacecraft Endeavor. He then presented the patch on a montage to Bob Keller for the EPNAA at an ANA affair. Bob then passed it on to the Naval Aviation Museum for

incorporation in the Golden Eagle exhibit. Thanks to Bruce for this rare honor, and to Bob for his arrangements for the trophy.

- (2) The membership was advised that the Tommy Tomlinson chronometer award for the top NATC Test Pilot for 1992 was presented to CAPT Chris Hadfield, RCAF. This was the first time ever that an exchange student has received this award.
- (3) At the Board of Governors' Meeting, Chairman Bush Bringle announced that the 1992 Flight Deck and Flight Leaders would continue in office for 1993.
- (4) On the matter of new member nominations, the Board and General Membership agreed that in the future each Golden Eagle will be limited to two new member nominations per year. Further, only members who have been active for two years and have attended at least two meetings may nominate new members.
- (5) The EPNAA census for the present is reported as 199 regular members, 50 emeritus and seven honorary members.
- (6) A vote was taken to consider a change to the By-laws to include NFO's in membership. The majority opposed this motion.
- (7) It was reported that a one-time donation of \$500.00 was made to the San Diego Aerospace Museum in appreciation of their efforts in connection with the '92 Reunion. Also, as is done annually, a \$1000.00 contribution to the Naval Aviation Museum was approved.
- (8) On the question of female membership in EPNAA, the Pilot was authorized to amend the By-laws to make the Constitution gender-neutral. Since there are now women Naval Aviators, they are obviously eligible for membership.

A hearty well-done in the form of a unanimous accolade was given to Pilot Bob Keller for his indefatigable work and flawless airmanship on our behalf for the last two years. All hands similarly extended a warm welcome and best wishes for great good fortune to Dutch Schoultz as he moves into the Pilot's cockpit for the next two years.

'Tis now time to set all sights on the '93 Pensacola Golden Eagles Reunion, 22-24 April reunion. Happy times until then--see you there!

Finally, and on a very sad note, in his first newsletter dated 22 October 1992, Pilot Dutch Schoultz reported that again "one of our most distinguished Golden Eagles, Admiral Frederick H. Michaelis, had made his last take-off on 13 August. Mike and Rose had attended the May San Diego reunion. He had just been honored at the dedication of the new TOP GUN Academic building at NAS Miramar: Michaelis Hall, named in his honor on 28 July, only two weeks before his death. Admiral Michaelis was a warrior, a dynamic leader and a consummate gentleman with the greatest courage and integrity. We are all better people for having known him and to have counted him as one of our group of Golden Eagles."

Mike was interred in Arlington National Cemetery following a memorial service attended by hundreds of friends and admirers. John Lacouture wrote a fine tribute to Mike and it was the basis for the article in ANA's WINGS OF GOLD, Fall 1992 issue.

For the eleventh time since the inception of the Golden Eagles in 1956, the 1993 EPNAA Annual 4-day Reunion mustered at NAS Pensacola on Thursday, 22 April -- and for good reason. All of NAS Pensacola, and in particular the National Museum of Naval Aviation, reminds all Golden Eagles of exciting times and lets us see again the actual aircraft we flew long before and during World War II and what they're flying today. Everyone in attendance was struck with a case of acute nostalgia. Then, too, there's the Golden Eagle Memorial display located on the second deck. Truly this is the birthplace of Naval Aviation and the location of the most fabulous aviation museum in existence -- and is the ideal place for a reunion.

Pre-reunion publicity was most thorough and persuasive. Further, the program conceived and laid on by Don Issitt, Pierre Charbonet, Doc Abbot and other Pensacola members was so intriguing that all previous reunion attendance records were shattered. Within 24 hours 121 Golden Eagles, including all four of our Hawaii resident members, had logged in. All of these are listed and pictured on several pages following. The reunion logistics plan was a masterpiece. Commodious and economical quarters were assigned in the BOQ and most of the activities were scheduled and held on board the Naval Air Station -- primarily in the Museum of Naval Aviation and the Mustin Beach "O" Club. Numerous shuttle busses were on hand to take us to and fro wherever we were scheduled to go. Topping off the warm welcome all of us received a personal letter from Captain W. T. R. Bogle, Commanding Officer of the Air Station urging us to "take advantage of all the facilities the Station had to offer and to make our stay enjoyable in every respect".

Early on day one, 22 April, scheduled operations began with guided tours of the Museum of Naval Aviation, golf in the afternoon and the Welcome Aboard Reception from 1800 to 2000 at the Mustin Beach "O" Club. Old shipmates from long years past met and regaled each other with raucus, hair raising ancient tales of dog fights, forced landings, horrible weather, daring rescues and weird flight experiences ad infinitum. The Welcome Aboard Reception is always a reunion highlight.

On Friday, the 23rd, golf, tennis, deep sea fishing, a mid-day sight seeing luncheon tour of Pensacola's historic districts, Gulf Islands National Seashore, Fort Pickens were the order of the day. From 1830 to 2100 all hands attended a most enjoyable Informal Texas Barbecue at the Lighthouse Point Restaurant at NAS.

Saturday morning was reserved for the working meetings, as described below. In the meantime the ladies went on a shopping spree at the Riviera Outlet Mall in Foley, Alabama. After the business meetings a large contingent of our golfers teed off at seven minute intervals at the NAS golf complex. The weather was perfect. At 1830 the main event, a cocktail gathering and banquet was held at the National Museum of Naval Aviation Flight Deck. In excess of 200 Golden Eagles and guests were present at this colorful gala. Our honored guest and principal speaker was the Vice Chief of Naval Operations, Vice Admiral Stanley Arthur, USN. The Admiral brought us up to date on the drawdown of the US Military, especially the Navy's and the realignment being taken to maintain readiness. Tailhook was reviewed and its present status evaluated. Admiral Arthur is a renowned speaker and held our rapt attention in discussing his and the Navy's position on maritime matters of the moment, Vice Admiral Schoultz, our Pilot, closed the evening banquet meeting by thanking Admiral Arthur for coming all the way from Washington and giving us news of current times in the Navy--a subject of intense interest to all of us. The Pilot thanked all for coming and especially expressed the appreciation of all to the Commanding Officer of the Naval Air Station and Don, Pierre, and Doc for planning and executing a program which was exceptionally enjoyable. Most of the Golden Eagles lingered on far into the night -- visiting among old shipmates whom we seldom see.

Sunday morning, the 25th, a champagne breakfast brunch was served at Mustin Beach Officers Club. Eventually all Golden Eagles departed to their various destinations. Departure arrangements were monitored by Captain Cook Cleland who ensured that all departure times were met.

As noted above both the Board of Governors and the

Membership meetings were held on Saturday Morning, 24th of April, in the NAS Pensacola Convention Center, with Pilot Schoultz presiding at both meetings.

The Board of Governors' Meeting was called to order at 0818. The following members of the Board were present:

Flight Deck: Pilot Dutch Schoultz, Co Pilot Armistead Smith, Navigator William Fitch, Radio Officer Jim Flatley, Engineer William Knutson.

Board of Governors: Robert G. Dose', Robert P. Keller, Roy L. Johnson, David Richardson, B. M. Streaan.

The following items were considered to have lasting and subsequent historic significance to the Association and were discussed and acted upon as appropriate.

- (1) The Radio Officer proposed increasing the \$1,000 annual contribution to the Naval Aviation Museum to \$1500 per annum. Approved by the Board .
- (2) The Pilot's proposal to raise our annual dues from \$15.00 to \$20.00 a year was approved.
- (3) The next reunion will be held in Charleston on 22-25 April 1994. A site selection committee will be appointed at the '94 meeting to propose locations for the 1995-96 reunions.
- (4) The Pilot proposed that the Golden Eagles endorse a resolution supporting the current ban on homosexuals in the military. It was moved and the Board approved the proposed resolution which read

Whereas, there are many reasons to consider homosexuals to be incompatible with military service.

Now Therefore Be It Resolved, that The Early and Pioneer Naval Aviators' Association, known as the Golden Eagles, support the present position of the Department of Defense not to permit homosexuals in the military service.

- (5) The Membership Committee report was read by Chairman Streat in which he noted that eleven new members were selected for membership in the Golden Eagles in its meeting of 22 April 1993. The selections were approved by the Board. Thirty-two electees are awaiting induction as of 26 April 1993.
- (6) George Spangenberg was proposed for Honorary Membership in the Golden Eagles and was unanimously approved.

The Board Meeting was adjourned at 1007.

The Pilot then gavelled the Annual Meeting to order. A large quorum of members were present at this lively and vociferous meeting. The following statistics and subjects were covered and acted upon.

- (1) The Pilot introduced one new honorary member and eleven new members. He noted that in future years new members should be identified by a distinctive name tag.
- (2) The Navigator's Report for 1993 noted that there are now 206 regular members, 43 emeritus members and eight honorary members. Ten of our members made their last take-off in the last 12 months. The Navigator requested the assistance of all members in tracking the deaths of members.
- (3) We were reminded that our annual financial commitments were \$1500 to the National Naval Aviation Museum, \$150 to the Recruiter of the Year, and \$200 to \$400 for the Tommy Tomlinson chronometer to be awarded to the top student test pilot of the year. The Pilot asked that all members make personal contributions to our Naval Aviation Museum in the name of the Golden Eagles and to consider providing for a donation in their wills. Finally, our net worth as of 1 April was \$9288.50.

The Membership Committee Chairman stated that the reason for the low number of new members selected (11) was low attrition. He requested that future nominations be directed at more senior nominees. He also enjoined all to use the new nominating forms, which when properly filled out, provide all the information needed by his committee.

The tragedy of Tailhook was discussed at length. The entire exercise has been a disaster, and, as Golden Eagles we all need to work to restore the honor and luster of Naval Aviation. The subject is slowly fading from the media, but yet to be done is much fence mending. Our Bill Knutson, President of Tailhook, did a superb job of organizing and conducting the 1993 Tailhook symposium. He made great strides informing the press about the value, goals and commitment of the Tailhook organization.

The Golden Eagles received a thank you letter from the Commander of the Navy Recruiting Command, RADM Mike Barr, for the "exceptional assistance and invaluable support given to the recruiting effort conducted by the Navy".

Later in the year Radio Officer Jim Flatley presented the top student Test Pilot for 1993, Captain Derle G. Hagwood, USMC, with the Tommy Tomlinson Chronometer Award.

Bill Harris, Flight Leader West, hosted a mini-reunion at the Loma Santa Fe Country Club, Solana Beach, California on 18 January 1993. It was a cocktail luncheon with guest speakers Sybil and Jim Stockdale. Their topic was unusual and entertaining --"Running for the Vice Presidency". 67 Golden Eagles attended despite heavy rain and flooding. Bill Knutson with 4-wheel truck brought four people from Pauma Valley. Jeanne and Dave Richardson had to turn back to Julian due to snow; Al and Scill Shinn took the long way in from Borego. Almost a year later--January 10, 1994--Bill Harris mustered 65 Golden Eagle neighbors at another mini-reunion luncheon again at the Loma Santa Fe Country Club. Guest speaker was Congressman Randy Cunningham whose topic was "Everything You Always Wanted to Know About Washington, but Was Afraid to Ask". A great time was had by all.

Tom Miller, Flight Leader East, mustered his flight at a mini-reunion at the Bellhaven Country Club in Alexandria 25 February 1994. Thirty-eight Golden Eagles were present including Julian Lake, Flight Leader North, who came in from New York, and our Pilot Dutch Shoultz who introduced the Speaker RADM Brent Bennett, the new N88 (formerly OP-05). Admiral Bennett gave a very informative presentation on the current Naval Aviation situation. He pointed out the various differences that have been put into effect since the present administration has taken over. He also explained the OPNAV reorganization. It was interesting to note that five previous OP-05's were present (Houser, Turner, McDonald, Schoultz and Dunn).

On October 31, 1993 a trio of our Golden Eagles, Dick Best, Jim Stockdale and Mike Michaelis (posthumously) were inducted into the Carrier Aviation Hall of Fame aboard the USS Yorktown at Patriots' Point.

We shall conclude the '93 chapter of this history with a part of a poem entitled **ROADS** by EPNAA Poet Laureate, LCDR Raymond L. Atwood, USNR (1895-1986), Naval Aviator #292, whose military service included two World Wars.

ROADS

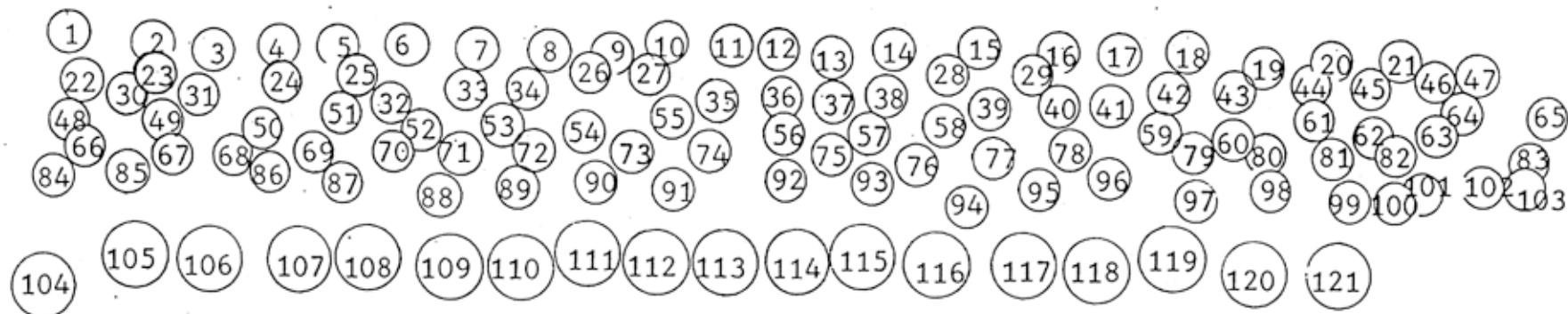
*There comes a time in every life
Where **ROADS** divide.
No guide-post tells us now what lies ahead.
Whichever **ROAD** we take will be uncharted,
Whichever one will be untried.
Down **THIS** one lies a safe and stable **FUTURE**.
The **OTHER** one, - Tall ships, adventure, strife.
And so, we try to find the answer, -
It lies in our philosophy of **LIFE**.*

*My choice was not the factory, nor the office, -
Rewards that only **FAME** and **FORTUNE** brings,
Instead the high adventure of the **SKYWAYS**,
The azure blue, and **GOLD** of Navy Wings.*

Now on to Charleston and Patriots' Point, April 22-25, 1994.



Golden Eagles '93
Pensacola • 24 April



- | | | | |
|---------------------|---------------------|---------------------|-----------------------|
| 1 Swoose Snead | 31 Gene Zepp | 61 Jack Snyder | 91 Julian Lake |
| 2 Red Carmody | 32 Jim Foster | 62 Jim Holbrook | 92 Dick Hanecat |
| 3 Don Issitt | 33 Bill Houser | 63 Bill Ramsey | 93 Dick Davis |
| 4 Gene Tucker | 34 Hal Vita | 64 Ralph Cousins | 94 Bill Scarborough |
| 5 Seb Haller | 35 Blackie Kennedy | 65 Paul Pugh | 95 Paul Gray |
| 6 Charlie Minter | 36 Tank Schroeder | 66 Howie Boydston | 96 Jim Cain |
| 7 Don Engen | 37 Dick Best | 67 Fox Turner | 97 Mickey Weisner |
| 8 Bob Dose' | 38 Bob Mitchell | 68 Ernie Beauchamp | 98 Magruder Tuttle |
| 9 Bert Earnest | 39 Downs Wright | 69 Ben Robertshaw | 99 Eddie Outlaw |
| 10 John Dixon | 40 Bill Gureck | 70 John Wesolowski | 100 Roy Johnson |
| 11 John Wissler | 41 Jerry Miller | 71 Ken Walsh | 101 Duke Windsor |
| 12 Michael Sullivan | 42 Mugs McKeown | 72 Bill Shawcross | 102 Pierre Charbonnet |
| 13 Fill Gilkeson | 43 Gordan Murray | 73 Norm Gourley | 103 Cook Cleland |
| 14 Taylor Brown | 44 Tom Hayward | 74 Roger Box | 104 Bill Gortney |
| 15 Andy O'Donnell | 45 Bill McLaughlin | 75 Glen Glenzer | 105 Howard Packard |
| 16 Frank Lang | 46 Jig Dog Ramage | 76 Ike Simonsen | 106 John Carey |
| 17 Hunt Hardisty | 47 Roscoe Newman | 77 Whitey Feightner | 107 Chick Hayward |
| 18 Tom Miller | 48 Paul Stevens | 78 Roger Carlquist | 108 Al Shinn |
| 19 Jim Donaldsen | 49 Mike Burbage | 79 Don Gordon | 109 Dutch Duerfeldt |
| 20 Larry Flint | 50 Des Canavan | 80 Bill Harris | 110 Lou Kirn |
| 21 Skip Furlong | 51 Paul Speer | 81 Herb Long | 111 Bill Knutson |
| 22 Joe Coleman | 52 Smoke Kleffner | 82 Jim Lovell | 112 Bill Fitch |
| 23 Monk Russell | 53 George Duncan | 83 Bill Ruefle | 113 Jim Flatley |
| 24 Chick Smith | 54 Norm McInnis | 84 Doc Abbot | 114 Dutch Schoultz |
| 25 Jerry Zacharias | 55 Tom Ross | 85 Bill Pittman | 115 Lloyd Tracy |
| 26 Tag Livingston | 56 Hugh Elwood | 86 Paul Hartman | 116 Eric Brown |
| 27 Bill Russell | 57 Homer Hutchinson | 87 Gene Rankin | 117 Roy Swanson |
| 28 Bob Elder | 58 Scott McCuskey | 88 John Hyland | 118 Dave Richardson |
| 29 Joe Moorer | 59 Jerry Denton | 89 Charlie Brower | 119 Smoke Streat |
| 30 Tom Walker | 60 Vic Armstrong | 90 Vern Micheel | 120 Bob Keller |
| | | | 121 John Lacouture |

CONTINUING THE HISTORY

The Early and Pioneer Naval Aviators' Association

THE GOLDEN EAGLES

Captain William E. Scarborough, Historian



Charleston, South Carolina

April 21-24, 1994

The 1994 reunion in Charleston, S. C. was the first for the Golden Eagles in this historic city. Headquarters for the meeting was the conveniently located Mt. Pleasant Holiday Inn near Patriots Point recreation area where USS YORKTOWN and other historic ships are permanently berthed. Several reunion events were scheduled at the hotel and at other locations in Charleston.

CONTINUING THE HISTORY

of

The Early and Pioneer Naval Aviators' Association

friendships and meeting new members to begin the "Remember when..." accounts that are a highlight of the annual meetings.

THE GOLDEN EAGLES

Registration and check-in were completed by 12:30 and lunch was served at the Patriots Point Pro Shop for a lunch of Frogmore Stew. Our ladies enjoyed a trip into Charleston for a Designer House fashion show and lunch, and a tour of Charleston's homes and shops in the historic district. But, the highlight of the 21st was the memorable Welcome Aboard Reception on board YORKTOWN during the evening. Cocktails and hors d'oeuvres were set up on her hangar deck between memorial displays and beautifully restored aircraft recalling for all hands memorable career events.

In Friday, 22 April, golf and tennis tournaments were played at Patriots Point and Mt. Pleasant facilities, with lunch available for players after the games. Sightseers were bussed to Boone Hall Plantation for a tour of the plantation house and gardens. Listening to a lecture on Low Country life in the pre-Civil War South, we lunched upstairs at the hotel. Later on Friday afternoon we were bussed to the Citadel for a tour of the campus.

William E. Scarborough

Captain, USN (Ret.),

Historian

NAP# 70-39/NA#14641

CONTINUING THE HISTORY
of
The Early and Pioneer Naval Aviators' Association
THE GOLDEN EAGLES

by
Captain William E. Scarborough, Historian

Charleston, South Carolina April 21-24, 1994

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Early arrivals on April 20th registered at the hotel and had dinner there with fellow Eagles for a head start on renewing old friendships and meeting new members to begin the "Remember when..." accounts that are a highlight of the annual meetings. Registration continued on the 21st and golfers and tennis players were accommodated at nearby courses, meeting at 1230 at the Patriots Point Pro Shop for a lunch of Frogmore Stew. Our ladies enjoyed a trip into Charleston for a Designer House fashion show and lunch, and a tour of Charleston's homes and shops in the historic district. But, the highlight of the 21st was the memorable Welcome Aboard Reception on board YORKTOWN during the evening. Cocktails and hors d'oeuvres were set up on her hangar deck between memorial displays and beautifully restored aircraft recalling for all hands memorable career events.

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afternoon Cadets' Dress Parade which honored the visiting Golden Eagles this day. Golden Eagles Admiral Tom Moorer and General Bob Keller took the review with appropriate honors rendered by the cadets. Cadets who escorted us on tours and those we met at the parade showed little evidence of the continuing controversy over admission of women to The Citadel having any apparent effect on their morale or spirit.

On Saturday, the 23rd, the Board of Governors met at 0800 and the General Membership met at 1000 with Pilot Dutch Schoultz presiding. Dutch saluted Tommy Blackburn who had made his final take-off last month. Dutch expressed the appreciation of all Eagles to Historian Ike Simonsen for his continuing effort to update the Golden Eagles' history. Noting Ike's ill health, Dutch suggested he be relieved and nominated Bill Scarborough to fill the billet; Bill was confirmed by the members. The following members were reported on the sick list: Jim Russell and Pierre Charbonnet, both recovering from strokes, Julian Lake recovering from hip replacement and Monk Russell recovering from accident injuries in Germany. Radio Officer Jim Flatley reviewed his report and distributed copies to the members. He reported net worth of the Association as \$15,693.89. His report was approved by the members. Navigator Bill Fitch presented minutes of the 1993 meeting and added that, as of 21 April we had 201 Regular, 41 Emeritus, and eight Honorary members for a total of 250 on the rolls. Since the 1993 reunion nine new members have received membership certificates but on the loss side of the ledger, 11 Regulars have transferred to Emeritus status. Dutch reported 24 candidates for membership on the waiting list and that it could take as long as four years to exhaust the list. These facts were discussed but no action was taken.

Receiving membership certificates since the Pensacola reunion are: Honorary Member, George Spangenberg; Regular Members, Cdr H. L. Buell, USN (Ret), Cdr R. Larry Walker, USN (Ret), LGen L. E. Brown, USMC (Ret.), RAdm H. H. Eppes, USN (Ret), Capt M. G. O'Neill, USN (Ret) and Capt Ray Hawkins, USN (Ret).

Final take-offs since the Pensacola reunion:
RAdm Sherman Burroughs USN(Ret) Sep '92
LCol S. S. Richards USAF(Ret) 1992

RAdm W. T. Rassieur USN(Ret) May '93
Ens John W. Judson USNR Aug '93
LGen James H. Doolittle USAF Sep '93
VAdm Fred A. Bardshar USN(Ret) Oct '93
Capt L. E. Flint USN(Ret) Nov '93
RAdm Frank A. Brandley USN(Ret) Nov '93
Capt J. J. Davidson USN(Ret) Dec '93
VAdm R. D. Hogle USN(Ret) Dec '93
Capt Tom Blackburn USN(Ret) Mar '94

Dutch announced new Flight Deck members, Regional Flight Leaders, and Board of Governors:

FLIGHT DECK - 1994-1995:

Chief Pilot	ADM Roy L. Johnson
Pilot	RADM E. L. Feightner
Co-Pilot	RADM William H. Harris
Navigator	LGEN T. H. Miller
Radio Officer	RADM James H. Flatley III
Engineer Officer	RADM William H. Livingston

FLIGHT LEADERS:

North	CAPT Frank W. Ault
East	RADM Joseph L. Coleman
South	CAPT Paul F. Stevens
West	CAPT R. L. Cormier

BOARD OF GOVERNORS:

ADM W. F. Bringle, MGEN J. P. Condon, CAPT Robert Dose', LGEN W. H. Fitch, VADM H. E. Greer, LGEN R. P. Keller, VADM D. C. Richardson, ADM J. S. Russell, VADM R. F. Schoultz, CAPT A. B. Smith, VADM B. M. Streat.

Although there is some uncertainty regarding dates, Monterey, CA has been selected as the site of the 1995 reunion with dates to be announced as soon as possible.

The resolution adopted at the 1993 Reunion regarding homosexuals in the military service, now No. 9 in our by-laws, was reviewed and reaffirmed, emphasizing the Golden Eagles' position that homosexuals are incompatible with military service. ADM Tom Moorer spoke briefly on the effort in

Washington by groups and individuals to legitimize military service by open homosexuals.

Eagle Bill Knutson, President of the Tailhook Association, reviewed the ongoing effort to settle the Association's 1991 Tailhook reunion problems. He expressed optimism that thirteen pending legal actions against the Association and the hotel in Las Vegas will be settled in the near future by the responsible insurance companies. All Navy cases have been dismissed. The Association has moved into new quarters, is confident of the future, and will not change its name!

The meeting adjourned at 1122.

After lunch members and guests continued sightseeing with tours to Fort Sumter and downtown Charleston and visits to YORKTOWN or other ships at Patriots Point.

At 1800, members and guests met in the hotel ballroom for the Golden Eagle Reception and Banquet. After a sumptuous dinner, our speaker, Clark G. Reynolds, was introduced. Mr. Reynolds is a recognized authority in maritime and U. S. Naval Aviation history having authored many books in these areas. A Professor of History at the U. S. Naval Academy, University of Maine and the Merchant Marine Academy, he also served as curator of Patriots' Point Naval and Maritime Museum here. He is currently Charleston-based as a historical consultant.

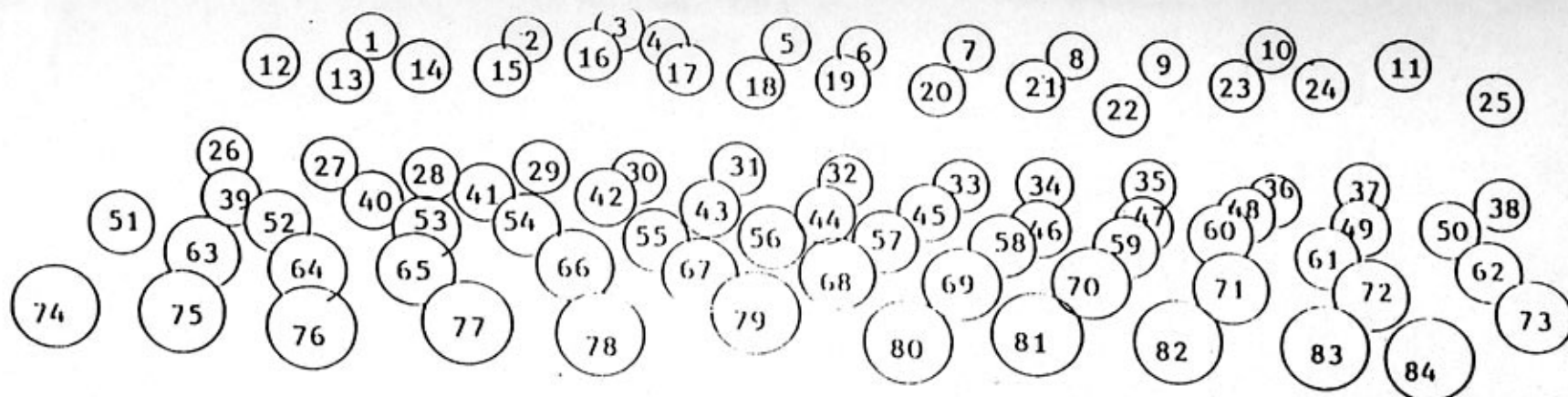
On Sunday morning aboard YORKTOWN a Memorial Service led by Navy Chaplain Allen A. Slomovitch, an Instructor at the Chaplain's School, was conducted to honor the memory of the twelve deceased Golden Eagles. A brief eulogy for each of the members was followed by a family member or a close friend casting a floral wreath into the waters of Charleston Harbor from YORKTOWN'S hangar deck. It was a truly moving closing event for a memorable reunion. All attendees of the 1994 Golden Eagles reunion are deeply indebted to Jim Flatley and his small band of helpers for producing a meeting that none of us will soon forget.

U.S.S. Yorktown CV-10
Carrier Aviation Hall of Fame



CHARLESTON
1994

1994
CHARLESTON



- | | | | |
|-----------------------|---------------------|---------------------|---------------------|
| 1 Marv Franger | 22 Bill Scarborough | 43 Joe Coleman | 64 Howie Boydston |
| 2 Paul Stevens | 23 Ralph Cousins | 44 Weasel Weslowski | 65 Bill Pittman |
| 3 Bill Gureck | 24 Bill McLaughlin | 45 Hal Buell | 66 Jim Cain |
| 4 Mo Wittman | 25 Mike Alexatos | 46 Charlie Brower | 67 Flash Gordon |
| 5 Red Carmondy | 26 Bob Dose | 47 Dick Best | 68 Frank Ault |
| 6 Butch O'Neill | 27 Skip Furlong | 48 Jack Bolt | 69 Whitey Feightner |
| 7 Seb Haller | 28 Norm McInnis | 49 Fox Turner | 70 Chick Smith |
| 8 Dutch Schoultz | 29 Howie Greer | 50 Bill Shawcross | 71 Tom Miller |
| 9 Bob Elder | 30 Art Adams | 51 John Carey | 72 Bill Fitch |
| 10 John Wissler | 31 Fred Payne | 52 Bert Earnest | 73 Les Brown |
| 11 Ned Hogan | 32 John Condon | 53 Hal Vita | 74 Jim Flatley |
| 12 Dick Hanecak | 33 Norm Gourley | 54 Jim Holbrook | 75 Bill Romberger |
| 13 Bill Gortney | 34 Bill Ramsey | 55 Johnny Hyland | 76 Eddie Outlaw |
| 14 Mike Micheel | 35 Roscoe Newman | 56 Scott McCusky | 77 Roy Johnson |
| 15 John Lacouture | 36 V. G. Lambert | 57 Ernie Beauchamp | 78 Duke Windsor |
| 16 Bill Harris | 37 Tag Livingston | 58 Jerry Zacharias | 79 Bill Houser |
| 17 George Spangenberg | 38 Cook Cleland | 59 Roger Carlquist | 80 Paul Fontana |
| 18 Blackie Kennedy | 39 Dick Davis | 60 John Dixon | 81 Bush Bringle |
| 19 Des Canavan | 40 Bob Temme | 61 Downs Wright | 82 Dave Richardson |
| 20 Mickey Weisner | 41 Joe Moorer | 62 Vic Armstrong | 83 Trigger Long |
| 21 Ike Simonsen | 42 Taylor Brown | 63 Gene Rankin | 84 Bob Keller |

* Arrived Reunion Subsequent to Reception Photo Session: Doc Abbot, Dutch Duerfeldt, Gordon Murray,

1994 - CHARLESTON

CONTINUING THE HISTORY
of
The Early and Pioneer Naval Aviators' Association
THE GOLDEN EAGLES
1995
Bill Scarborough, Historian

Monterey, California April 20-23, 1995

Another first in GOLDEN EAGLE history was 1995's Reunion in Monterey, California, a site well known to all who attended its Navy Schools or have visited there for the magnificent California shoreline scenery. One of the larger turnouts ever began arriving early and enjoyed themselves from beginning to the final event, a memorable Memorial service on Sunday Morning

First reunion event was the annual meeting of the Board of Governors, called to order by Pilot RAdm Feightner at 0830 on 22 April 1995 at the Doubletree Hotel, Monterey. Present were the following members of the Board of Governors: Adm W. F. Bringle, VAdm H. E. Greer, VAdm R. F. Schoultz, VAdm B. M. Streat, Capt Bob Dose', VAdm D. C. Richardson, and Capt A. B. Smith. Also present, the current Flight Deck: Pilot RAdm Feightner, Co-Pilot RAdm Harris, Navigator LtGen Miller, Engineering Officer RAdm Livingston. Non-voting Flight Leaders Capt Frank Ault (North) and Capt Paul Stevens (South) Zeke Cormier (West) were also present. Minutes of the 24 April 1994 Board Meeting were read and approved.

Radio Officer Jim Flatley was unable to attend but had provided a report which was summarized by the Pilot: The Association had a 31 March 1995 cash balance of \$6,192.14, low due to a \$2000 donation to the Naval Aviation Museum Foundation for two seats in the I-Max Theater at the Museum, a cost-overrun for the 1994 Reunion in Charleston, and \$500 for the chronometer for the annual Tommy Tomlinson award to the top graduate of the Test Pilot School. Association current net worth is \$10,573.14. The report was approved by the Board.

VAdm Greer, Chairman of the Membership Committee, recommended approval of five candidates for membership. During the ensuing discussion it was determined that the number of approved candidates (31) is excessive and that the Pilot should be authorized to propose action to transfer members to Emeritus status who are inactive because of health or other overriding reasons. A motion to this effect was made, seconded and approved. The Board then approved the five candidates recommended by the membership committee. Continuing the discussion, the Pilot indicated that Chief Pilot Roy L. Johnson wanted more time to study the problem of candidate age since their selection order may prevent their ever becoming a member. VAdm Streaan continued the discussion with a detailed summary of Golden Eagle history and past experience with this problem. No decision was made and Chief Pilot Johnson indicated that he would present his views in the near future. The Board adjourned at 0945.

At 1000, 22 April 1995 the annual meeting of the members was called to order by Pilot Whitey Feightner. Navigator Tom Miller read the minutes of the 1994 Annual Meeting and they were approved as read. Tom reported that the membership includes 200 Regular, 39 Emeritus and seven Honorary members. Three Regular members, RAdm J. C. Donaldson, Capt O. B. Gray, and VAdm R. L. Shifley have made their final take-offs. Three Emeritus members, RAdm K. C. Craig, Capt D. R. Weichman, and Adm W. F. Boone, and one Honorary member, Mr. A. O. Van Wyen also made their final take-off. One Regular member, RAdm W. N. Leonard was transferred to Emeritus status. Three new members, RAdm G. A. Aitcheson, Adm J. L. Holloway III, and Col C. M. Kunz were inducted bringing our total back to 200. Loss of two additional Regular members, RAdm H. H. Eppes, Jr. and Cdr. F. P. Kleffner was reported. On the plus side we were privileged to induct our newest member, RAdm George Aitcheson, at the meeting and presented him his wings, membership certificate and welcome aboard letter.

Capt John Lacouture reported on the enshrinement of our Tommy Tomlinson into the Test Pilot Hall of Honor. The ceremony was conducted by Golden Eagle Jim Flatley aboard USS YORKTOWN on 31 August.

RAdm Harris, Chairman of the Site Selection Committee, reported that, although plans are not complete, the next meeting would probably be in the Orlando/Cape Kennedy area in April 1996. Current plans call for the 1997 reunion in San Diego and the 1998 reunion in the Washington/Annapolis area. The meeting was adjourned at 1145.

The reunion committee produced a memorable event at Monterey with full cooperation of the weather, the hotel, and the town! A three day street festival was scheduled by the city for the area adjacent to the hotel and also included some of the more interesting areas of Monterey. Weather was "vintage California -- bright, sunny days, balmy nights--and no rain!"

Bus transportation was provided for visits to the Aquarium, Navy PG School, Pebble Beach and Carmel-by-the-Sea. Golf at Ft. Ord and tennis at the Hyatt Regency were nearby; sailing and fishing were available for the hardy ones. The golf tournament produced a "first" this year when Ginny Vincent captured the "Longest Drive" honors -- to the chagrin of her male competition. A highlight was a briefing by RAdm Thomas Mercer, PG School Superintendent, on mission and operations of the School.

The reunion banquet was served in the Hotel Doubletree ballroom on Saturday night attended by more than 200 members and their ladies. After an excellent dinner, the Eagles and their guests were treated to the most exciting and entertaining after-dinner entertainment most of us had ever experienced. Golden Eagle Captain Jim Lovell, Mission Commander of Apollo 13, gave us a complete report on that failed mission and the crew's survival. Jim's superb performance was in spite of a busy schedule which included his wife Marilyn's surgery the previous day.

Another highlight was the impressive Memorial Service conducted in the PG School's Herman Hall, with School Chaplain Jeffery Rhodes officiating. As the name of each of our deceased members was read by our Capt Jim Foster, it was followed by a single stroke on the former USS Monterey's bell, now mounted in the rear of the chapel.

departure, a copy of the group photo made during the reunion. BGen John Kinney planned and executed this first-time-ever feat. "BRAVO ZULU"!

San Diego and Washington, DC areas organized very successful mini-reunions in early 1996. In February, a California meeting was held at the Rancho Santa Fe Country Club, hosted by Zeke Cormier, with attendees from up and down the West Coast numbering 88 in attendance. The speaker, Col Trumpe, Assistant Chief of Staff of the Third Marine Aircraft Wing at Miramar, brought them up to date on recent major moves by operating units. The ladies especially appreciated the Valentines Day decor luncheon.

On the East Coast, Pilot Whitey Feightner, Flight Leader Frank Ault and Gen John Condon hosted a March mini-reunion at the Belle Haven Country Club in Alexandria. Open discussion after lunch covered matters of current interest, including the Midway Memorial planned for the Naval Academy, the Stumpf case, and plans for the 1996 Golden Eagles reunion. Adm Leon Edney, newest member of the Golden Eagles, was present and was inducted and presented his wings and certificate.

Golden Eagles were very much a part of the celebration of the 50th Anniversary of VJ Day on Midway island. A magnificent granite monument was dedicated there to honor all who fought that critical battle which turned the tide in our war with Japan. Members present to participate included Adm Tom Moorer, VAdm Bill Houser, RAdm Paul Hartmann, and Captains Dick Best, Bob Elder, Bert Earnest and Gordon Murray. They were flown to Midway for the dedication and for events on Oahu.

*"...to have served with distinction
and made a significant contribution
to Naval Aviation."*



TOP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
	21	22	23	24	25	26	27	28	29	30	31	32	33	34	
	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55
FRONT	61	62	63	64	65	66	67	68	69	70	71	72	73	74	

GOLDEN EAGLES REUNION '95 MONTEREY, CALIFORNIA

The Early and Pioneer Naval Aviators' Association

THE GOLDEN EAGLES, 1996

Bill Scarborough. Historian

Orlando, Florida

April 24-28

The 1996 Golden Eagles reunion which was held at the Wyndham Garden Hotel in Lake Buena Vista continued a series of "Firsts" for reunion locations and proved an excellent choice. Its proximity to Space Program sites, Disneyworld and golf and tennis facilities assured something for everybody during the four days we were there. We are grateful to RADM Joe Coleman, CAPT Bill Gortney and their committee for a memorable meeting.

On the first evening, which set the pace for the reunion, a cocktail buffet served around the hotel pool afforded everyone a chance to greet old friends and meet new ones. Each morning the hotel provided a sumptuous breakfast buffet which was well patronized by the Eagles.

Our first scheduled event was a bus tour of Cape Kennedy Space Center. When we arrived at the Space Center, we were served a picnic lunch. After lunch our bus caravan continued with a visit to the Vertical Assembly Building (VAB) where the Shuttle and its rocket are mated for flight. We then visited a launch site with a shuttle vehicle on the pad poised for its journey into space. Each of the busses had aboard as its tour guide an astronaut who answered the many questions of the curious Eagles.

We were bussed next to the viewing stand at mid-point of the NASA Shuttle runway for the Memorial Ceremony. The service conducted by Navy Chaplain Tom Love from Orlando Naval Training Center, was a moving one highlighted by his reading of the immortal poem, "Flanders Field" by John McRae.

In recognition of Golden Eagles who recently made their final take-off, Pilot Whitey Feightner read their names: *ADM Arleigh Burke. CAPT George C. Duncan, RADM Horace*

Epes, Jr., CAPT Edward Hessel, VADM A. S. Heyward, Jr., VADM Dixwell Ketcham, RAdm Louis J. Kirn, Frank P. Kleffner. VADM William I. Martin, CAPT Garrison Norton, RADM Eddie Outlaw, ADM James S. Russell, CAPT Carl D. Simonsen, VADM Ralph L. Shiffley, VADM P.D. Stroop, CAPT D. W. Tomlinson, CAPT Denis R. Weichman, RADM Donald M. White, Walter F. Boone.

Following the reading, Navy Bugler Jonathan Nickerbacher from NTC Orlando sounded "Taps" and, in a wonderfully coordinated, spine-tingling salute, four FA-18 fighters from VFA-106 at Cecil Field, Fl, led by Squadron Commander Bill Gortney, Jr., son of Golden Eagle Bill Gortney, flew a "Missing Man" pass before the assembly.

After the Memorial Service, the annual group photo was shot while the Eagles remained on the viewing stand at the NASA shuttle runway.

For the final event of this unparalleled day, we were bussed to the Space Camp Museum. After ample time for viewing the excellent displays which tells the story of the space program in which many of us had participated, we were treated to cocktails and an excellent buffet dinner with time for the rare opportunity to renew acquaintances and reminisce about our years in service in the US Navy.

Friday, April 26th, was a free day on the schedule, but the evening was one to remember, especially when we were bussed west of Orlando to Polk City and "Fantasy of Flight", a beautifully maintained airport and hangars housing Kermit Weeks' "Fightertown." The collection of military and civil aircraft includes a B-24 and a number of fighters. In addition to the aircraft there are eight F4U flight simulators and our "fighter jocks" were given an opportunity to test their air-to-air and carrier approach capabilities, certainly a highlight of the evening. A buffet dinner was served in the hangar beneath the wings of the aircraft on display. The after dinner remarks by Astronaut "Hoot" Gibson made the evening unforgettable.

On Saturday, April 27th, the membership meeting was held in

the morning at the hotel. Most recently selected member, CAPT V. J. Coley, Jr., was introduced to the membership and presented his wings. Reports on the status of the prospective new members were made. Current and recent experience indicates that prospects will wait two to three years after selection to become members. Other reports reminded attendees that five years without attending a reunion will result in dismissal. Emeritus status was discussed at length and will be better defined.

A highlight of the Orlando meeting was the final event on Saturday evening with a visit to Universal Studios where cocktails were served in the courtyard at Studio 33. The whole evening was choreographed to perfection, including the delicious dinner served at tables surrounding the center of the entertainment. A "mellerdrammer" employing actors from our Flight Deck and including much audience participation was staged with the highest professionalism and to the enjoyment of all attendees -- a wonderful high note on which to end one of the best reunions to date.

1996-1997 FLIGHT DECK

Chief Pilot	VADM B.M. Streaan
Pilot	RADM Wm. H. Harris
Co-Pilot	LGEN T.H. Miller
Navigator	RADM Paul H. Speer
Radio Officer	RADM James H. Flatley, III
Engineer Officer	RADM Paul F. Stevens

FLIGHT LEADERS

North	CAPT Marvin J. Franger
East	LCOL John F. Bolt
South	RADM J. Lloyd Abbot, Jr.
West	MGEN Hal Vincent

BOARD OF GOVERNORS

The Flight Deck plus:
 MGEN John P. Condon
 RADM E. L. Feightner
 VADM Howard Greer
 LGEN Robert P. Keller
 VADM R. F. Schoulz

HISTORIAN

CAPT William E. Scarborough

**GOLDEN EAGLES MEMORIAL SERVICE
CAPE CANAVERAL, FLORIDA
25 APRIL, 1996**

Location: Viewing Stand - Mid Point NASA Shuttle Runway

Time: 1400: Arrive Runway Viewing Stands

1415: Introduction/Remarks by Lcdr Love, Chaplain NATC Orlando

1425: Recognition of recently departed Golden Eagles by Radm Feightner
(Pilot)

Adm Arleigh Burke USN
Capt A.S. Heyward USN
Vadm Dixwell Ketcham USN
Vadm William Martin USN
Radm E. C. Outlaw USN
Vadm Paul D. Stroop USN
Capt Ronald L. White USNR

Capt George C Duncan USN
Capt Edward W Hessel USN
Radm Louis J. Kern USN
Capt Garrison Norton USNR
Capt Ike Simonsen USN
Capt D.W. Tommy Tomlinson USN

14:30 Bugler Sounds Taps

1431 Fly- By 4 VFA-18 Aircraft from VFA-106 NAS Cecil Field, Fl.

1445 Photographs of the Golden Eagle Group
Wives and Guests Commence Boarding Buses Proceed on Tour

.....
Bugler: Jonathan Nickerbocker (MU3) (USN)
VFA-106 Flight Leader Cdr Bill Gortney (USN)
Honor / Color Guard SH2 Emmanuel Williams USN
NATC Orlando

presented Captain V. J. Coley with his certificate of membership and gold wings as our newest member. The Pilot reviewed the actions of the Board of Governors concerning changes to the by-laws. VADM Greer, VADM Schoultz and LTGEN Fitch have been appointed as a committee to review the by-laws and report to the Board and Membership their recommendations at the next annual meeting. He also discussed suggesting by letter to some members that they may want to agree to transfer to Emeritus status due to their health and/or physical condition. He pointed out that over a period of time there had been an average of five members a year who had made their final take-off. With twenty two on the waiting list the Board of Directors recommended that not more than five new members be added to the list. VADM Greer reported that from a list of 56 nominees five members had been selected and approved which brought the total awaiting membership to twenty seven. "NOTE: From that list I have sent invitations to four and they have accepted. They are; Capt. W. L. Bennett, USN, CDR. William H. Neal III, USN, Capt John A. Chalbeck, USN, Capt. William A. Mackey, USN. Total active members now 200. In addition two Honorary members have been invited and they have accepted. They are Mr. Corwin H. Meyer and Barrett Tillman. So on behalf of the Golden Eagles we welcome each one of you." Pilot Whitey went on to say that he didn't want the membership to hold back on recommendations for membership because there are still some early Naval Aviators who are well qualified but have not been recognized for their contributions. Recommendations should be forwarded to Captain Flash Gordon, the Secretary of the Membership Committee.

To recap for you some of the new member invitations sent out by Whitey prior to the change of the watch, answers and acceptances have been received from the following; RADM Ronald H. Jesberg, USN (Ret), COL Theodore A. Petras, USMC (Ret), Capt. V. J. Coley, USN (Ret), and COL J. B. Maas, USMC (Ret). COL Petras was subsequently transferred to Emeritus status due to physical condition. Three members, RADM Duerfeldt, VADM Charbonnet, and COL Canavan have been transferred to Emeritus at their request. Col John Glenn USMC and RADM Alan B. Shepard Jr. USN (Ret) have accepted Emeritus status. Capt. Joseph R. Rees USN (Ret) and Capt. John W. Young USN (Ret) have been dropped from the roles.

I am enclosing a copy of the memorial service flyer with all the names of those Golden Eagles who we honored at Cape Canaveral Florida. Since returning home three of our Golden Eagles have made their final take-off. They are; RADM Fillmore B. Gilkeson USN (Ret), ADM Charles D. Griffin USN (Ret), and Captain David McCampbell USN (Ret). Our Navigator RADM Paul Speer has sent letters of condolences to next of kin on behalf of all of the Golden Eagles. HELP!!! It is only by the Navy grapevine that we hear of a change in status of our Eagles, so please let your Flight Deck and/or Flight Leaders know so we can take appropriate action.

VADM Bill Houser provided the membership with an update on the status of the Tailhook situation and a description of the ceremonies held on Midway Island commemorating the Battle of Midway. In his remarks, he pointed out that even though it had been five years since the Tailhook incident there were still Congressional opinions, actions, and requirements that were unfair and without due process of law that were jeopardizing the careers and morale of many Naval Officers. He indicated that a number of senior officers were attempting to bring this inequity to the attention of the members of the Senate Armed Services Committee for correction. VADM Houser reported that the attendance and

presented Captain V. J. Coley with his certificate of membership and gold wings as our newest member. The Pilot reviewed the actions of the Board of Governors concerning changes to the by-laws. VADM Greer, VADM Schoultz and LTGEN Fitch have been appointed as a committee to review the by-laws and report to the Board and Membership their recommendations at the next annual meeting. He also discussed suggesting by letter to some members that they may want to agree to transfer to Emeritus status due to their health and/or physical condition. He pointed out that over a period of time there had been an average of five members a year who had made their final take-off. With twenty two on the waiting list the Board of Directors recommended that not more than five new members be added to the list. VADM Greer reported that from a list of 56 nominees five members had been selected and approved which brought the total awaiting membership to twenty seven. "NOTE: From that list I have sent invitations to four and they have accepted. They are; Capt. W. L. Bennett, USN, CDR. William H. Neal III, USN, Capt John A. Chalbeck, USN, Capt. William A. Mackey, USN. Total active members now 200. In addition two Honorary members have been invited and they have accepted. They are Mr. Corwin H. Meyer and Barrett Tillman. So on behalf of the Golden Eagles we welcome each one of you." Pilot Whitey went on to say that he didn't want the membership to hold back on recommendations for membership because there are still some early Naval Aviators who are well qualified but have not been recognized for their contributions. Recommendations should be forwarded to Captain Flash Gordon, the Secretary of the Membership Committee.

To recap for you some of the new member invitations sent out by Whitey prior to the change of the watch, answers and acceptances have been received from the following; RADM Ronald H. Jesberg, USN (Ret), COL Theodore A. Petras, USMC (Ret), Capt. V. J. Coley, USN (Ret), and COL J. B. Maas, USMC (Ret). COL Petras was subsequently transferred to Emeritus status due to physical condition. Three members, RADM Duerfeldt, VADM Charbonnet, and COL Canavan have been transferred to Emeritus at their request. Col John Glenn USMC and RADM Alan B. Shepard Jr. USN (Ret) have accepted Emeritus status. Capt. Joseph R. Rees USN (Ret) and Capt. John W. Young USN (Ret) have been dropped from the roles.

I am enclosing a copy of the memorial service flyer with all the names of those Golden Eagles who we honored at Cape Canaveral Florida. Since returning home three of our Golden Eagles have made their final take-off. They are; RADM Fillmore B. Gilkeson USN (Ret), ADM Charles D. Griffin USN (Ret), and Captain David McCampbell USN (Ret). Our Navigator RADM Paul Speer has sent letters of condolences to next of kin on behalf of all of the Golden Eagles. HELP!!! It is only by the Navy grapevine that we hear of a change in status of our Eagles, so please let your Flight Deck and/or Flight Leaders know so we can take appropriate action.

VADM Bill Houser provided the membership with an update on the status of the Tailhook situation and a description of the ceremonies held on Midway Island commemorating the Battle of Midway. In his remarks, he pointed out that even though it had been five years since the Tailhook incident there were still Congressional opinions, actions, and requirements that were unfair and without due process of law that were jeopardizing the careers and morale of many Naval Officers. He indicated that a number of senior officers were attempting to bring this inequity to the attention of the members of the Senate Armed Services Committee for correction. VADM Houser reported that the attendance and

activities on Midway for the Battle of Midway Commemoration ceremonies was a heart warming success.

RADM Carl Seiberlich gave a very interesting and informative presentation concerning the efforts to preserve the U.S.S. Hornet as a National Monument. He requested support from the Golden Eagles. RADM Skip Furlong gave a short but detailed report on the Naval Aviation Museum Foundation's activities and the many improvements that are being made to the National Museum for Naval Aviation. He highlighted the forthcoming opening of the new IMAX theater in July and the showing of a new IMAX film explaining Naval Aviation entitled "The Magic of Flight" beginning on 7 November 1996.

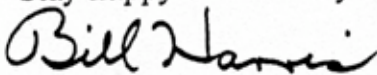
I have asked the Co-Pilot, LTGEN Miller, to develop a format for developing a book depicting the biographical sketches with pictures of each Golden Eagle. Once he has the format finished it will be sent to all Golden Eagles for completion. I don't know how you receive your data on our illustrious fellow Eagles, but I have seen many of your smiling faces on Wings, in historical publications and other TV channels. We have had numerous requests for such a document.

I would like to conclude this first report to you by thanking Pilot Whitey Feightner for keeping me so well informed these past two years as his co-pilot. My phone bill went up but it was worth it. It was a pleasure working with the Flight Leaders as they put together absolutely wonderful Reunions that just got better each year. I appreciate the many hours you contributed to each of us who enjoyed the fruits of your labor. To Tom Miller who gave us the idea that a reunion in Orlando and a visit to the NASA Facilities, the Astronaut Scholarship Foundation's Space Camp and U.S. Astronaut Hall of Fame was possible; believe it or not--mission impossible was accomplished. But--it couldn't or wouldn't have happened without the two Eagles who mastermind the planning and wheeling and dealing with the providers in Orlando. Again thanks to Joe Coleman and Bill Gortney.

Your new Flight Deck, Flight Leaders and the Board of Governors are listed on the attached enclosure. Also enclosed is your 1996 Golden Eagles List of Members.

Plan now to spend a delightful vacation in San Diego in 1997. Reunion dates are 14 - 18 May 1997. Your masterful and talented Reunion Chairman is Capt. Zeke Cormier and Flight Leader West is MGEN Hal Vincent. If you have any questions just call them. They would love to hear from you.

Stay happy and healthy until we meet again in San Diego.


W. H. Harris
Pilot

The Early and Pioneer Naval Aviators' Association

THE GOLDEN EAGLES, 1997

Bill Scarborough. Historian

San Diego, California

May 14-18

The 1997 Golden Eagles Reunion was held in San Diego with a record attendance of 132 Golden Eagles with 114 spouses and friends. Reunion chairman, CAPT Zeke Cormier and his very successful committee had planned a full four day program beginning with a reception at the LaJolla Marriott Headquarters on Wednesday the 14th.

On Thursday busses were boarded for a visit to USS KITTY HAWK for the Memorial Service and luncheon. The service, conducted by Command Chaplain, CAPT D. E. denDulk, CHC USN, was a moving tribute to our departed Shipmates. With the San Diego skyline as a back drop, the service was most impressive. A Marine Color Guard presented the Colors, then, as Pilot RADM Bill Harris read the names of our recently departed comrades, a bell was tolled after each name. Those remembered were RADM John G. Cromelin, MGEN John P. Condon, CAPT Richard J. Davis, MGEN Paul J. Fontana, RADM F. B. Gilkeson, ADM C. D. Griffin, VADM T. J. Hedding, CAPT Dave McCampbell, LGEN A.W. O'Donnell. KITTYHAWK bugler AMS3 Michael Burns sounded "Taps" on completion of this moving ceremony. Eagles and their guests then moved to the Kitty Hawk's hangar deck for a luncheon served on beautifully set tables--so elegant it was hard to believe that we were still aboard ship. VADM BRENT BENNITT, CNAP, was guest speaker. KITTY HAWK CO, CAPT Steve Tomaszewski was our host for a day to be remembered by all the fortunate attendees.

Friday's highlight, after a morning of shopping, golf and tennis, was a special showing of the I-MAX film. "The Magic of Flight" at the Rueben H. Fleet Space Theater, San Diego Aerospace Museum, planned by Zeke Cormier and Ed McKellar.

Our super golfers, Joe Coleman, Dutch Schoultz, and J. K. Davis won the "four man" best ball golf tournament -- with only three players and a "blind" draw that didn't contribute to their overall score. Shirley Brown was winner of the ladies

group. Bill Russell and Bill Knutson ran the golf tournament. The General Membership Meeting for 1997 was held at the Marriott. Pilot Bill Harris reported hearing from several Golden Eagles who regretted being unable to attend: Al Shinn had heart surgery, Gerry O' Rourke is in the VA Hospital in Augusta, ME, and Dean Black was incapacitated. Sadly, during the meeting, reports were received that Betty Lou Houser and Bow Ault had passed away on the same day. Our deepest sympathy to Bill and Frank. Their ladies will be greatly missed by all of us.

Chief Pilot Smoke Strean congratulated the Reunion Committee during the meeting for one of the best Golden Eagles' reunions ever. Howie Greer reported screening of some 65 nominees for Golden Eagle membership with five recommended for acceptance. The waiting period for selection is now two to three years. Nominating Committee Chairman Bob Keller recommended that the current members of the Flight Deck, Flight Leaders and Board of Governors be continued in office for another year; and, Chick Smith be elected to the vacancy on the Board of Governors formerly held by now-deceased John Condon.

MGEN Hal Vincent, Flight Leader West, resigned his position in June for personal reasons and has been relieved by BGEN Jay Hubbard. Our congratulations to Jay and sincere thanks to Hal for his service to the Golden Eagles.

Membership activity to date has included invitations to 22 nominees, selection of two honorary members, and transfer of nine members to Emeritus status. Ten Golden Eagles made their final take-off last year, and since the reunion in May, several additional members have made final take-offs: CAPT Scott E. McCusky, COL Elmer G. Glidden, and COL Marion M. Magruda who had become a member only this past April.

During the General Membership Meeting Constitution and Bylaws changes recommended by the Board of Governors were discussed. Membership requirements and nomination procedures for regular and honorary members were restated. Policy regarding attendance at Annual Reunions was explained. Should a Golden Eagle miss three (3) consecutive reunions, he

will receive a letter reminder and should make every effort to attend the next meeting to maintain membership in good standing. Updated copies of the Constitution, Bylaws and member list will be distributed in the near future.

Jerry Zacharias reported on the Golden Eagles CHRONOLOG and noted that assistance by Tom Nutley, Whitey Feightner and Bill Fitch had been a major factor in the completion of the project. Distribution of the books will be made at the 1998 Reunion in Annapolis.

The 1997 award of the Golden Eagle Tommy Tomlinson watch was made to LCDR Allan G. Poindexter in an award ceremony at NAS Patuxent River. The award was for his work exploring the flying qualities of the F-14 digital flight control system.

At the Reunion Dinner, we were honored to have the Marine Ceremonial Guard and the Band from MCRD San Diego to provide Glenn Miller music after dinner for dancing. Guest speaker was Paul Thayer, who enlightened us about his around the world flight.

	FLIGHT DECK 1997-1998
Chief Pilot	VADM B. M. Streaan
Pilot	RADM W. H. Harris
Co-Pilot	LGEN T. H. Miller
Navigator	RADM Paul H. Speer
Radio Officer	RADM J. H. Flatley, III
Engineer Officer	CAPT Paul F. Stevens

	FLIGHT LEADERS
North	CAPT Marvin J. Franger
East	LCOL John F. Bolt
South	RADM J. Lloyd Abbot, Jr.
West	BGEN Jay W. Hubbard

BOARD OF GOVERNORS
The Flight Deck plus:
RADM E. L. Feightner
VADM Howard Greer
LGEN Robert P. Keller
VADM R. F. Schoulz
CAPT Armistead B. Smith, Jr

HISTORIAN

MEMBERSHIP CHANGES

Regular Members who have accepted since Orlando Reunion, 1996: (Note: All officers are in a **retired** status.)

RADM Ron Jesberg	MGEN Kenneth Weir
COL Theodore A. Petras *	VADM George Talley
CAPT Vernon J. Coley	CAPT Scott Lamoreaux
COL Jack Maas	RADM Richard Fowler
CAPT William Mackey	COL Ross Mickey
CDR William Neal, III	CAPT Eugene A. Cernan
CAPT William Bennett	RADM "Moose" Myers
CAPT John Chalbeck	MAJ Drury Wood, Jr.
CAPT Jack Kenyon	RADM "Smoke" Wilson
RADM Robert Mandeville	VADM Jerry Tuttle
RADM L. W. "Bill" Moffit	COL Archie Donahue
	(Acceptance pending)

* Transferred to Emeritus

Honorary Members who accepted in July 1996: Mr. Corwin "Corky" Meyer
Mr. Barrett Tillman

The following members have been transferred to **Emeritus** membership:

COL Theodore Petras
RADM Joseph Dean Black
CAPT Charles Brower
VADM Frank O'Beirne
CAPT Gerald O'Rourke
CDR Howard Packard
LCOL Kenneth Walsh
VADM William Lawrence
COL Marion M. Magruder

It is my unfortunate duty to list the Golden Eagles who have made their last take-off since the Navigator's Report of 20 April 1996. We will miss them.

RADM John G. Crommelin	CAPT David McCampbell
MGEN John P. Condon	LGEN Andrew W. O'Donnell
CAPT Richard Davis	CAPT Scott McCuskey (6/97)
MGEN Paul J. Fontana	COL Elmer G. Glidden (6/97)
RADM Fillmore Gilkeson	COL Marion M. Magruder (6/97)
ADM Charles D. Griffin	
VADM T. J. Hedding (8/23/95) late reporting	
Mr. Roland Bachman (11/89) late reporting	



THE EARLY AND PIONEER NAVAL AVIATORS
ASSOCIATION
"THE GOLDEN EAGLES"

14 August 1997

Dear Golden Eagles,

The 1997 Golden Eagles Reunion was held in San Diego, 14-18 May at the La Jolla Marriott Hotel with a record attendance of 132 Golden Eagles, 114 spouses and friends attending some or all of the functions. Our Reunion Chairman, Zeke Cormier, and his committee planned a fun-filled four days starting with a reception at the Marriott which was attended by 202 Golden Eagles and guests. It was great to see so many on the first day to start our Reunion. On Thursday we all loaded into buses for our visit to Kitty Hawk for the Memorial Service and a luncheon on board. The aft end of the flight deck was set up so the attendees at the service would have the San Diego skyline as a backdrop. The weather was absolutely beautiful and the service conducted by Command Chaplain, Captain D.E. denDulk, CHC, was a very wonderful and moving tribute to our departed Golden Eagles. After the Memorial Service we proceeded to the hangar deck for a buffet luncheon that was so elegant that we couldn't believe we were still onboard—tablecloths et al. Vice Admiral Brent Bennett, CNAP, was our guest speaker and Captain Steve Tomaszeski, CO of Kitty Hawk, was our host. That will be a day to remember for all of those who attended. We all felt honored by the hospitality of the officers, men and women of Kitty Hawk.

Friday was a full day with golf, shopping, tennis (!!)—the Reuben H. Fleet Space Theater special showing of the IMAX film "The Magic of Flight"—then cocktails and buffet at the Aerospace Museum. Bill Russell and Bill Knutson ran the Golf tournament and Ed McKellar coordinated with Zeke for the IMAX showing and Aerospace Museum treat. For the record, Dutch Schoultz, Joe Coleman and J.K. Davis won the "four man" best ball golf tournament with only three players and a "blind" draw that didn't contribute to their overall score. Beware of this group when negotiating a golf game. Shirley Brown was winner of the ladies group.

The Annual General Membership meeting was held Saturday morning at the Marriott. The Pilot reported hearing from several Golden Eagles who regretted they were unable to attend. Al Shinn had a heart valve operation. Bruce Weber, Noel Gayler and V.G. Lambert expressed their regrets. Bernadette O'Rourke reported that Gerry was in the VA Hospital in Augusta, Maine. Emily Black advised that Dean was incapacitated. During the meeting word was received that Bill Houser's wife, Betty Lou, had passed away and subsequently it was reported that Frank Ault's wife, Bow, had passed away on the same day. We will all miss these wonderful ladies.

The Chief Pilot congratulated the Reunion Committee and attendees for being part of one of the best Reunions ever. He said in the past he has heard it said: "Why should I join the Golden Eagles" but now he hears, "How and when can I become a member of the Golden Eagles." The Membership Selection Committee should be

commended for the Chief Pilot's statement, as well as those who nominate the intrepid and dedicated naval aviators from the Navy, Marine Corps and Coast Guard for membership. Howie Greer reported the results of this years screening. The committee reviewed some 65 nominees and recommended that five be accepted. The waiting list now stands at 17. The list of nominees is considered Confidential, until the Pilot's letter of invitation is accepted by the invited nominee. The waiting list is now two to three years.

Bob Keller, Nominating Committee Chairman, recommended that the present members of the Flight Deck, Flight Leaders and Board of Governors remain the same. He recommended that Chick Smith be elected to fill the vacancy on the Board of Governors which was held by John Condon. The vote in favor was unanimous.

In June, MGen Hal Vincent, Flight Leader West, resigned his position due to personal reasons. BGen Jay Hubbard was nominated and accepted the Flight Leader West position. "Congrats" Jay and thanks Hal, for your help through the year.

Since our Reunion in Orlando a year ago, twenty-two selected nominees have been sent invitations to become a Golden Eagle. Two Honorary members have been selected and nine members have been transferred to Emeritus status. Ten Golden Eagles have made their final take-off. Total active members number 200. A list of membership changes is attached.

I am enclosing a copy of the Memorial Service flyer with the names of those Golden Eagles who we honored on board Kitty Hawk. Since our Reunion in May, two of our members have made their final take-off. They are: Captain Scott E. McCuskey, USN (Ret), Colonel Elmer G. Glidden, USMC (Ret), and Colonel Marion Milton Magruder who became a member this past April. Our Navigator, Paul Speer has sent letters of condolences to the next of kin on behalf of all of the Golden Eagles. Thanks to our members Ernie Beauchamp and Jack Maas the news of our losses was circulated quickly to Golden Eagles and friends.

During the General Membership Meeting, the Pilot discussed the updating of the Constitution and Bylaws that have been recommended by the Board of Governors. The requirements for membership and the procedure for nominating both regular and honorary members was restated. The policy concerning attendance at Annual Reunions was explained that should a Golden Eagle miss up to three (3) Reunions in a row they would receive a gentle reminder by letter. They should make every attempt to attend the fourth meeting in order to maintain their membership in good standing. All other proposed modifications were voted on and approved unanimously. The updated Constitution, Bylaws and List of Members will be included in this letter or forwarded, should printing be delayed.

Jerry Zacharias reported on the status of the CHRONOLOG of members. 162 of the regular members had responded. He discussed the format of the book, initial outline, printing and projected cost. The membership approved the project. The projected cost estimate per book is \$35.00 for Members (\$50.00 for non-members). I encourage everyone to get their bios completed, along with two pictures, and sent to Jerry. On behalf of the Golden Eagles we thank Tom Miller, Whitey Feightner and Bill Fitch for their work in gathering information for Jerry. To Jerry, you have our lasting gratitude for accomplishing a life-time tribute to all Golden Eagles—past, present and future. The copy(s) of CHRONOLOG that you order will be available at the 1998 Reunion in Annapolis.

During the membership meeting Dave Richardson offered some information on the poor pilot retention in both the Navy and Marine Corps. He urged us all to do what we can to talk up Naval Aviation with youngsters. Tom Kilcline expressed his interest in Jeff Barlow's book, "Revolt of the Admirals" as an exciting and very well done account of this interesting period in the fight for the carrier Navy. It is available from the U.S. Government Printing Office, Mail Stop SSOP, Washington, DC 20402-9328. Ned Hogan expressed his interest in the article by Jim Webb "Slouching Toward Tomorrow." We are undercutting our heritage. Red Carmody urged us all to speak out at the ballot box.

The recipient of the 1997 Tommy Tomlinson Award was presented to LCDR Allan G. Poindexter at an award ceremony at NAS Patuxent River. He was recognized for his work in exploring the flying qualities of the F-14 digital flight control system.

This is a long report but again I would like to thank our hard working Reunion Committee and Flight Leader West for a great time in San Diego. To our Chairman Zeke Cormier a superb job, special thanks to Paul Speer for the Memorial Service and luncheon arrangements on Kitty Hawk, Ed McKellar for the tour and dinner at the Aerospace Museum and the IMAX film at the Space Theater, Hal Vita for the La Jolla Marriott arrangements, Howie Boydston for registration and finance, Bob Baldwin, Roger Box, Dick Hanecak, George Aitcheson, Frank Lang and Betty Dose, Charlie McKellar, Nita Boydston, Kitty Cormier and the wonderful wives who came to the aid of their Golden Eagle. We appreciate your time and talents to make everyone's Reunion time a fun time for all.

At our Annual Reunion dinner we were honored to have the Marine Ceremonial Guard and the Marine Band from MCRD, San Diego, to lead off the evening and to provide the Glenn Miller music for dancing after dinner. For those who left immediately after dinner you missed some great music and entertainment. Our guest speaker, Paul Thayer, enlightened us about his around the world flight. Attendance was 229 -- a record.

Plan now to spend a delightful vacation in Annapolis, Maryland in 1998. Reunion dates are 15-19 April 1998. Your talented and masterful Reunion Chairman is Roger Carlquist and Flight Leader North is Marv Franger. Roger and his committee have already reserved hotel accommodations; and they are setting up a great schedule. If you have any questions just call Roger or Marv, they will be happy to help you I'm sure. See you in Annapolis in 1998.

Stay healthy, happy and active.

Best wishes,

Bill Harris

William H. Harris

WHH/ab

Enclosures

List of Membership Changes

Order Form for "Chronolog"

Memorial Service Program

"Kudos" to Annette for all the work she has done for the Pilot and Flight Leaders this past year -



THE EARLY AND PIONEER NAVAL AVIATORS
ASSOCIATION
"THE GOLDEN EAGLES"

**GOLDEN EAGLES MEMORIAL SERVICE
USS KITTY HAWK (CV-63)
15 MAY 1997**

1115 Busses arrive USS KITTY HAWK

1130 Opening - Present the Colors
Pledge of Allegiance

1135 Introduction/remarks...CAPT D. Den Dulk USN
Senior Chaplain
NAS North Island

1145 Recognition of recently departed Golden Eagles
RADM W.H. Harris
Pilot, Golden Eagles

RADM John G. Crommelin, USN	MGEN John P. Condon, USMC
CAPT Richard J. Davis, USN	MGEN Paul J. Fontana, USMC
RADM F. B. Gilkeson, USN	ADM Charles D. Griffin, USN
VADM T. J. Hedding, USN	CAPT Dave McCampbell, USN
LGEN Andrew W. O'Donnell, USMC	

1155 Benediction
Bugler sounds Taps...AMS 3 Michael Burns
USS Kitty Hawk

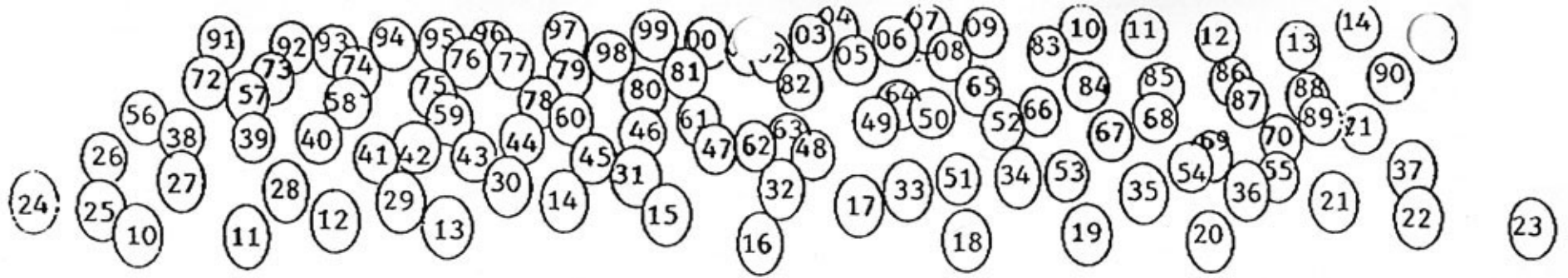
Retire the Colors

1200 Secure from Ceremony

On that final flight, "put out my hand and touched the face of God."



GOLDEN EAGLES SAN DIEGO 1997



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- 1 Jim Daniels
- 2 Dave Richardson
- 3 Howie Boydston
- 4 Doc Abbot
- 5 Zeke Cormier
- 6 Bill Harris
- 7 Jim Flatley
- 8 Ed McKellar
- 9 George Spangenberg
- 10 Hal Vita
- 11 Bob Mitchell
- 12 John Carey
- 13 Jim Stockdale
- 14 Tag Livingston
- 15 Moe Wittmann
- 16 Bush Bringle
- 17 Bob Dose
- 18 Gene Rankin
- 19 Bill Romberger
- 20 Mickey Weisner
- 21 Hawk Hawkins
- 22 Jack Dailey
- 23 Whitey Feightner
- 24 Paul Speer
- 25 Flash Gordon
- 26 Marv Franger
- 27 Bill Moffitt
- 28
- 29 Vic Armstrong

- 30 John Wesolowski
- 31 Tom Cassidy
- 32 Bill Bennett
- 33 Sam Hubbard
- 34 Bill Gurek
- 35 Windy Tracy
- 36 Glen Glenzer
- 37 Bob Baldwin
- 38 Bill Ramsey
- 39 Red McDaniel
- 40 Paul Stevens
- 41 Hal Buell
- 42 Ernie Beauchamp
- 43 Bill McClendon
- 44 Howard Greer
- 45 Bill McLaughlin
- 46 Jay Hubbard
- 47 Dutch Schoultz
- 48 George Talley
- 49 George Axtell
- 50 Bill Fitch
- 51 Fox Turner
- 52 Smoke Streat
- 53 Jack Kenyon
- 54 Paul Thayer
- 55 Dick Hanecat
- 56 John Lacouture
- 57 Joe Moorer
- 58

- 59 Wam Mackey
- 60 Red Dog Davis
- 61 Bash Wills
- 62 Les Brown
- 63 Johnny Hyland
- 64 Bob Keller
- 65 Ron McKeown
- 66 Dick Best
- 67 Roy Swanson
- 68 Cook Cleland
- 69 Charlie Brower
- 70 Roger Box
- 71 Roger Carlquist
- 72 Tom Kilcline
- 73 Barrett Tillman
- 74 Paul Gillcrist
- 75 Chick Smith
- 76 Tom Hayward
- 77 Ken Weir
- 78 Mike Alexatos
- 79 Joe Coleman
- 80 Bill Shawcross
- 81 Bill Pittman
- 82 J.K. Davis
- 83 Ross Mickey
- 84 Bob Dunn
- 85 Larry Walker
- 86 Truck Aitcheson
- 87 Bill Russell

- 88 John Chalbeck
- 89 Hal Vincent
- 90 Elmer Glidden
- 91 Butch O'Neill
- 92
- 93 ~~Hap Chandler~~
- 94 Jack Maas
- 95 Bob Aumack
- 96 Jig Dog Ramage
- 97 Frank Lang
- 98 Bill Neal
- 99 Tom Miller
- 100 Tom Walker
- 101 Zack Zacharias
- 102 Bill Knutson
- 103 Bob Elder
- 104 Ned Hogan
- 105 Bob Mandeville
- 106 Corky Meyer
- 107 Curt Dose
- 108 Butch Voris
- 109 Taylor Brown
- 110 John Wissler
- 111 Ron Jesberg
- 112 Zeb Haller
- 113 Gene Zepp
- 114 John Dixon
- 115 Red Carmody

GOLDEN EAGLE HISTORY 1998



CONTINUING THE HISTORY OF THE EARLY AND PIONEER NAVAL AVIATOR' ASSOCIATION— THE GOLDEN EAGLES

ANNAPOLIS

APRIL 15-19 1998

The EPNAA Annual Reunion mustered at the Wyndham Garden Hotel in Annapolis, Maryland for a session of fellowship and sea stories. Under the leadership of Captain Ralph Carlquist, the reunion convention members provided an outstanding four days of enjoyment. These members were supported by many local friends and wives who assisted in an outstanding job of planning and running one of our best reunions. The Welcome Aboard Reception was held in the Wyndham Garden Hotel on Wednesday night.

Thursday was a day of tours topped off with a visit to NATC Patuxent River, where many of the members had served as test pilots during their earlier years. The briefings on the status of current programs, combined with a tour of the facilities and a reception at the Admirals quarters was enjoyed by all.

Friday's memorial service in the beautiful U. S. Naval Academy Chapel was the last roll call for the following 13 Golden Eagles:

RADM Edmond G. Konrad, USN
RADM Joseph Dean Black, USN
LGEN Leslie E. Brown, USMC
LTJG Robert R. Lester, USN
CAPT Gerald G. O'Rourke, USN
ADM David L McDonald, USN
CAPT William R. Pittman, USN
CAPT E. Scott McCuskey, USN
COL Marvin M. Magruder, USMC
COL Elmer G. Glidden, USMC
CAPT John G. Wissler, USN
VADM John S. Disher, USN
CAPT Harold E. Vita, USN

This memorial service was dedicated to God who watches over and sustains us, day to day, and who brings us this moment of remembrance. Some of our squadron mates have departed this life, as we all must, but their passing has not disrupted the special bond among us. As Golden Eagles, we are one with those who have gone before us and thankful for their service to God, Country, and Naval Aviation.

Following the memorial service, we were honored to be the guest of the Superintendent of the United States Naval Academy for a Dress Parade of the Brigade of Midshipmen. Following the review, the Superintendent and Mrs Larson held a reception at Buchanan House for our members and guests. Also attending were the senior midshipmen who are scheduled for aviation billets after graduation. This resulted in an interesting evening with our members being able to talk to these young midshipmen on their desires and expectations of continuing the long tradition of excellence in Naval and Marine aviation. This was an impressive group of young Americans for which we can all be proud.

Saturday, our General Membership Meeting was opened by our Pilot, RADM Bill Harris, who thanked the

reunion committee for their outstanding efforts in making his a most enjoyable and successful reunion. The following ten new members, attending their first reunion were introduced:

CAPT Phillip R. Wood, USN (Ret.)
RADM Don Shelton, USN (Ret.)
COL Philip DeLong, USMC (Ret.)
RADM George Casell, USN (Ret.)
VADM J.H Fetterman, USN (Ret.)
CAPT H.P. Streeper, USN (Ret.)
VADM Jim Service, USN (Ret.)
RADM John R. Wilson Jr., USN (Ret.)
VADM Jerry O. Tuttle, USN (Ret.)
CAPT Scott L. Lamoreaux, USN (Ret.)

Three new members who have been selected and could not attend were: ADM Stanley Arthur, USN (Ret.), RADM James B. Linder, USN (Ret.) and COL Archie Donahue, USMC (Ret.). CAPT Lou Edwards, USN (Ret.) had been invited to join, but at too late a date to respond.

The following six members have been transferred to the Emeritus Status:

BGEN John Kinney, USMC (Ret.)
CAPT Bruce Webber, USN (Ret.)
CAPT Dan Harrington, USN (Ret.)
MGEN Robert Owens, USMC (Ret.)
RADM V.G. Lambert, USN (Ret.)
CAPT Joseph G. Smith, USN (Ret.)

One member, CAPT John L Nicholson , resigned from Regular membership in June 1997.

CAPT Jerry Zacharias was recognized for his outstanding performance in the development of the Golden Eagle CHRONOLOG book of biographies. The membership gave him a “Well Done” for his work on their behalf. The first edition of the Chronolog was distributed to members who ordered them.

The new Board of Governors was announced and approved as:

VADM B.M. Streaun, USN (Ret.)
RADM W.J. Harris, USN (Ret.)
RADM E.L. Feightner, USN (Ret.)
LGEN R.P. Keller, USMC (Ret.)
VADM R.F. Schoultz, USN (Ret.)
LGEN William H. Fitch, USMC (Ret.)
CAPT A.B. Smith, USN (Ret.)

The new Flight Deck for the period 1998-1999 was announce and approved:

Chief Pilot	VADM H. E. Greer, USN (Ret.)
Pilot	LGEN T.H. Miller, USMC (Ret.)
Co-Pilot	CAPT J.B. Cain, USN (Ret.) **
Navigator	COL J. B. Maas, USMC (Ret.)
Radio	RADM Jim Flatley III, USN (Ret.)
Engineering	CAPT Bill Gortney, USN (Ret.)

A decision to rename the Flight Zones was made to better suit the areas concerned and the distribution of membership. The new designations along with the Flight Leaders are as follows:

Northeast	CAPT Roger Carlquist, USN (Ret.)
Southeast	RADM Bill Shawcross, USN (Ret.)
Central	RADM Bill Gureck, USN (Ret.)
West	BGEN J. Hubbard, USMC (Ret.)

CAPT W.E. Scarborough, USN (Ret.) was renamed as the Golden Eagle Historian.

The winner of the annual Golden Eagle Captain 'Tommy' Tomlinson Award, as the Outstanding Test Pilot of the year, was presented to LT. Steve Lubows, USN for his work on the SH-60 Program Pilot. RADM Don Boecker had presented the gold watch and a copy of Tomlinson's book at an earlier date.

The Site Selection Committee recommendations for the the following reunion sites was approved. They are: 1999-Pensacola, 2000-Charleston, 2001-San Diego, 2002-Norfolk and 2003-Pensacola.

The reunion concluded with the Saturday night banquet at the Wyndham Garden Hotel where Pilot RADM Bill Harris was relieved by LGEN Tom Miller.

**Sadly, CAPT J. B. Cain made his last takeoff while en route home from the reunion. The Board of Governors appointed CAPT Armistead B Smith as the acting Co-Pilot.

Attached to this 1998 Continuing History are newspaper articles from the Annapolis Capital and The Washington Post, both of which reported on the Annapolis 1998 reunion.

GOLDEN EAGLE HISTORY 1999



CONTINUING THE HISTORY OF THE EARLY AND PIONEER NAVAL AVIATOR' ASSOCIATION— THE GOLDEN EAGLES

PENSACOLA

APRIL 28 – MAY 2, 1999

For the twelfth time since the inception of the Golden Eagles in 1950, the EPNAA Annual 4-day Reunion mustered at the Pensacola Grand Hotel for a session of sea stories and good fellowship. Due to a 1998 hurricane, the hotel had been closed the seven months prior to our arrival after replacing over 600 windows and repairing other storm damages. Our visit was listed by the hotel management as a “Shake Down Cruise” for the staff. Every effort was extended by the staff to see that all of our needs were met under very trying circumstances.

Bill Ramsey and his staff (Bill Gureck, Bill McLaughlin, Skip Furlong, Jack Fetterman, Don Issitt, Mike Alexatos along with wives and local friends/members) did an outstanding job of planning and managing one of the better reunions.

At the end of registration we had 125 members, 105 wives /friends, 8 widows and 4 honorary members aboard.

The “Top of The Grand” Hospitality Suite was a great success. The running of the VCR tape “No Easy Days” of famous carrier accidents (recognized by many as being the guilty party) added additional interest to the usual lies being told by the members who often have trouble remembering their names.

On Thursday night a Welcome Aboard Reception was a great success. Excellent drinks, food and fellowship was enjoyed by all and especially by the new members and wives who were introduced to the members by our Pilot, LTGEN Tom Miller. Having all guest and new members name tags color coded was an excellent idea and should be continued at future reunions. The Membership Selection Committee met early Thursday and recommended 25 selectees to the Board of Governors as prospective new members, to be brought aboard as vacancies occur.

Friday morning the golf, tennis and fishing trips resulted in several members getting wind burn from the unusual Florida weather. Although suspected, no cases of sea sickness from the fishermen was reported. High golf scores were blamed on the wind and course by all but the winners. The ladies and some members enjoyed a bus tour of Fairhope, Alabama.

The Memorial Services at the NAS Chapel will long be remembered by those attending. The Schools Command and Air Station support for the events was outstanding. They provided the MATSG Color Guard, Naval Aviation Choir, bugler and organist with Chaplain Metzger supervising the service. Pilot Tom Miller provide a brief eulogy for each of the following 22 members who had made final Take-off since our last reunion:

CAPT DUNCAN READ, USNR (EMERITUS)	03/14/98
VADM ALLEN M. SHINN, USN	04/14/98
CAPT JAMES B. CAIN, USN	04/27/98
MGEN MARION E. CARL, USMC	06/28/98
RADM ALAN B. SHEPARD, JR. (EMERITUS)	07/21/98
ADM DONALD C. DAVIS, USN	07/30/98

LCOL KENNETH A WALSH, USMC (EMERITUS)	07/30/98
RADM C. H. DUERFELDT, USN (EMERITUS)	09/08/98
CAPT ROBERT G. DOSE, USN	09/27/98
ADM JOHN J. HYLAND, USN	10/15/98
VADM FRANK O'BEIRNE, USN (EMERITUS)	10/19/98
RADM MAGRUDER H. TUTTLE, USN (EMERITUS)	11/06/98
ENS ALBERT G. WIGGLESWORTH, USNR(EMERITUS)	01/07/99
RADM JAMES R. REEDY, USN	01/08/99
VADM LLOYD M. MUSTIN, USN (HONORARY)	01/21/99
MGEN ARTHUR H. ADAMS, USMC	02/06/99
MGEN R. H. SPANJER, USMC	02/08/99
MGEN NORMAN W. GOURLEY, USMC	02/17/99
ENS JOHN WOODS HARRIS, USNR(EMERITUS)	02/22/99
CAPT R. E. HARMER, USN (EMERITUS)	02/25/99
ADM WILLIAM B. BRINGLE, USN	03/19/99
ADM ROY L. JOHNSON, USN	03/20/99

Following the Memorial Service, the members and guest proceeded to Lighthouse Point to finish the day at a well attended and enjoyable Texas BBQ.

Saturday, the annual General Membership Meeting was conducted at the IMAX theater at the National Museum of Naval Aviation. The first order of business was the taking of the group photo under the supervision of Doc Abbot.

The business meeting was then called to order by Pilot Tom Miller who introduced the following Flight Deck Officers:

Chief Pilot	VADM Howard Greer, USN (Ret.)
CoPilot	CAPT Armistead Smith, Jr., USN (Ret.)
Navigator	COL Jack Mass. Jr., USMC (Ret.)
Radio Officer	RADM James Flatley III, USN (Ret.)
Engineer Officer	CAPT Bill Gortney, USN (Ret.)

This was followed by the introduction of the Flight Leaders and Board of Governors:

NE Flight Leader	CAPT Roger Carlquist USN (Ret.)
SE Flight Leader	RADM Bill Shawcross USN (Ret.)
Central Flight Leader	RADM Bill Gureck USN (Ret.)
West Flight Leader	BGEN Jay Hubbard, USMC (Ret.)

Board of Governors

VADM B. M. Streaun USN (Ret.)	LTGEN Bob Keller, USMC (Ret.)
VADM Robert Schoultz USN (Ret.)	LTGEN William H. Fitch, USMC (Ret.)
RADM E.L Feightner USN (Ret.)	RADM Bill Harris USN (Ret.)
CAPT Paul Stevens USN (Ret.)	

The pilot reported that the missing Governor, RADM W. H. Livingston had called to advise him that due to sickness he was unable to attend.

CAPT Jerry Zacharias was asked to give a short update on the CHRONOLOG and received a Well Done from

the membership and Board for his excellent work.

The Pilot reviewed the recommended changes to the Constitution and Bylaws that had been approved by the Board. A motion was made, seconded and approved by the membership to accept the changes to the Bylaws which will be published in the next Constitution, Bylaws and List of Members Book.

The Pilot reported that the following members had gone Emeritus since the last reunion:

CAPT T. Hugh Winters, USN (Ret.)
COL James Swett, USMC (Ret.)
ADM Ralph Cousins USN (Ret.)
CAPT Robert L. Temme USN (Ret.)
CAPT Downs Wright USN (Ret.)
ADM Thomas H. Moorner USN (Ret.)

The Pilot identified the following 15 new members who have entered the Golden Eagles since our last reunion:

CAPT Frank Austin, MC USN (Ret.) (Honorary)
LTGEN John I. Hudson, USMC (Ret.)
CAPT Donald Edge, USN (Ret.)
VADM Robert Kirksey, USN (Ret.)
ADM Leighton W. Smith, USN (Ret.)
RADM Byron R. Fuller, USN (Ret.)
ADM Jackson D. Arnold, USN (Ret.)
CDR David T. Williams, USN (Ret.)
COL Joel E. Bonner, USMC (Ret.)
RADM Thomas F. Brown III, USN (Ret.)
CAPT Frederick H. Hauck, USN (Ret.)
CAPT Jerry .B. Houston, USN (Ret.)
COL Robert E. Howard Jr., USMC (Ret.)
VADM James E. Dorsey Jr., USN (Ret.)
RADM Frederick L. Lewis, USN (Ret.)

The Pilot reported our membership status at 196 Regular Members, with 25 selected members awaiting induction. Four of those will receive a letter of invitation on his return to Washington. This will return us to our 200 Regular Member limit.

The Site Selection Committee report to meet at the following sites was approved: 2000-Charleston, 2001-San Diego, 2002-Norfolk and 2003-Pensacola.

The meeting then adjourned and the members were shown the latest Museum IMAX movie Magic of Flight.

The evening entertainment started with the showing of the IMAX movie The Dream Is Alive. This was followed by a reception on the Museum Quarterdeck that ended with a bagpipe escort to the Museum Atrium for an outstanding banquet.

The highlight of the evening was an excellent presentation by Golden Eagle Senator (COL) John Glenn, on his recent space flight. He talked us through a short movie taken on this space trip that showed the research projects that he was involved in that were designed to help with the aging problems of future long duration flights. The evening ended with the Pilot asking everyone to muster next year in Charleston, SC for our next reunion.

GOLDEN EAGLE HISTORY 2000



CONTINUING THE HISTORY OF THE EARLY AND PIONEER NAVAL AVIATOR' ASSOCIATION— THE GOLDEN EAGLES

Historian - Capt. Jerrold M. Zacharias, USN (Ret.)

This historical summary covers the period from after the Pensacola reunion, May 3, 1999, until completion of the Charleston, SC reunion on 4 May 2000

For the second time, the EPNAA annual 4-day reunion assembled in Charleston, SC., (1-4 May 2000) and this time at the new Charleston Harbor Hilton Resort at Patriots Point, within walking distance of the USS Yorktown. Jim Flatley, the only Golden Eagles located in Charleston, and his staff of wife Nancy, son Shamus and a Secretary, did an outstanding job of planning and managing a memorable reunion with tours, ceremonies and superb food that added several pounds to waistlines and raised cholesterol levels all around. At the end of registration we had 114 Regular members, 2 Emeritus members, 5 Honorary members, 103 wives/friends, and 6 widows aboard - a total of 230 attendees.

On Monday 1 May, after a buffet breakfast, the golfers departed for the Charleston National course and the Membership Committee met to consider those nominees to be inducted during the next year. The Hospitality Suite was opened for registration of new arrivals. Those not attending meetings or sports were free to attempt the Charleston walking tour of the historical section of the city or motor coach to Magnolia Plantation.

In the afternoon the Board of Governors met to receive reports from members of the Flight Deck. The Pilot began the meeting with opening remarks and then proceeded with the Flight Deck reports. Since some Flight Deck reports were covered at both the Board of Governors and the General Meetings, in the interest of brevity, their presentation at only one meeting is presented in the following text.

Northeast Flight. (CAPT Roger Carlquist)

Two Mini-reunions were held during the past year – fall of 1999 at Belle Haven Country Club and spring of 2000 at the Northrop-Grumman Electronic Museum. Both were well attended. After extensive and difficult negotiations with a hotel, the 2002 reunion will be at the Norfolk Sheraton Waterside (formerly Omni) Hotel in Norfolk commencing Friday, April 26, 2002. We are committed to 20 rooms on 4/25 and 80 rooms on 4/26, 4/27, and 4/28. Therefore, consideration should be given to keeping the cash reserve at a level which would allow payment for any shortfall in attendance. Cost of rooms will be \$95/night plus tax and as escalated by cost of living but no more than 6% per year. The Northeast Flight maintains a bank account with the NFCU which offers both interest and portability. (A copy of the Historical Electronic Museum Newsletter - Summer 2000 highlighting the Golden Eagles visit is included as Attachment A).

West Flight (BGEN Jay Hubbard)

West Flight had one well attended Mini-reunion in San Diego since the last reunion. At the Mini, Paul Speer presented a Progress Report on the Golden Eagle Reunion 2001 in San Diego and reported that plans were - on course, on speed. West Flight Leader suggested that the Board of Governors might evaluate reducing to three flight regions: East, Central & West. In his concluding remarks, West Flight Leader stated that the Flight and the Reunion couldn't be in better hands!

Central Flight (RADM Bill Gureck)

Central flight conducted three meetings during the period between our 1999-2000 annual reunions. The first was a luncheon at NAS Pensacola O' Club on Friday October 8. There were approximately a dozen attendees and Bob Rasmussen updated us on museum happenings. We held our first ever mini reunion at Biloxi, MS, at the Beau Rivage Hotel on January 13-14, 2000. Although many had indicated intentions to attend when polled in October, we had an unusual number of Eagles on the Binnacle List in January which limited attendance to eight couples. A fun time was had by all attendees. A golf outing was held in spite of unusually cold weather and the Cirque de Soleil show was fantastic! Activity for the year concluded with a luncheon at the Pensacola Country Club on February 29 for 14 attendees followed by golf.

Engineer Officer/Historian Report (CAPT Bill Gortney)

The Historian has three complete copies of the history and planned to distribute them to Annette Bennet, the incoming Pilot, CAPT Paul Stevens and one to the incoming Historian, CAPT Jerry Zacharias. I will not try to send them to everyone due to cost and lack of interest. The subject of new members not attending the reunion after being selected was then discussed. It was recommended that new members be impressed about attending their first meeting and maybe given an option for the first two years due to location of reunions. The list of new members to be inducted was given in closed session by RADM Whitey Feightner.

For the May 1st evening function, most Eagles and their guests reported aboard the Spirit of Carolina at Patriots Point pier for a Welcome Aboard Charleston Harbor Dinner Cruise. Cocktail were served at open bar and the ship toured beautiful Charleston harbor after sunset as dinner was served with live music. A terrific time was had by all and no cases of seasickness were reported.

On Tuesday, 2 May, golf, tennis, Charleston walking tours and Magnolia Plantation tours continued. At 1500, members mustered aboard YORKTOWN for a ceremony where ADM Frederick C. Sherman, ADM Frank Jack Fletcher, RADM Wilmer E. Gallaher and Golden Eagle COL Herbert H. Long were enshrined in the Carrier Aviation Hall of Fame. Following this ceremony, our Pilot, LTGEN Thomas Miller, was the Presenter for the Enshrinement of COL John H. Glenn, Jr. into the Carrier Test Pilot Hall of Fame. Next was a Re-dedication of John Glenn's historic Friendship 7 flight. This ceremony was conducted in front of a replica of the Mercury capsule Friendship 7, built by the Bosch Corp of Charleston. The Golden Eagle Memorial Service followed, for those Eagles who made their "Last Take-off" in the 1999-2000 period since the last reunion. The ceremony opened with an Invocation by the Reverend Robert A. Spencer. Reflections in remembrance and eulogies of Golden Eagles were given in the following order, with the Presenters as indicated.

<u>Memorial Service Sequence</u>	<u>Final Take-off</u>	<u>Eulogizer</u>
RADM Frederick M. Reeder, USN	8/23/98	LTGEN Thomas Miller
VADM John T. Hayward, USN	5/23/99	CAPT Frank Ault
CAPT William A Schroeder, Jr, USN	5/28/99	LTGEN Thomas Miller
CDR Charles P. "Pete" Conrad, USN	7/8/99	LTGEN Thomas Miller
LT/COL Stephen A. Freeman, USNR/USAR	7/10/99	LTGEN Thomas Miller
VADM Donald D. Engen, USN	7/13/99	RADM James Seely
CAPT Ronald L. White, USNR	7/21/99	LTGEN Thomas Miller
COL Charles M. Kunz, USMC	11/12/99	BGEN Jay Hubbard
BGEN John D. Harshberger, USMC	12/11/99	LTGEN Robert Keller
RADM R. Emmitt Riera, USN	2/11/00	RADM J. Lloyd Abbot
CAPT Guy Cane, USN	3/1/00	CAPT Roger Carlquist
CAPT Hawley "Monk" Russell, USN	4/4/00	VADM Howard Greer

A casting of the wreath into the waters of Charleston harbor and a Benediction concluded the Memorial Service aboard YORKTOWN. A copy of the program for the above ceremonies is included as Attachment B. Follow-

ing the Memorial Service, Golden Eagles assembled on the hangar deck for the annual reunion picture.

At 1900, Tuesday, May 2, the Golden Eagles Annual Reception and banquet aboard YORKTOWN commenced. Cocktails were served on the fantail and hangar deck. One of the best roast beef dinners ever served at a Golden Eagle reunion was enjoyed by all, followed by eye-boggling desert trays and after dinner liquors. Congressman Floyd Spence had been invited to be our guest as keynote speaker, but had to cancel. RADM Whitey Feightner substituted with sea stories and combat experiences with VF-10 aboard ENTERPRISE and on Guadalcanal.

The Pilot, LTGEN Tom Miller, welcomed everyone and introduced new members and their wives and widows of Golden Eagles who were in attendance. Since some Golden Eagles had to leave early the next morning before the General Membership Meeting, the Pilot called front and center the Flight deck for the next year. Following a motion for approval of the nominees and a motion to second, the following Flight Deck was approved unanimously.

Flight Deck

Chief Pilot	LTGEN Robert P. Keller
Pilot	CAPT Paul F. Stevens
CoPilot	LTGEN William F. Fitch.
Navigator	CAPT William D. Knutson
Radio Officer	RADM James Flatley, III
Engineer Officer/Historian	CAPT Jerrold M. Zacharias

Flight Leaders

NE Flight Leader	VADM Robert F. Dunn
SE Flight Leader	CAPT Gordon L. Murray
Central Flight Leader	VADM William E. Ramsey
West Flight Leader	CAPT Richard G. Hanecak

The evening of fellowship aboard YORKTOWN continued with music for dining and dancing by MGEN Roy Moss USMC (Ret) and his band.

On Wednesday, May 3, 2000 the General Membership meeting was held in the at the Charleston Harbor Hilton Resort. Pilot, Lieutenant General Tom Miller, called the meeting to order at 0910. The following Flight Deck Members and Board of Governors were present:

Board of Governors Present

VADM Howard E. Greer	LGEN Robert P. Keller
COL J. B. Maas, Jr.	VADM Robert F. Schoultz
RADM James H. Flatley III	LGEN William H. Fitch
CAPT William Gortney	RADM Edward L. Feightner
RADM William H. Harris	CAPT Paul F. Stevens
RADM William H. Livingston	

Flight Leaders present were CAPT Roger Carlquist (Northeast); RADM William A. Gureck (Central) and BGEN Jay W. Hubbard (West). RADM William Shawcross (Southeast) was absent.

The Pilot opened the meeting by greeting all those attending after a most enjoyable evening and said that this would be a short meeting as members had other commitments, such as trips to Pensacola and he would have to return to Washington this evening. The highlights of the General Meeting and reports to the Board of Governors were as follows:

The Pilot reported that there were 12 Final Take-offs this year, half the amount of last take-offs last year. It is still far too many.

The Chief Pilot stated that it has been a great year and gives credit to Tom Miller and his leadership. He has been 30 years in this organization and in my book we owe a great deal of gratitude to Tom the way he has handled everything with an even hand and answered promptly with e-mail. The coming of e-mail has helped communication. The Chief Pilot encourages all to come to San Diego next year. Paul Speer has things in great shape and I'll guarantee you that golf will be limited to having to finish within four hours, or those that don't finish will have to walk home from the course. I look forward to working with Paul - we couldn't have elected a better leader, and it is kind of nice to get it back into Navy hands! The Pilot thanked him for his kind remarks.

Navigator's Report (COL Jack Maas)

We now have 200 active members, 161 Navy and 39 Marines. There are 39 Emeritus members and 10 honorary. There are four (4) 1999 Selectees waiting (3 Navy and 1 Marine). Selection was made for 16 new members include 11 Navy and 5 Marines totaling 20 new members waiting for a vacancy to occur.

Radio Officer's Report (RADM Jim Flatley)

Congratulations is in order, the Pensacola group forwarded approximately \$5,000 to our coffers at the close of the reunion there. Non-profit business bookkeeping means that there are certain requirements with IRS and we are holding ourselves to that. We will distribute overage to regional squadrons for mini-reunions. My letter of resignation from Patriots Point means that I will dedicate more time to the Medal of Honor Society aboard ship. It is a modest museum and for its recipients I want to turn it into a \$30 - 40 million dollar Museum of Merit and also to augment the Patriots Point University of honor, valor, service and country. I may be calling on you or your support - I'm not going anywhere and will keep on with the programs here and let the Museum run itself.

Chronolog Report (CAPT Jerry Zacharias)

323 Chronologs have been printed, 310 have been sold and 4 have been donated since the book was published in 1998. Currently we are realizing a profit of about \$9.48 a book and we are using these profits to provide book owners annual updates at no cost. Changes #5 and #6 to the Chronolog this year provided 27 new pages to the Chronolog at a unit costs of \$ 2.10 if I have to mail them or \$1.10 if you pick them up at this reunion. These new pages have been placed in your registration packet envelope - so don't throw them away. With these additional pages you will need a new binder and should move the Deceased member's pages to a new book to make room for the new pages. Thanks to the Flight Leaders personal efforts almost 100% of new members inducted during the 1999-2000 period provided biographies for the Chronolog. The only current Chronolog problem is trying to fit additional pages into the already full book. I am pursuing the possibility of providing the 80 deceased pages of the book on a CD-ROM vice printed pages and possibly the entire Chronolog on a CD-ROM diskette for those that would like the book in that format.

Pilot encouraged all to send in their bios. We have close hold on this publication and the Pilot has to approve any sale outside our organization.

Pilot asked Chick Smith, Chairman of the Reunion Site Selection Committee to give his report, but learned that he had left to return to California. His report from the Board of Governor's meeting is as follows:

Site Selection Committee Report (CAPT Chick Smith)

The Site Committee proposed the following:

- 2001 West/San Diego
- 2002 Northeast/Norfolk
- 2003 Central/Pensacola

For Jacksonville, the door was left open to allow new flight leader to confirm or propose an alternate site. The

committee endorsed current rotation plan, but felt periodic review of area definition is appropriate. In other words, "Over to the new committee."

Pilot pointed out that he is using e-mail to send out general information, and uses NOTAMs for issues of primary importance and is hopeful that Paul will continue with that plan. A NOTAM means heads up, be sure to read it.

The Board of Governors has discussed the issue concerning membership other than the numbers selected, we discussed the number of people that were on the list who had not been selected over 3, 4, or 5 years. Sponsors were not told that their nominee had been dropped or was still on the list. The Board of Governors decided to go over the list and if we decide to drop a prospective member, the sponsor can re-enter the nomination. The Nomination form has room for the Sponsor and the Co-Sponsor comments and signatures. If people want to find out if their nominee is still on the list they can call Bill Shawcross to find out where their nominee stands. Bill Shawcross will take over as Secretary of the Membership Selection Committee.

Paul Speer then discussed next years San Diego reunion. Paul stated that it will be held at the Double Tree Motel in Mission Valley, Wednesday, April 18 for early arrivals and last till Sunday 21st. Thursday is the welcome aboard reception, Friday, golf, tours and an evening event or let Eagles rendezvous with friends. Saturday morning the Membership meeting and the annual trauma of the Reunion picture and hopefully we'll have a carrier in so we can have a memorial service in North Island. The banquet on Saturday night back at the Double Tree in Mission Valley. Please pick up the pamphlet on San Diego as you leave.

Trademark Status. (CAPT Jerry Zacharias).

An application was submitted to the U.S. Patent and Trademark Office (PTO) on August 30, 1999 for Trademarking "The Golden Eagles". On 6 April 2000, the request for Trademark was approved for publication in the Official Trademark Gazette. The publication in the Gazette is for a 30-day opposition period where anyone who believes they will be damaged by registration of the mark can oppose it. Opposition to our Trademark is possible, but the PTO legal examiner has searched the PTO records and found no similar registered or pending mark which would bar registration under the Trademark act. It is expected that the application for the Mark will be published in the Gazette in June. If no opposition is encountered, the Mark should be approved in July 2000. The Mark is good for a 10-year period and can be renewed. However, between the 5th and 6th years after approval, the EPNAA must certify they are using the Mark. If this is not done, the Department of Commerce Patent and Trademark Office will cancel the Mark. This will be a pass-down-the-line TICKLER action item.

The Pilot thanked the Flight Deck and the Flight Leaders for their fine support. And turned the mike over to new Pilot, Paul Stevens. He thanked Tom Miller and made mention that there will be a modification of the Bylaws and he hopes all will accept this modification entitled "Equal time." For each one of you who have told a war story, the listener will start his stopwatch and on conclusion the listener will say now you have 5 minutes to listen to my war story. Whitey, this has group application. I think I have the time correct 19 minutes and 42 seconds. Thank you very much. Tom has been so very capable I can't believe it at times and his judgment remarkable.

Due to a conflict with the ANA schedule at Pensacola the administration action for the Golden Eagle's membership approval of the new slate of officers was conducted just prior to the adjournment of the Evening Banquet on Tuesday, 2 May 2000. Bill Harris, Chairman of the Nominating Committee made a motion for approval. It was seconded and received unanimous approval.

As a symbol of the passing of control to the new Pilot, Tom Miller had Bob Rasmussen and his crew at the National Museum of Naval Aviation design and construct a Pilot's control stick grip mounted on a plaque with all previous Pilots' names inscribed. On the back of the plaque was the following inscription:

The Early and Pioneer Naval Aviators Association ‘The Golden Eagles’

“This stick is a casting of the pilot’s control stick of the sole surviving aircraft from the Battle of Midway, SBD “Dauntless,” Bureau Number 2106. “The aircraft was one of 16 that attacked the Japanese fleet early on the morning of 4 June 1942. The attack was launched from the Island of Midway and was among the first to make contact with the Japanese fleet. It was among 98 sorties flown against the Japanese that morning that failed to inflict any damage. And many of these sorties ended in disaster. Of the 16 Marine Corps Dauntlesses, only 6 returned to Midway and all were damaged. Bureau Number 2106 had more than 200 bullet holes in it when it arrived home, and the gunner was badly injured. It was not until the arrival of carrier-based Dauntlesses that the tide of the battle turned and the Japanese carrier fleet was destroyed.” Bureau Number 2106 was likely the only survivor of the battle to return to the United States. It was repaired and put to work in the carrier landing training program at Lake Michigan where it crashed on June 11, 1943 in a training accident. It was recovered in 1994 by the Museum and has been restored to original condition. “Many of the metal strips show red paint underlying the gray war time color of the aircraft. This is the red of the red and white horizontal stripes placed on navy aircraft delivered in the late thirties and early forties, which were quickly painted over on the outbreak of war.”

Tom Miller, the retiring Pilot, passed the plaque to Paul Stevens, the new Pilot, who took a firm grip on the stick and with the normal pat on the head, signifying passing of control, Miller passed control stick to the new Pilot.

The evening of Wednesday, May 3, 2000, concluded with a Fairwell Reception held on Hilton’s Terrace with excellent food and open bar.

In concluding this years Golden Eagles history I feel it is important to document the ten Golden Eagles who went from Regular to Emeritus status during the year and to list those 20 new Regular members, 1 Emeritus and 2 Honorary members who became Golden Eagles during the past year.

Regular to Emeritus status 1999-2000

CAPT Vernon J Coley USN
ADM Ralph W. Cousins USN
LTGEN Hugh H. Elwood, USMC
BGEN Robert E. Galer, USMC
CAPT Paul N. Gray, USN

RADM Paul E. Hartman, USN
CAPT Roland H. Kenton, USN
VADM Charles S. Minter Jr., USN
ADM Thomas H. Moorer, USN
BGEN Frederick R. Payne, USMC

New Inductees 1999-2000 (REGULAR Members)

Mr. Neil A. Armstrong
CAPT Robert A. Arnold, USN
RADM Lowell F. Eggert, USN
CAPT Charles “Pete” Conrad, USN
COL Edmond P. Hartsock, USMC
CAPT Zeb V. Knott Jr., USN
RADM Gordon H. Smith, USN
CAPT Wynn F. Foster, USN
COL Samuel Richards Jr., USMC
CAPT Guy Cane, USN

RADM James M. Seely, USN
VADM Edward W. Clextion, USN
LCOL Harold A. Langstaff, USMC
VADM Anthony A. Less, USN
CDR Dean S. Laird, USN
CAPT Charles A. L. Swanson, USN
COL Tracey T. Gentry, USMC
RADM Allen E. Hill, USN
CAPT Theron Jack Taylor, USN
COL Robert W. Lewis, USMC

EMERITUS Members

COL Jack E. Conger, USMC

HONORARY MEMBERS

LCDR John L. Moore, (MCC) USN

LT Thomas W. Moore, USNR

ATTACHMENTS

Attachment A: Historical Electronics Museum Newsletter.

Attachment B: Copy of the program for Memorial to Carrier Aviation Hall of Fame, Carrier Test Pilot Hall of Honor Enshrinements and Golden Eagles Memorial Service.

GOLDEN EAGLE HISTORY 2001



CONTINUING THE HISTORY OF THE EARLY AND PIONEER NAVAL AVIATOR' ASSOCIATION— THE GOLDEN EAGLES

Historian - Capt. Jerrold M. Zacharias, USN (Ret.)

This continuing historical summary covers the period from after the Charleston, SC reunion, May 4, 2000, until completion of the San Diego, CA reunion on April 22, 2001.

One significant event took place prior to the 2001 reunion. NOTAM 17-00 announced to all hands that the Golden Eagle Pilot CAPT Paul Stevens had resigned on instructions from his doctor, and requested transfer to Emeritus status. The Chief Pilot, LTGEN Robert Keller, USMC (Ret.) accepted Paul's resignation with regret and transferred Paul to Emeritus. On 19 November 2000, the Chief Pilot convened the Nominating Committee under the chair of RADM Bill Harris to name a new Pilot. On November 29, the committee unanimously recommended the current Co-Pilot, LTGEN Bill Fitch, USMC (Ret.) for Pilot and RADM Paul Speer, USN (Ret.) to become Co-Pilot. This was reported to the Board of Governors, who in turn, unanimously confirmed the nominees for the two positions.

The Golden Eagle reunion held 19-22 April in San Diego is now history, and it was an outstanding reunion by every measure. Paul Speer, Roger Box, Dick Hanecak and their team brought forth a memorable reunion in every sense of the word. The DoubleTree Hotel was flawless in its support. We had a total of 146 Golden Eagles attending, of which 141 were Regular Members, two were Emeritus Members, and three were Honorary Members. This was a record attendance.

Wednesday, 18 April - Starting on Wednesday evening the Hospitality Suite on the second floor was up and operating. Marv Franger and Don Shelton were two of the stalwarts who manned the ready room as long as anyone was there.

Thursday, 19 April - After breakfast, Eagles departed for individual shopping/tours. At 1730 The Welcome Aboard Reception was attended by about 240 and everyone had a fine time. During the course of the evening the Pilot recognized all new Golden Eagles who had been inducted since Reunion 2000 in Charleston. As our newest member, the Pilot presented Captain Royce Williams with his certificate of membership and his gold wings. Royce had been inducted the day before.

Friday, 20 April - Friday was a day for tours of San Diego and across the border into Mexico. There was also a meeting of the Membership Selection Committee, the Board of Governors, and dinner at the Harbor House Restaurant.

Saturday April 21 - Saturday commenced with the General Membership Meeting at 0830 and it was well attended. Several topics were emphasized at the Membership meeting. The Board of Governors on Friday had voted to restore VAdm Tom Connolly (deceased) to membership based on his outstanding contributions to Naval Aviation, including his fight against the F-111B (TFX) program and his support for development of the F-14 Tomcat. His name will be entered in the deceased section of our Directory and his bio page will be added to the Chronolog. For personal reasons VAdm Connolly had resigned from Golden Eagles about 15 years ago. The Pilot advised that by Board of Governors vote, future Membership Selection Committees will give priority to consideration of those nominations where the nominee is 60 years old or older. Where a nominee below age 60 is not considered due to age, it will not count as a passover. Dick Hanecak as chairman of the

site selection committee (four Flight Leaders) announced that the 2005 reunion will be held in Monterey. Bob Keller reported that the Membership Selection Committee (MSC) had selected twelve (12) new members and there were nine (9) selectees from the Charleston MSC selection that were still waiting for an opening. As of 21 April 2001, this left a total of twenty one (21) selectees on the induction waiting list. The Board of Governors also voted to limit Honorary Membership to ten (10) total members, which was considered to be in keeping with the limit of two hundred (200) for Regular Membership

Flight Leaders then presented their reports to the assembled membership as follows:

Northeast Flight - VADM Robert Dunn, USN (Ret.) reported that there were approximately 90 Eagles in the Northeast Flight. Plans for the 2002 reunion in Norfolk are proceeding smoothly. Dates for the reunion are Wednesday, 24 April - Sunday - 28 April at the Norfolk Sheraton Waterside Hotel. The hotel room rate is \$107 per night.

Southeast Flight - CAPT Gordon Murray, USN (Ret.) reported that the SE Flight was in great shape. Most Eagles are in the Jacksonville area. Mayport has from 12-15 Golden Eagle widows. We send invitations to each one for Mini-reunions and usually have a good response.

Central Flight - VADM William Ramsey, USN (Ret.) reported that there are 26 Golden Eagles in Central Flight and 18 of them are here at San Diego. Twelve of the 26 live in Texas. As for the 2003 reunion planning, we have hotel locked in and rooms for about \$85 per in Crown Plaza Grand Hotel.

West Flight - CAPT Richard Hanecak reported that West Flight lost three Eagles this year and had two go Emeritus. Two Mini-reunions were held in the last 12 months and both were very well attended.

Reports were also received from the Navigator, Radio Officer and Site Selection Committee and Engineering Officer/Historian as follows:

Navigator

The Navigator, CAPT William Knutson, USN (Ret.), reported that membership in the Early and Pioneer Naval Aviators Association as of 20 April 2001 was 200 Regular, 44 Emeritus, and 9 Honorary for a grand total of 253. The Regular member composition was 157 Navy, 1 Coast Guard, and 42 Marines. The eleven new members who have accepted since the report of 20 May 2000 are:

Name Induction Date

ADM Ronald J. Hays, USN, (Ret.) June 2000

COL Raymond R. Powell, USMC (Ret.) August 2000

CAPT Gordon L. Gray, USN (Ret.) September 2000

RADM John N. Tierney, USN (Ret.) December 2000

CAPT Kenneth R. Wallace, USN (Ret.) 11 January 2001

LTCOL Howard L. DeCastro, USMC (Ret.) 2 February 2001

CAPT Elvin L. Lindsay, USN (Ret.) 17 February 2001

RADM Eugene E. Tissot, USN (Ret.) 1 March 2001

CAPT Allard G. Russell, USN (Ret.) 3 March 2001

GEN Richard D. Hearnay, USMC (Ret.) 13 March 2001

CAPT Royce Williams, USN (Ret.) 20 April 2001

In addition, VADM William P. Lawrence, USN (Ret.) transferred from Emeritus to Regular membership on 15 November 2000.

The following six members transferred to Emeritus status during the past twelve months:

<u>Name</u>	<u>Transfer Date</u>
RADM Jeremiah A. Denton, USN (Ret.)	8 August 2000
CAPT John E. Kennedy, USN (Ret.)	August 2000
CAPT Paul F. Stevens, USN (Ret.)	17 November 2000
RADM Owen H. Oberg, USN (Ret.)	17 January 2000
CAPT Roy M. Voris, USN (Ret.)	29 January 2001
CAPT William E. Scarborough, USN (Ret.)	5 March 2001

It is my unfortunate duty to report that the following ten Golden Eagles made their final take-off since the Navigators report of May 2000. We will miss them.

<u>Name</u>	<u>Final Take-off Date</u>
CAPT S. Downs Wright, USN (Ret.)	5 May 2000
CAPT Robert W. Windsor Jr., USN (Ret.)	27 May 2000
CAPT Eugene P. Rankin, USN (Ret.)	27 August 2000
Mr. George Spangenberg	13 November 2000
CAPT Howard W. Boydston, USN (Ret.)	22 November 2000
CAPT Norman K. McInnis, USN (Ret.)	24 December 2000
COL Samuel Richards, USMC (Ret.)	19 February 2001
CAPT Richard L. Cormier, USN (Ret.)	23 February 2001
CAPT Joseph G. Smith, USN (Ret.)	28 February 2001
CAPT William M. Romberger, USN (Ret.)	16 April 2001

Radio Officer

The Radio Officer, RADM James Flatley III, USN (Ret.), provided a written report of the financial status of the Association indicating that the total current assets as of March 31, 2001 were \$18,204. His report also provide a recapitulation of reunion profit /loss and total assets on-hand for the years 1985-2001.

Site Selection Committee

CAPT Richard Hanacak, USN (Ret.) reported that the Site Selection Committee had recommended that Monterey, CA be selected for the reunion site for 2005 with San Diego as the backup site. San Francisco was considered as a possible reunion site for 2005, but was later rejected because of high costs and airport congestion problems. He also briefed the Board on facilities of Warner Springs, CA as a possible future reunion site.

Engineer Officer/Historian Report

CAPT Jerry Zacharias reported that the Continuing History for the period 1999-2000 has been completed. It is not planned to distribute copies to all members, however, copies were provided to the Pilot, the Administrative Assistant and to the Historians files

One historical item worthy of note occurred this year. On November 24, 2000 a large box of files were received from Golden Eagle CAPT Bob Rasmussen of the Pensacola Naval Aviation Museum. Mr. Maurice Heartfield III, grandson of Golden Eagle Paul Evans Burbank who died in 1984-85, sent the box of Golden Eagle papers to the Naval Aviation Museum. Mr. Heartfield said that he had found them while cleaning out a barn in Osterville, Massachusetts, thought they might have some historical value and sent them to the museum in Pensacola. Bob Rasmusesen said that they were of no value to the Aviation Museum and forwarded the files to me. They contain substantial information from the 1968-1973 period. These documents are valuable in that they verify the associations use of the name "The Golden Eagles" since at least 1968, and may be necessary in the future Trademark or Servicemark disputes with other organizations.

Trademark. With regard to our efforts to secure a Trademark for the name “The Golden Eagles,” our application in international class 016 was opposed by the worlds largest publisher of books, Harlequin Enterprises Limited of Canada. We have exchanged several proposals and counter-proposals with attorneys for Harlequin and have finally come to a meeting of the minds. We will abandon our application in class 016 (printed matter) and refile in international class 042 (miscellaneous). They have agreed not to oppose us in class 042 and will pay our true cost for doing so. We filed in class 042 on April 2, 2001 and hope to have an approved Mark by the 2002 reunion in Norfolk.

Chronolog. Change number seven to the Chronolog has been distributed and has 15 new or replacement pages for the book. We are trying to completed bios for the 331 deceased members that are missing from the book. When completed they will be added to the Master Copy of the Chronolog and copies will be made available to members on a CD-ROM diskette.

Chief Pilot

LTGEN Robert P. Keller, assumed the podium. Since the preceding Pilot CAPT Paul Stevens was not in attendance, as a symbol of the passing of control to the Golden Eagles to the new Pilot LTGEN Bill Fitch, the Chief Pilot presented him with the “Control Stick.” This stick is a casting of the pilot’s control stick of the sole surviving aircraft from the Battle of Midway, SBD “Dauntless,” Bureau Number 2106. The aircraft was one of 16 that attacked the Japanese fleet early on the morning of 4 June 1942 at the Battle of Midway.

Flight Deck. The Pilot LTGEN Bill Fitch, USMC (Ret.) then presented to the Membership the Flight Deck for the 2001 as follows:

Chief Pilot - LTGEN Robert Keller
Pilot - LTGEN William Fitch
Co-pilot - RADM Paul Speer
Navigator - CAPT William Knutson
Radio Officer - CAPT Roger Carlquist
Engineering Officer/Historian - CAPT Jerry Zacharias

Board of Governors

All members of the Flight Deck plus:

ADM Maurice F. Weisner
VADM Howard E. Greer
LTGEN Thomas H. Miller
RADM William H. Livingston
RADM William H. Shawcross
RADM William H. Harris
BGEN Jay W. Hubbard
RADM William A. Gureck

Flight Leaders

Northeast Flight - VADM Robert F. Dunn
Southeast Flight - CAPT Gordon Murray
Central Flight - VADM William E. Ramsey
West Flight - CAPT Richard G. Hanecak

The Pilot reported that the Board of Governors had approved a donation of \$1,500.00 to the National Museum of Naval Aviation, and the presentation of a wrist watch to the winner of the Tommy Tomlinson Award (out-

standing graduate of the Test Pilot School).

On completion of the General Membership meeting, group pictures were taken.

Memorial Service. At the conclusion of the photo session, all Eagles and their spouses/guests departed the hotel by bus and car for the Memorial Service at the Murphy Canyon Chapel of Light. Chaplain Don DenDulk had been invited to conduct the service and did a magnificent job. His message was that member of organizations such as the Golden Eagles have stories to tell of their military service and sacrifice. This “history” should not be lost with their passing and he urged everyone to document their stories for posterity (In other words, get your Chronolog page in). Brief eulogies were given for each of the ten (10) Golden Eagles who had made their last takeoff since the Charleston Reunion. In addition, brief remarks were made by the Pilot for the five (5) wives of Golden Eagles who had passed away during the year. A copy of the memorial service bulletin is included as Attachment A.

Reception and Banquet. At 1900, Saturday, April 21, a record 280 Eagles and wives/guests attended the Golden Eagles Annual Reception and banquet in the ballroom of the Mission Valley DoubleTree hotel. The Pilot, LTGEN William H. Fitch, USMC, welcomed everyone and recognized the superb job done by Paul Speer and his reunion team. The Pilot then turned the microphone over to our host RADM Paul Speer with a welcome message. The assemblage was then treated to an Eagle quartet rendition of “There Are No Fighter Pilots Down in Hell,” to the delight of everyone. The evening continued with music by the local Navy dance band combo.

Reunion 2001 concluded on April 22, with a breakfast/brunch at the DoubleTree hotel.

ATTACHMENT

Attachment A Copy of the program for the Golden Eagles Memorial Service, 21 April 2001.

GOLDEN EAGLE HISTORY 2002



CONTINUING THE HISTORY OF THE EARLY AND PIONEER NAVAL AVIATOR' ASSOCIATION— THE GOLDEN EAGLES

Historian - Capt. Jerrold M. Zacharias, USN (Ret.)

This continuing historical summary covers the period from after the San Diego, CA reunion, April 23, 2001, until completion of the Norfolk, VA reunion on 28 April 2002.

Shortly after the 2001 San Diego reunion, Commander Bruce E. Melnick, USCG Retired, was dropped from the Golden Eagles for missing five (5) consecutive reunions.

The Golden Eagle 2002 reunion was held 24-28 April in Norfolk, Virginia at the Sheraton Norfolk Waterside Hotel. The Reunion Team led by Deke Bordone and supported by Norm Anderson, Red Carmody, Ed Clexton, Bert Ernest, John Tierney and their wives, did a terrific job in making arrangements for and organizing the events. We had a total of 133 Golden Eagles attending, of which 127 were Regular Members, 2 were Emeritus Members, and 4 were Honorary Members. The Clarion Hotel James Madison was used for overflow Eagles when the Sheraton Waterside became full.

Wednesday afternoon 24 April. The Hospitality Suite on the seventh floor was open for registration, dissemination of information packets and continuous Happy Hour. Bert and Millie Earnest, Ed and Catherine Clexton, and John and Stu Tierney manned the ready room as long as anyone was there. A riding tour of Norfolk City was available for those interested.

Thursday, 25 April. After buffet breakfast, the Membership Committee convened at for the selection of 10 new candidates and tours departed for the Norfolk Botanical Gardens and the Spirit of Norfolk water tour and lunch. At 1500 The Board of Governors met, and at 1800 the Welcome Aboard Reception commenced at the Sheraton Waterside Hotel. It was well attended and everyone had a wonderful time.

Friday, 26 April. Friday was a free day for golf, tennis and tours to: Colonial Williamsburg/Winery, the Norfolk Botanical Gardens, the Virginia Air and Space Center, Fort Monroe Casemate Museum and the Spirit of Norfolk Lunch Cruise. In the evening the International Tattoo Performance was held.

Saturday April 27. Saturday commenced with the General Membership Meeting at 0830-1000. The Pilot, Lt-Gen Bill Fitch, USMC (Ret.), called the meeting to order and commended Capt. Richard "Deke" Bordone and his support team for organizing and providing a superb reunion for the Golden Eagles. The Reunion Team was given a standing ovation. Following brief remarks by the Chief Pilot, LtGen Bob Keller, the following reports were presented:

Navigator Report

CAPT Bill Knutson presented the Navigator's Report as follows:

Regular Members	200
Emeritus Members	47
Honorary Members	<u>10</u>
Grand Total	257

The Regular member composition was 151 Navy, 0 Coast Guard, and 49 Marines.

The twelve new members who accepted since the 20 April 2001 were:

<u>New Members</u>	<u>Induction Date</u>
CAPT Jim Homyak, USN (Ret.)	7 May 2001
MGEN Drax Williams, USMC (Ret.)	19 May 2001
CAPT Syd S. Sherby, USN (Ret.) (Honorary)	20 April 2001
CDR Howard G. Carlson, USN (Ret.)	6 August 2001
MGEN Bobby G. Butcher, USMC (Ret.)	16 November 2001
CAPT George C. Watkins, USN (Ret.)	12 December 2001
RADM Harry "E" Gerhard, USN (Ret.)	14 January 2002
MGEN Paul Fratarangelo, USMC	4 February 2002
LT James L Pearce, USN, USN (Ret.)	13 February 2002
CDR John M. Moore, USN (Ret.)	6 March 2002
BGEN H. W. Hise, USMC (Ret.)	14 April 2002
CAPT R.W. Livingston, USN (Ret.)	17 April 2002

The following seven members transferred to Emeritus status since 20 April 2001:

<u>Emeritus Transfers</u>	<u>Transfer Date</u>
COL Herbert H. Long, USMC (Ret.)	13 July 2001
CAPT James G. Daniels III (Ret.)	6 November 2001
COL Thomas J. Ross, USMC (Ret.)	8 January 2002
MAJ Drury Wood, AUS (Ret.)	28 January 2002
CAPT Don Issitt, USN (Ret.)	26 February 2002
LTGEN Ben Robertshaw, USMC (Ret.)	8 April 2002
MGEN Alan Armstrong, USMC (Ret.)	8 April 2002

Six Golden Eagles made their final take-off since the Navigators report of April 2001

<u>Final Take-off</u>	<u>Final Take-off Date</u>
RADM Richard E. Fowler, USN (Ret.)	23 April 2001
CAPT Vernon J. Coley, USN (Ret.) (Emeritus)	18 September 2001
COL Herbert H. Long, USMC (Ret.) (Emeritus)	27 September 2001
CDR Richard H. Best, USN (Ret.)	26 October 2001
CDR Michael J. Rozamus, USNR (Emeritus)	14 January 2002
CAPT Roscoe Lee Newman, USN (Ret.)	29 January 2001

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Mrs. Beulah Walsh, wife of deceased Golden Eagle LtCol Kenneth Walsh, passed away on 16 November 2001. Mrs. Louise (Twogie) Gray, wife of CAPT Gordon "Gordo" Gray, passed away on 1 April 2002 and Mrs Mary Louise Leonard, wife of RADM William N. Leonard, passed away in December 1996. We were very late in receiving word on the passing of Mrs Leonard.

Radio Officer Report

CAPT Roger Carlquist presented the Radio Officer's report to the meeting and indicated a net worth of \$19,777 for the organization as of 31 March 2002.

Engineer Officer/Historian Report.

Chronolog. CAPT Jerry Zacharias indicated that Change #8 to the Chronolog has been distributed and adds

14 new Regular and one Emeritus pages to the book. During the past year, significant progress was made in obtaining biographies for deceased Golden Eagles from the Naval Historical. One hundred thirty-one new deceased bio pages have been added to the Master Chronolog copy and will be added to a CD-ROM that will be disseminated during 2002.

Trademark. After a 32-month struggle, our application for Trademark in International Class 042 (Miscellaneous) and U.S. Classes 100 and 101 was approved by the U. S. Patent and Trademark Office on April 9, 2002. The Mark consists of the words "The Golden Eagles" and Navy gold colored aviator wings. Anytime this combination of words and wings is used on items such as the List of Members book, the Chronolog, personal stationery, ball caps and shirts, etc., we can now use the registration symbol ® as a superscript after the word Eagles:



The Golden Eagles®

Registration number 2558570 is good for a 10-year period and may be renewed every ten years.

Reunion 2003 Update Report

Reunion 2003 Chairman, VADM Bill Ramsey, indicated that Pensacola reunion plans are on track. Approximately 100 rooms at the Crown Plaza Grand Hotel have been reserved at \$95 per night and 20 rooms have been reserved at the NAS Pensacola BOQ at \$36 per night. Because the Naval Aviation Museum Spring Symposium will be held on 8-9 May 2003, the proposed dates for the Golden Eagles reunion are Saturday, 3 May to Tuesday, 6 May.

Reunion Site Selection Report

VADM Robert Dunn, USN (Ret) reported that the Site Selection Committee had recommended that Washington, D. C. be selected for the reunion site for 2006. He reaffirmed viability of Pensacola for 2003, the Jacksonville or St. Augustine, Florida area for 2004, and Monterey California for 2005.

Membership Selection Committee

VADM Howard Greer presented the results of the Membership Selection Committee. He indicated that 66 candidates were considered this year and ten were selected to be Golden Eagles. At the present time there are 20 selectees awaiting induction, 10 remaining from the 2001 selection list and 10 from the new 2002 selection list.

The Pilot, LTGEN Bill Fitch, then provided guidance to the membership concerning transfer to Emeritus status and the selection of Honorary members. Serious health problems of a Regular member or his spouse may be considered justification for transfer to Emeritus status, however, just not wanting to participate in Golden Eagle events is not. The Pilot also stated that the Board of Governors reaffirmed the decision to hold Honorary Membership to 10 members. There are two Honorary selectees on the waiting list for a vacancy.

Naval Aviation Museum Foundation.

On a motion made and seconded, the membership voted to donate \$1,500 to the Naval Aviation Museum Foundation for the year 2002. The membership also voted to continue to provide \$250 for the Tommy Tomlinson award to the Test Pilot School top graduate.

National Flight Academy

Golden Eagle Capt. Skip Furlong provided to the membership an 8-10 minute presentation on the plans and progress of establishing a National Flight Academy at Pensacola. This is a \$30 million dollar project and they are one-third of the way in reaching that goal. At the end of his presentation, Captain Furlong asked the Golden Eagle membership to submit nominations for the Hall of Fame at the Naval Aviation Museum.

Memorial Service.

At the conclusion of the General Membership Meeting, all Eagles and their spouses/guests departed the hotel by bus and car for a Memorial Service aboard the USS Theodore Roosevelt. Captain O'Hanlon, skipper of the Theodore Roosevelt, greeted each Eagle and guest as they crossed the quarterdeck. Chaplain Richardson and Chaplain Petruska conducted the service and did a magnificent job. Brief eulogies were given for each of the six Golden Eagles who had made their last takeoff since the San Diego Reunion. In addition, brief remarks were made by the Pilot for the three wives of Golden Eagles that passed away during the year. A copy of the memorial service bulletin is included as Attachment A. Following the ceremony, the attendees retired to elevator #4 where one red rose for each deceased Eagle and one white rose for each deceased wife was cast on the waters of Chesapeake Bay. Following this ceremony, the elevator was raised to the flight deck for a group photograph.

Banquet

On the evening of 27 April 2002 at the Norfolk Waterside Hotel, the main banquet was held. And approximately 219 attended. Following presentation of the colours, Chaplain Richardson gave the blessing and the Pilot LTGEN Bill Fitch welcomed everyone. He again recognized Capt. Deke Bordone and his staff for providing such a well-organized and enjoyable reunion. They received a standing ovation. The Pilot LTGEN Bill Fitch, USMC (Ret.) then presented to the Membership the **Flight Deck for the 2002** as follows:

Flight Deck

Chief Pilot	VADM Robert F. Schoultz, USN (Ret.)
Pilot	RADM Paul H. Speer, USN (Ret.)
Co-pilot	CAPT Jerry M. Zacharias, USN (Ret.)
Navigator	CAPT William D. Knutson, USN (Ret.)
Radio Officer	CAPT Roger Carlquist, USN (Ret.)
Engineering Officer/Historian	COL Raymond R. Powell, USMC (Ret.)

Board of Governors

ADM Maurice F. Weisner, USN (Ret.)
LTGEN Robert B. Keller, USMC (Ret.)
LTGEN Thomas H. Miller, USMC (Ret.)
RADM William H. Shawcross, USN (Ret.)
BGEN Jay W. Hubbard, USMC (Ret.)
RADM William A. Gureck, USN (Ret.)
RADM Lloyd J. Abbot, Jr., USN (Ret.)
CAPT William N. Gortney, USN (Ret.)

Flight Leaders

Northeast Flight	RADM Donald V. Boecker, USN (Ret.)
Southeast Flight	CAPT Gordon L. Murray, USN (Ret.)
Central Flight	VADM William E. Ramsey, USN (Ret.)
West Flight -	RADM Doniphan B. Shelton, USN (Ret.)

As a symbol of the passing of control of the Golden Eagles to the new Pilot, LTGEN Bill Fitch presented RADM Paul Speer with the "Control Stick." This stick is a casting of the pilot's control stick of the sole surviving aircraft from the Battle of Midway, SBD "Dauntless," Bureau Number 2106. The aircraft was one of 16 that attacked the Japanese fleet early on the morning of 4 June 1942 at the Battle of Midway.

Following a Sunday morning brunch, Eagles departed Norfolk for all corners of the U. S. to gather again in Pensacola in May 2003.

Attachment A : Copy of the program for the Golden Eagles Memorial Service, 27 April 2002.

GOLDEN EAGLE HISTORY 2003



CONTINUING THE HISTORY OF THE EARLY AND PIONEER NAVAL AVIATOR' ASSOCIATION THE GOLDEN EAGLES

Historian – COL Ray Powell, USMC (Ret.)

This continuing historical summary covers the period from after the Norfolk, VA reunion, April 28, 2002, until completion of the Pensacola, FL reunion on May 6, 2003.

The 2003 Annual Reunion of the Golden Eagles was held in Pensacola, FL from Friday, May 2 through Tuesday, May 6, 2003 at the Pensacola Crowne Plaza Grand Hotel. The Reunion Team led by Bill Ramsey and supported by Tag Livingston, Bill Gureck, Mickey Weisner, Jim Homyak, Jack Fetterman, Ras Rasmussen, Skip Furlong, Doc Abbot, Bill Neal, Ray Hawkins, Bob Kellert Ken Wallace and their wives, did a terrific job in making arrangements for and organizing the events. We had a total of 141 Golden Eagles attending, along with their wives, guests and friends. Golden Eagles used 124 rooms in the hotel and 21 opted to stay at the NAS Pensacola BOQ.

The “Top of the Grand” room on the 15th floor was our Hospitality Suite and it had all the conveniences one would want and a magnificent vista of the Pensacola environs. The suite became the center of activity for Eagles and guests and was generally busy until late at night. It served for registration, dissemination of information packets and continuous Happy Hour. Tag Livingston was our superb coordinator for the Hospitality Suite, ably assisted by 10 other Eagles who volunteered and manned the Suite over the span of the reunion.

Saturday, 3 May. The morning began with meetings of the Membership Selection, Nominating and Site Selections Committees. In the afternoon, the Board of Governors convened. For those not attending meetings, tours were offered to Fairhope Alabama for shopping and lunch, and was thoroughly enjoyed by 33 people. That evening at 1800, a Welcome Aboard Reception was held in the Grand Ballroom in the Pensacola Crowne Plaza Grand Hotel and was catered by the hotel. We had 243 attend the reception in the very nicely decorated Ballroom. Fifteen new members, and their wives/guests, were introduced by our Pilot, Paul Speer.

Sunday, 4 May. At 0830 the General Membership meeting was held in the IMAX theatre in the Museum. The Pilot, RADM Paul Speer, USN (Ret.) presided. After preliminary remarks congratulating Bill Ramsey and his reunion committee for a superb reunion, the following reports were presented to the membership. A group picture was taken immediately after the official meeting. The meeting adjourned at 1000 and most stayed on to attend the Memorial Service that followed at 1045. Following the service, many browsed the museum, had lunch, while others ran out and played golf.

Navigator Report - CAPT Bill Knutson, USN (Ret.)

Membership in the Early and Pioneer Naval Aviators Association is currently as follows:

Regular Members	200 (158 Navy, 1 USCG, 41 USMC)
Emeritus Members	53 (35 Navy, 1 USCG, 17 USMC)
Honorary Members	<u>12</u>
Grand Total	265

The eighteen new members who accepted since the Navigator's report of 29 April 2002 were:

	<u>Induction Date</u>
Hon. H. Lawrence Garrett III (Honorary)	5/30/02
RADM Bryan W. Compton, USN (Ret.)	6/3/02
Harold Andrews (Honorary)	6/10/02
COL A. D. Simpson, USMC (Ret.)	6/22/02
VADM Edward C. Waller, USN (Ret.)	7/8/02
RADM Glen W. Lenox, USN (Ret.)	7/29/02
VADM James B. Wilkinson, USN (Ret.)	9/9/02
RADM Rupert S. Owens, USN (Ret.)	10/14/02
COL William H. Huffcut, USMC (Ret.)	10/23/02
COL M. A. Rietsch, USMC (Ret.)	10/24/02
VADM H. B. Thorsen, USCG (Ret.)	1/25/03
ADM Jerome L. Johnson, USN (Ret.)	1/28/03
RADM Jimmie W. Taylor, USN (Ret.)	2/14/03
RADM Riley D. Mixson, USN (Ret.)	3/3/03
2nd Lt Robert M. Lurie, USMC (Ret.)	3/17/03
MGEN Richard Gustavson, USMC (Ret.)	4/7/03
RADM Paul H. Engel, USN (Ret.)	4/18/03
CDR John B. Nichols III, USN (Ret.)	5/1/03

The following nine members transferred to Emeritus status:

	<u>Transfer Date</u>
CDR John Wesolowski, USN (Ret.)	5/24/02
CAPT Cook Cleland USN (Ret.)	8/1/02
CAPT Charles L. Burbage, USN (Ret.)	10/1/02
RADM William R. McClendon USMC (Ret.)	10/1/02
CAPT. E. L. Lindsay, USN (Ret.)	2/2/03
CAPT Vernon L. Micheel, USN (Ret.)	2/2/03
LTCOL John F. Bolt, USMC (Ret.)	2/25/03
LTGEN George C. Axtell, USMC (Ret.)	3/27/03
COL Phillip DeLong, USMC (Ret.)	4/11/03

It is my sad duty to record that eleven Golden Eagles made their final take-off since the Navigators report of April 2002

	<u>Final Take-off Date</u>
VADM Bernard M. Strean, USN	6/1/02
LCDR John M. Moore USN	6/24/02
VADM Thomas J. Kilcline USN	7/11/02
CAPT Edwin D. McKellar, USN	8/19/02
RADM Donald R. Gay USN	10/5/02
CAPT Paul N. Gray, USN	11/14/02
BGEN Joe J. Foss, USAF	1/1/03
BGEN Jay W. Hubbard, USMC	1/1/03
CDR Howard Packard, USN	1/1/03
CAPT Bruce Weber, USN	2/10/03
RADM Leonard A. Snead, USN	4/17/03

Radio Officer Report - CAPT Roger Carlquist, USN (Ret.)

The Radio Officer's report indicated a net worth of \$22,396 for the organization as of 31 March 2003.

Engineer Officer/Historian Report & Chronolog - COL Ray Powell, USMC (Ret.)

COL Ray Powell, USMC (Ret.) indicated that Change #9 to the Chronolog has been distributed to owners of Chronolog books in their registration packets. Change #9 adds eleven new Regular and one Emeritus pages to the book. The Chronolog reported expenses through 31 March 2003 of \$12,801, sales revenue of \$12,057, material on hand of \$1,970 and a profit of a negative \$743.87. The negative figure included \$1,245 in non-Chronolog costs (i.e. Annette's computer, Tommy Tomlinson Award books and other printed matter. Without these non-Chronolog costs, the profit would have been about \$502.

Reunion 2004 Update Report

CAPT Gordon Murray provided the assembled membership with an update on the 2004 reunion plans for the Jacksonville area. Ponte Vedra Beach had been selected as the reunion site and negotiations are under way with the Sawgrass Marriott Resort for an 8-12 May 2004 reunion period.

Site Selection Commmitytee Report.

RADM Don Shelton, USN (Ret) followed with reported that the Site Selection Committee had recommended and reaffirmed San Diego as the 2005 reunion site, Washington, D. C. area for 2006 and Pensacola/Dallas/Fort Worth area for 2007. The rotation will put the reunion for 2008 in the South East flight region.

Membership Selection Committee.

VADM Howard Greer presented the results of the Membership Selection Committee. He indicated that 61 candidates were considered this year and 15 were selected to be Golden Eagles.

Naval Aviation Museum Foundation Donation.

On a motion made and seconded, the membership voted to donate \$1,500 to the Naval Aviation Museum Foundation for the year 2003. The membership also voted to continue to provide \$250 for the Tommy Tomlinson award to the Test Pilot School top graduate.

Memorial Service.

At the conclusion of the General Membership Meeting a beautiful and moving service was held in the Naval Aviation Museum Atrium in recognition of the 11 Golden Eagles who made their last takeoff this past year. A bagpiper led us into the Atrium before the service. The Pilot, Paul Speer, made appropriate introductory remarks and introduced the presiding Chaplain, Captain David Atwater, CHC. Selected Golden Eagles each spoke individually about one of our departed members. After each homily, representatives from the Naval Aviation Schools Command rang the ship's bell in memoriam for each departed Golden Eagle. The Marine Aviation Training Support Group Color Guard paraded the colors, Chaplain Atwater led us in prayer and remembrance, and the bugler sounded Taps. Over 240 Eagles and guests attended the ceremony.

Reception and Banquet.

The reception was held in the Aviation Museum lobby with six OPEN bars. The Eagles and their guests paraded into the Atrium from the reception area led by a bagpiper through lines of flags provided by the Schools Command.

The banquet was held in the museum Atrium and 253 attended. Official guests were VADM Al Harms, CNETC and VADM Mike Malone, CNAP and his wife Janet. Vince Whibbs gave his incomparable welcome to Pensacola and Northwest Florida, and introduced the Pensacola Children's Chorus. The Pensacola Children's Chorus performed a wonderfully entertaining and patriotic show that lasted about 20 minutes and completely wowed everyone. In appreciation of their appearance, we contributed \$500 to the Chorus fund. In addition, Barbara

Woodbury took some marvelous photos of the Chorus members with 3 of our distinguished Eagles, Neil Armstrong, Jim Lovell, and Wally Schirra. The photos were provided to the Chorus directors, Allen and Susan Pote.

Pilot RADM Paul Speer, USN (Ret.) then presented to the Membership the proposed slate of officers for the 2003-2004 period:

Flight Deck

Chief Pilot	VADM Robert F. Schoultz, USN (Ret.)
Pilot	RADM Paul H. Speer, USN (Ret.)
Co-pilot	CAPT Jerry M. Zacharias, USN (Ret.)
Navigator	CAPT William D. Knutson, USN (Ret.)
Radio Officer	CAPT Roger Carlquist, USN (Ret.)
Engineering Officer/Historian	COL Raymond R. Powell, USMC (Ret.)

Board of Governors

ADM Maurice F. Weisner, USN (Ret.)
LTGEN Robert B. Keller, USMC (Ret.)
LTGEN Thomas H. Miller, USMC (Ret.)
RADM William H. Shawcross, USN (Ret.)
BGEN Jay W. Hubbard, USMC (Ret.)
RADM William A. Gureck, USN (Ret.)
RADM Lloyd J. Abbot, Jr., USN (Ret.)
CAPT William N. Gortney, USN (Ret.)
GEN John K. Davis, USMC (Ret.)

Flight Leaders

Northeast Flight RADM Donald V. Boecker, USN (Ret.)
Southeast Flight CAPT Gordon L. Murray, USN (Ret.)
Central Flight VADM William E. Ramsey, USN (Ret.)
West Flight - RADM Doniphan B. Shelton, USN (Ret.)

As a symbol of the passing of control of the Golden Eagles to the new Pilot, LTGEN Bill Fitch presented RADM Paul Speer with the "Control Stick." This stick is a casting of the pilot's control stick of the sole surviving aircraft from the Battle of Midway, SBD "Dauntless," Bureau Number 2106. The aircraft was one of 16 that attacked the Japanese fleet early on the morning of 4 June 1942 at the Battle of Midway.

Following a Sunday morning brunch, Eagles departed Pensacola for all corners of the U. S. to gather again in Ponte Vedra Beach, FL in May 2004.

GOLDEN EAGLE HISTORY 2004



CONTINUING THE HISTORY OF THE EARLY AND PIONEER NAVAL AVIATOR' ASSOCIATION THE GOLDEN EAGLES

Historian – COL Ray Powell, USMC (Ret.)

This continuing historical summary covers the period from after the Pensacola, FL reunion, Tuesday, May 6, 2003, until completion of the Ponte Vedra Beach reunion on 12 May 2004.

The 2004 Annual Reunion of the Golden Eagles was held in Ponte Vedra Beach, FL from Sunday, May 9 through Wednesday, May 12, 2004 at the beautiful Sawgrass Marriott Hotel. The Reunion Team led by CAPT Gordo Murray and supported by By Fuller, Joe Moorer, Mike Sullivan, and their wives, did a terrific job in making arrangements for and organizing the events. We had a total of 131 Golden Eagles members attending, plus wives, guests and friends.

Sunday, 9 May 2004. Sunday morning commenced with meetings of the Membership Selection Committee, the Nominating Committee and Board of Governors. The day concluded with a most enjoyable Welcome Aboard Reception set-up on the lawn outside the Ready Room, which was in building that was separate from the hotel by about 50 yards. .

Monday, 10 May. – Monday activities consisted of options to participate in tennis or golf tournaments, or a tour to historic and beautiful St Augustine. A most impressive Memorial Service was held in Christ Episcopal Church in the afternoon. The day's activities were concluded with a poolside cocktail party. The weather was fantastic. The event was well organized; the food and beverages were delicious, plentiful and thoroughly enjoyed by all.

Tuesday, 11 May. The final day of the reunion commenced with the General Membership meeting and the taking of the group photo in the morning. After some free time and/or rest in the afternoon, the evening events started with cocktails in the Ready Room followed by the banquet and for some, after dinner drinks and sea stories in the Ready Room.

Navigator Report - CAPT Bill Knutson, USN (Ret.)

Membership in the Early and Pioneer Naval Aviators Association is currently as follows:

Regular Members	200 (156 Navy, 1 USCG, 43 USMC)
Emeritus Members	59 (40 Navy, 1 USCG, 18 USMC)
Honorary Members	<u>12</u>
Grand Total	271

Members who accepted since the Navigator's report of 3 May 2003 in Pensacola, FL:

<u>New Members</u>	<u>Induction Date</u>
1. COL Melvin H. Sautter, USMC, Retired	11 June 2003
2. CAPT John E. Paganelli, USN, Retired	27 June 2003
3. RADM John C. Weaver, USN, Retired	7 July 2003
4. COL Frederic T. Watts, USMC, Retired	18 July 2003
5. VADM Michael L. Bowman, USN, Retired	12 August 2003
6. VADM James R. Sanderson, USN, Retired	14 August 2003

New Members (continued)**Induction Date**

7.	COL Edwin Harper, USMC, Retired	8 September 2003
8.	RADM James A. Lair, USN, Retired	3 October 2003
9.	ADM Joseph W. Prueher, USN, Retired	17 October 2003
10.	CAPT Richard J. Cavicke, USN, Retired	24 October 2003
11.	COL Archie J. Clapp, USMC, Retired	28 November 2003
12.	CAPT Morris A. Peelle, USN, Retired	1 December 2003
13.	CAPT Edward Iglesias, USN, Retired	17 February 2004
14.	MGEN Jeremiah W. Pearson, III, USMC Retired	13 March 2004
15.	COL Jerry J. Mitchell, USMC, Retired	16 March 2004
16.	VADM Richard H. Truly, USN, Retired	24 March 2004
17.	CAPT John B. Davis, USN, Retired	24 March 2004
18.	VADM Jerry L. Unruh, USN, Retired	29 March 2004
19.	CAPT Simpson Evans, USN, Retired	7 April 2004

The following twelve members transferred to Emeritus status:

1. CAPT William L. Bennett, USN, Retired
2. RADM Carl J. Seiberlich, USN, Retired
3. CAPT Frank G. Edwards, USN, Retired
4. LTGEN William G. Thrash, USMC, Retired
5. RADM Narvin O. Wittmann, USN, Retired
6. RADM William H. McLaughlin, USN, Retired
7. RADM Paul E. Pugh, USN, Retired
8. VADM James B. Stockdale, USN, Retired
9. BGEN Homer G. Hutchinson, Jr. USMC, Retired
10. RADM Martin D. Carmody, USN, Retired
11. LTGEN Duane A. Wills, USMC, Retired
12. CAPT Michael S. Alexatos, USN, Retired

It is my sad duty to record that 13 Golden Eagles made their final take-off since the Navigators report of 3 May 2003.

	<u>Final Take-off Date</u>
1. CDR George D. Anderson, USN, Retired, Emeritus	18 January 1986
2. ENS. Benjamin M. Greely, USN, Retired, Emeritus	24 November 1993
3. VADM Thomas J. Walker, III, USN, Retired	8 May 2003
4. VADM Robert J. Stroh, USN, Retired, Emeritus	29 May 2003
5. LTGEN Louis B. Robertshaw, USMC, Retired, Emeritus	14 July 2003
6. MGEN Alan J. Armstrong, USMC, Retired, Emeritus	23 September 2003
7. ADM Huntington Hardisty, USN, Retired	1 October 2003
8. CAPT Marvin J. Franger, USN, Retired	13 October 2003
9. LCDR Lloyd W. Tracy, USN, Retired	24 November 2003
10. ADM Thomas H. Moorer, USN, Retired, Emeritus	5 February 2004
11. COL Edmond P. Hartsock, USMC, Retired	1 March 2004
12. RADM William H. Livingston, USN, Retired	10 March 2004
13. CAPT Arthur Ray Hawkins, USN, Retired	21 March 2004

Radio Officer Report - CAPT Roger Carlquist, USN (Ret.)

The Radio Officer's report indicated a net worth of \$18,454 for the organization as of 31 March 2004.

Engineer Officer/Historian Report. – COL Raymond Powell, USMC (Ret.)

Chronolog. COL Ray Powell, USMC (Ret.) indicated that Change #10 to the Chronolog has been distributed to owners of Chronolog books in their registration packets. Change #10 adds nineteen new pages to the book. This years CD-ROM version of the Chronolog is also available for purchase at the new, lower price of \$5.00. Eighty-one copies of the CD were sold at the last reunion. The Chronolog reported expenses through 31 March 2004 of \$11,730, sales revenue of \$13,183, material on hand of \$3,300 and a profit of a negative \$1,453.

Reunion Site Selection Committee Report

RADM Don Shelton, USN (Ret) reported that the Site Selection Committee had recommended and reaffirmed San Diego as the 2005 reunion site, Washington, D. C. area for 2006 and Pensacola for 2007. The rotation will put the reunion for 2008 in the South East flight region.

Membership Selection Committee Report

VADM Howard Greer presented the results of the Membership Selection Committee. He provided the names of the 18 selected for Regular membership of which there were 12 Navy and 6 Marines. No Honorary Members were selected this year.

Memorial Service.

At 1500 on 10 May 2004, a moving service was held at Christ Episcopal Church in Ponte Vedra Beach, in recognition of the 13 Golden Eagles and 5 spouses who made their last takeoff this past year. The Co-pilot, Jerry Zacharias, made appropriate introductory remarks and introduced The Reverend Richard S. Westbury Jr., who made opening comments and a prayer. A memorial roll call was then made. Shipmates spoke individually about each of our departed members. The Spouse Final Call was made by CAPT Jerry Zacharias for five spouses that had passed away. Following, taps and the Navy Hymn, Rev. Westbury gave the benediction and concluded the service. About 230 attended the ceremony and the church was full

Reception and Banquet.

Following cocktails in the ready room, Eagles and guests followed the piper into the banquet hall. After parading the colors and the blessing by RADM Bill Gureck, dinner was served.

The Co-pilot CAPT Jerry Zacharias then presented to the Membership the new Golden Eagles and spouses that were in attendance and the proposed slate of officers for the 2004-2005 period:

Flight Deck

Chief Pilot	RADM Edward L. Feightner, USN (Ret.)
Pilot	CAPT Jerry M. Zacharias, USN (Ret.)
Co-pilot	CAPT William D. Knutson, USN (Ret.)
Navigator	LTGEN Harold W. Blot, USMC (Ret.)
Radio Officer	CAPT Roger Carlquist, USN (Ret.)
Engineering Officer/Historian	COL Raymond R. Powell, USMC (Ret.)

Board of Governors

GEN John K. Davis, USMC (Ret.)	CAPT Richard G. Hanacak, USN (Ret.)
MGEN Frank C. Lang, USMC (Ret.)	CAPT William N. Gortney, USN (Ret.)
VADM Robert F. Dunn, USN (Ret.)	LTGEN John I. Hudson, USMC (Ret.)
RADM Lloyd J. Abbot, Jr., USN (Ret.)	RADM William A. Gureck, USN (Ret.)

Flight Leaders

Northeast Flight	RADM James M. Seeley, USN (Ret.)
Southeast Flight	MGEN Michael P. Sullivan, USMC (Ret.)
Central Flight	CAPT Robert Rasmussen, USN (Ret.)
West Flight	CAPT Winn Foster, USN (Ret.)

At the beginning of the Board of Governors meeting, as a symbol of the passing of control of the Golden Eagles to the new Pilot, in the absence of the Pilot, RADM Paul Speer, the Chief Pilot VADM Robert Schoultz presented CAPT Jerry Zacharias with the "Control Stick." This stick is a casting of the pilot's control stick of the sole surviving aircraft from the Battle of Midway, SBD "Dauntless," Bureau Number 2106. The aircraft was one of 16 that attacked the Japanese fleet early on the morning of 4 June 1942 at the Battle of Midway.

Following a Wednesday morning brunch, Eagles departed Ponte Vedra Beach for all corners of the U. S., to gather again in San Diego in April 2005.

GOLDEN EAGLE CONTINUING HISTORY 2005



Historian? – COL Raymond R. Powell, USMC (Ret.)

This continuing historical summary covers the period from after the Ponte Vedra Beach Florida reunion on 12 May 2004 until the completion of the reunion held at the Red Lion Hanalei Hotel in San Diego on the 20th of April 2005.

The Northeast Flight held a mini reunion lunch and hotel tour at the Sheraton Premier Hotel at Tyson's Corner on 15 March 2005 to become familiar with the hotel facilities and perform some 2006 reunion planning. Twelve members of the Southeast Flight held a 3 day mini reunion in New Bern NC in Oct 2004 with a Welcome Aboard cocktail party hosted by Mike Sullivan at his home followed by dinner at a restaurant in Havelock NC. Golf on Saturday with tours of local attractions and banquet Saturday night. Sunday brunch and takeoff for home. The Central Flight didn't have many official meetings in the last couple of years. Most of the Casinos on the Gulf they enjoyed in the past for mini-reunions were wiped out and CF Golden Eagles were kept pretty busy rehabbing. Several lunch meetings occurred at the Naval Aviation Museum. The West Flight held two mini reunions in Oct 2004 and Feb 2005 at the Harbor House Restaurant in Seaport Village San Diego both of which had an attendance of over 50.

ANNUAL REUNION

The 2005 Annual Reunion of the Golden Eagles was held in San Diego, CA. from Wednesday 20 April through Saturday the 23rd of April at the colourful and beautiful Red Lion Hanalei Hotel located in the Hotel Circle of Mission Valley. The Reunion Team led by RAdm Rodger Box and supported by MajGen Bobby Butcher, RAdm Corky Lenox, Capt Dick Hanacak, RAdm Don Shelton, Capt Bill Knutson, Capt Jack Davis, RAdm Smoke Wilson, Connie Wilson, Capt Don Edge, Capt Wynn Foster, Charlie McKellar, Kitty Cormier, Nita Boyston, Capt Dick Cavicke, Bev Edge, RAdm Paul Speer, Gen J. K. Davis, Col Jerry Mitchell, and RAdm Riley Mixson. We had a total of 144 Golden Eagle members attending, plus wives, guests and friends. There were overall 266 attendees.

Wednesday 20 April. Check in. Ready Room open at 3:00 PM.

Thursday 21 April. The morning commenced with meetings of the Membership Selection Committee, the Nominating and Board of Directors Meetings. The day concluded with a most memorable and enjoyable Welcome Aboard Reception set-up on the lawn outside the Ready Room which was in building that was separated from the hotel by a few yards. The food was delicious and plentiful and the bar was on the house. Many of the old timers reported that this was one of the best Welcome Aboard Receptions in their memory.

Friday 22 April The Friday's activities consisted of Golf Tournament, Wine Tasting tour and lunch, and a most impressive afternoon Memorial Service at the Naval Chapel at the Navy's Murphy Canyon Housing Complex. The evening was free time for all.

Saturday 23 April. The final day of the reunion commenced with the General Membership meeting and the taking of the group photo in the morning. After some free time and/or rest in the afternoon, the evening events started with cocktails in the Ready Room followed by the banquet and for some, more cocktails and sea stories in the Ready Room.

ANNUAL MEMBERSHIP MEETING

April 23, 2005 - San Diego, CA

Pilot, Captain. Zacharias called the meeting to order at 0900. He expressed a sincere thank you to the West Flight for their great work in arranging for such a superb reunion. He also congratulated the Host, RAdm Roger Box, for a job well done. He stated that out of the ten new members this year, nine were present.

The Navigator, LtGen. Blot reported that we are currently at 200 regular, 12 honorary and 60 emeritus members. We have joined 10 of the 18 selectees from last year. Ten of our members made their last takeoff, five of which were regular members and five had been previously transferred from regular to emeritus status.

Membership in the Early and Pioneer Naval Aviators Association is currently as follows:

Regular Members	200	(155 Navy, 1 USCG, 44 USMC)
Emeritus Members	60	(43 Navy, 1 USCG, 16 USMC)
Honorary Members	<u>12</u>	
Grand Total	272	

Members who have been accepted into the Golden Eagles, in order of acceptance, since Navigator's report of 9 May 2004 in Ponte Vedra, Florida:

<u>New Members</u>	<u>Induction Date</u>
1. Col. Paul German, USMC, Retired,	June 2004
2. Capt. August Elliott Jr., USN Retired,	July 2004
3. Capt William C. Hartung, USN Retired,	July 2004
4. Col. Marvin T. Garrison, USMC Retired,	September 2004
5. RAdm. Albert J. Monger, USN Retired,	October 2004
6. VAdm. John J. Mazach, USN Retired,	December 2004
7. MajGen. John V. Cox, USMC Retired,	January 2005
8. Capt. Dean Cramer, USN Retired,	February 2005
9. Capt. Roscoe Trout, USN Retired,	March 2005
10. LtGen. Frederick McCorkle, USMC Retired,	April 2005

The following members have been transferred to Emeritus status:

1. Capt. Bob Elder, USN (Ret)
2. Cdr. Larry Walker, USN (Ret)
3. LtGen. Tom Miller, USMC (Ret)
4. Capt. Bert Earnest, USN (Ret)
5. RAdm. Julian Lake, USN (Ret)

LtGen Blot reported that the following Golden Eagles had made their final take-off since the Navigator's report of 9 May 24, 2004. They will be missed.

1. Col. Archie Clapp, USMC (Ret)
2. Col. Pete Petras, USMC (Ret)
3. Cdr. John Nichols III, USN (Ret)
4. Capt. Jim Daniels, USN (Ret)
5. Capt. Butch O'Neill, USN (Ret)

Radio Officer Report CAPT Roger Carlquist, USN (Ret.), provided each member attending with a copy of the Financial Report, 1 April 2004 through 31 March 2005. The report showed a net worth of \$15,695.

Engineering Officer/Historian, Col. Powell, advised the members that Change #11 to the Chronolog has been distributed to owners of Chronolog books in their registration packets and is available in the Ready Room. Change #11 adds nine new pages to the book. New 3-ring binders are available with a set of tabs, (total \$7.00) that can be used for Deceased members thereby reducing the contents of the original binder. This year's CDs have the updated Chronolog with the 9 new biographies and pictures of last year's reunion, and are available for at the new, lower price of \$5.00. There are still some biographies and pictures missing and it would be appreciated if those individuals take this reminder for action. Twenty eighty copies of the CD were sold at the last reunion. The Chronolog reported expenses through 31 March 2005 of \$11,970, sales revenue of \$13,053, material on hand of \$2104 and a profit of \$351. Having completed a half ass job with the 2005 history, Col. Powell turned over the duties of Engineering Officer/Historian to MajGen. Ken Weir who together with 2ntLt Bob Lurie claim to have nearly 50,000 flight hours combined and neither have any computer skills or any staff and administrative experience.

Reunion Site Selection Report

RAdm James Seely, Chairman of the Site Selection Committee, gave the location for the ensuing years as follows: 2006 in Northern Virginia at Tyson's Corners Sheraton Premiere; May 1, 2007 at Pensacola, hotel to be determined; 24-27 April 2008 at the Sheraton at New Bern NC. and 2009 in San Diego. The details for the 2006 Reunion will be coming later; however, for planning purposes, the dates are 27 April to 2 May with a hotel rate of \$99.00 plus tax. These rates will apply to 3 days before and 3 days after the reunion, permitting members more time to visit the Washington Metropolitan area.

Membership Selection Committee

RAdm Paul Speer, Chairman of the Membership Selection Committee, reported there were 55 nominations to consider of which 8 Navy and 4 Marines were selected. There are still 8 remaining from last year's list. A motion was made and carried to accept the Selection Committee's report. No Honorary Members were selected this year.

Nominating Committee

RAdm William Harris, Chairman of the Nominating Committee, reported that Vice Admiral William Ramsey will replace General J.K. Davis, Captain Don Shelton will replace Captain William Gortney and Rear Admiral Donald Boecker will replace Rear Admiral William Gureck on this year's Board of Governors. The motion carried to accept the below slate of officers for the 2005-2006 period:

Chief Pilot	RAdm E. L. "Whitey" Feightner, USN (Ret.)
Pilot	Capt Jerrold M. Zacharias, USN (Ret.)
Co-pilot	Capt William D. Knutson, USN (Ret.)
Navigator	LtGen Harold W. Blot, USMC (Ret.)
Radio Officer	Capt Roger Carlquist, USN (Ret.)
Engineering Off/Historian	MajGen Kenneth. W. Weir USMCR (Ret.)

Board of Governors

VAdm Robert F. Dunn, USN (Ret.)
VAdm William E. Ramsey, USN (Ret.)
LtGen John I. Hudson, USMC (Ret.)
RAdm Lloyd J. Abbot, Jr., USN (Ret.)
MajGen Frank C. Lang, USMC (Ret.)
RAdm DONIPHAN B. Shelton USN(Ret)
RAdm Donald V. Boecker USN(Ret)
Capt Richard G. Hanacak, USN (Ret.)

Flight Leaders

Northeast Flight **RAdm James M. Seeley, USN (Ret.)**
Southeast Flight **MajGen Michael P. Sullivan, USMC (Ret.)**
Central Flight **Capt Kenneth Wallace, USN (Ret.)**
West Flight - **RAdm Roger E. Box, USN (Ret.)**

Memorial Service.

A moving service was held at the U.S. Navy Chapel at the Navy's Murphy Canyon Housing Complex in recognition of the 5 Golden Eagles and 5 Emeritus Golden Eagles who made their last takeoff this past year. The Pilot, Jerry Zacharias, made appropriate introductory remarks followed by prayer. A memorial roll call was then made. Shipmates spoke individually about each of our departed members.

Reception and Banquet.

Following cocktails in the ready room, Golden Eagles and guests proceeded to the huge tent adjacent to the hotel that was used as the banquet hall. 255 members and their guest attended the reception and banquet that followed. The Pilot CAPT Jerry Zacharias then presented to the Membership the new Golden Eagles and spouses that were in attendance.

Following a Sunday morning brunch, Eagles departed San Diego for all corners of the U. S., to gather again in Washington D.C. in April, 2006.

GOLDEN EAGLE CONTINUING HISTORY 2006



Historian/Compiler – MajGen Kenneth W. Weir USMCR (Ret.)

This continuing historical summary covers the period from after the Red Lion Hanalei Hotel Golden Eagle Reunion in San Diego California on the 23rd of April 2005 until the completion of the D.C reunion held at Tyson's Corner, Virginia on 1 May 2006.

The Northeast Flight held several reunion coordinating meetings at the Sheraton Premiere Hotel on 17 Aug, 19 Sept 2005, 9 Jan, and 13 Feb 2006. A mini reunion was held on 22 March 2006 at the newly rebuilt Belle Haven Country Club in preparation of the final plans for the annual reunion in the D.C. area. The Southeast Flight held a mini reunion 22 through 24 October 2005 in Wilmington, N.C. The Central Flight didn't have many official meetings in the last couple of years. Most of the Casinos on the Gulf they enjoyed in the past for mini-reunions were wiped out and CF Golden Eagles were kept pretty busy rehabbing. Several lunch meetings occurred at the Naval Aviation Museum. The West Flight held two mini reunions in Oct 2005 and Feb 2006 at the Harbor House Restaurant in Seaport Village San Diego both of which had an attendance of over 65.

ANNUAL REUNION

The 2006 Annual Reunion of the Golden Eagles was held from Thursday 27 April through Monday 1 May at the Sheraton Premiere Hotel located at 8661 Leesburg Pike in Tyson's Corner, Vienna, Virginia.

It was a great 50th reunion for everyone. The weather was perfect, the dogwoods were in full bloom and we had a record attendance. The last count was 141 Golden Eagles including three Emeritus members and one Honorary member plus wives, guests and friends. There were 263 in attendance at the banquet. If that isn't a record it is close to it.



RADM Jim Seely, Reunion Committee Chairman and Flight Leader Northeast, led a "TEAM" effort to provide a wonderful and memorable reunion. NE flight had two

mementos to commemorate our 50th. The tumblers with the gold embossed wings and 50th Anniversary are very nice and they also had 50th Anniversary cocktail napkins.

The Reunion Team was made up from the 56 Golden Eagles of the Northeast Flight and their spouses. RAdm Rupe Owens and VAdm Yank Dorsey operated the Ready Room which seemed to open early and stay open late and always full of Golden Eagles and their spouses and friends with plenty of “refreshments”. VAdm Bob Dunn kept a tight reign on the Receptions, the Banquet and their menus. Capt Jack Kenyon and Jerry Zacharias orchestrated the Memorial Service. RAdm Don Boecker was the golf professional in charge of the Golden Eagle Golf Tournament at the Penderbrook Country Club. Capt Zeb and Rita Knott were the tour mobile guides. VAdm Mike Bowman coordinated the Smithsonian Air and Space Museum Udvar-Hazy visit hosted by Gen Jack Daley. Elizabeth Shawcross provided lovely stationery as a favor for the ladies. RAdm Fred Lewis and Barbara McDaniel handled all the administrative and computer support of the registrations, programs, seatings, mailouts, e-mail communications, golf pairings and all the other staff functions. Pam Arnold sang a magnificent and inspirational rendition the National Anthem of the United States of America, the Star Spangle Banner, after the posting of the colors by Color Guards from the Washington Navy Yard and 8th and I Marine Barracks.

Thursday 27 April. Check in. Ready Room opened at 3:00 PM.



Friday 28 April. The morning commenced with the Membership Selection Committee followed in the afternoon with the Board of Governors meeting and concluded with a most memorable and enjoyable Welcome Aboard Reception. There was an excellent turnout for the reception but the Sheraton food prices curtailed the selections available.

Annual Board of Governors Meeting

The open Session included Flight Leaders RADM James Seely and MajGen Michael P. Sullivan. RAdm Bill Harris, Chairman of MSC, and LtGen Bill Fitch, Chairman of the Nominating Committee also attended.



NAVIGATOR HARRY BLOT



RADIO OFFICER ROGER CARLQUIST

Board of Governors present: MajGen Frank Lang, VAdm Robert Dunn, RAdm J.L. Abbot Jr, LtGen John Hudson, Capt Richard Hanecak, VAdm William Ramsey, RAdm Don Shelton and RAdm Don Boecker. Members of Flight Deck attending: Capt Jerry Zacharias, Capt Wilbert Knutson, LtGen Harold Blot, Capt Roger Carlquist, MajGen Ken Weir and RAdm E. L. 'Whitey' Feightner.

Following Pilot Zacharias's opening remarks, the 2006 Navigator's report was presented by LtGen Harold Blot as follows:

Membership in the Early and Pioneer Naval Aviators Association is currently as follows:

Regular Members....	200
Emeritus Members.....	62
Honorary Members....	<u>12</u>
Grand Total....	274

Members who have been accepted into the Golden Eagles, in order of acceptance, since Navigator's report of April 2005:

- | | |
|----------------------------------|----------------------------------|
| 1. Capt. Robert E. Spruit, USN | 15. Col. Robert C. Johnson, USMC |
| 2. Capt. John V. Manning, USN | 16. RAdm. Thomas C. Watson, USN |
| 3. Col. Donald Beaufait, USMC | 17. RAdm. Jerry C. Breast, USN |
| 4. Capt. W. Scott Gray, USN | 18. Col. David V. Denton, USMC |
| 5. Capt. William Westerman, USN | 19. RAdm. John Batzler, USN |
| 6. MGen. Mike Ryan, USMC | 20. VAdm. John Lockard, USN |
| 7. Capt. John J. Lahr, USN | |
| 8. Adm. Charles S. Abbot, USN | |
| 9. Col. Murray Staples, USMC | |
| 10. Capt. Robert B. Wood, USN | |
| 11. Capt. Robert C. Coats, USN | |
| 12. Col. Raymond E. Bright, USMC | |
| 13. Cdr. Theodore R. Swartz, USN | |
| 14. Capt. Roger C. Bos, USN | |

The following members have been transferred to Emeritus status:

1. VAdm. Robert E. Kirksey, USN
2. Adm. Jackson Arnold, USN
3. Capt. Gordon Gray, USN
4. RAdm. L. V. Swanson, USN
5. LtGen. Bob Keller, USMC
6. Capt. Jack Snyder, USN
7. Adm. Mickey Weisner, USN
8. BGen. Henry Hise, USMC
9. RAdm. Jim Linder, USN
10. LCdr. Eugene Zepp, USNR
11. MajGen. Vic Armstrong, USMC
12. Lt. Jim Pearce, USN
13. VAdm. Dave Richardson, USN
14. Capt. Simpson Evans, USN
15. MajGen. Norm Anderson, USMC
16. RAdm. George Cassell, USN

Golden Eagles that made their final take-off since the Navigator's report of April, 2005. They will be missed.

1. BGen. Bob Galer, USMC (E)
2. VAdm. Jim Stockdale, USN (E)
3. Capt. Ed Pawka, USN (E)
4. Col. John B. Maas, USMC
5. Capt. Roy M. Voris, USN (E)
6. RAdm. William Leonard, USN (E)
7. Capt. George Watkins, USN
8. Capt. Charles Brower, USN (E)
9. Capt. Ira Brown, USN (E)
10. VAdm. Pierre Charbonnet, USN (E)
11. Cdr. Larry Walker, USN (E)
12. VAdm. William Lawrence, USN
13. Capt. Jack L. Snyder, USN (E)
14. VAdm. Jack Fetterman, USN
15. RAdm. Carl Seiberlich, USN (E)
16. RAdm. Paul Hartmann, USN (E)
17. Col. Jack Conger, USMC (E)

Membership composition as of 28 April 2006.

	Active	Emeritus
Navy	154	43
Coast Guard	1	1
Marine	45	18
Total	200	62

The Radio Officer's report was given.

Beginning Cash in Navy Federal Credit Union		\$10962
Receipts		
Chronolog Sales	\$504	
Contributions	41	
Dues from Members	4,250	
Golden Eagle Wing Sales	575	
Interest	169	
San Diego Reunion	7394	
Washington Reunion	25,000	
		\$37,933
Disbursements		
Administrative/Secretarial/Supplies	\$2207	
Advance for Washington Reunion	5,850	
Naval Aviation Museum Foundation	1,500	
NTWL Tommy Tomlinson Award	209	
Photocopying/Printing	i 748	
Postage	799	
Purchase of 50 G.E. Wings	i 300	
		-\$13,613
Assets		
Cash in NFCU and Insured Brokerage Account		\$35,282
Advance for Washington Reunion	\$5,850	
Items for Use or Resale, Cost or Depreciated Value GE. Wings	1,300	
		\$7,150
Debit		
Reunion Funds Deposited in Insured Brokerage Account		-\$25,000
Net Worth		\$17,432

Capt Roger Carlquist stated that he had established a money market account within a guaranteed brokerage account to increase the interest on the association's cash. The report was approved unanimously.

The Engineer Officer/Historian Report given by MajGen Ken Weir stated that there were 5 members notified that their attendance was mandatory this year to remain a regular member in good standing. All were in attendance. Ken noted that the Golden Eagle

history up to 2004 has been placed on a CD. He is still missing 16 biographies for the Chronolog and that the 2006 version is on sale in the Ready Room for \$5.

Site Selection Committee Report was given by Chairman RAdm James Seely. It was reported that the 2007 reunion will be held in the Pensacola area, hopefully at the Grand Hotel which is currently under repair but predicted to be ready. Reunion 2008 will be hosted by the Southeast Flight Zone at the New Bern NC Sheraton Grand. The date will be 24-27 April 2008 with a room rate not to exceed \$119 per night. 2009 will be on the West coast and 2010 will return to the Northeast.

Closed session:

The Pilot presented information on the following items:

Trademark

The Golden Eagle Trademark was registered on 4/9/02. Mark is good for a 10 year period and can be renewed for 10 year periods.

Between 5th and 6th year of use, holder must file a Certificate of Use, certifying use in commerce. . Failure to file this certificate will result in the Trademark being cancelled. The 5th year of use commenced Apr 10, 2006. The cost of filing is \$100. The Golden Eagles use the Trademark in commerce.

- Use it on Chron book, Chron CD, Bylaw & List of Members book, stationery
- Have revenue of over \$13,839 to date & will exceed \$14K at this reunion.
- Because the Golden Eagles have used it continuously for 5 yrs, it could be

declared that

the Mark is now incontestable and file a Joint Certificate of Use and Incontestability for \$300. It was not recommended to file Joint certificates. The Patent Office don't acknowledge acceptance of incontestability claims, they don't even acknowledge receipt of it. They do acknowledge receipt and acceptance of the Certificate of Use.

- It was recommended that the golden Eagles spend \$100 and File the Certificate of Use only.

On a motion made and seconded, the Board the Board approved spending the \$100 for filing the Certificate of Use. Jerry Zacharias will ensure that filing is done in the next month or so.

Golden Eagle Naval Aviation Museum Display

An update was received from CAPT Bob Rasmussen on the new Golden Eagle display at the Museum that will consist of most of the elements of the current display (plaque that has the words the "Early and Pioneer Naval Aviators Assoc.", "The Golden Eagles" and a set of Navy wings) plus a new large flat screen television monitor that will be controlled by a touch screen computer monitor built into the display. The TV monitor will display all of the names on the current display (i.e. Regular, Emeritus, Honorary & and Deceased Golden Eagles).

The touch screen monitor will enable visitors to call up a short biography (condensed from the Chronolog bios) on any one member. So if a GE has a bio in the Chronolog, he will be in the display. Eventually, it will include some video out-takes that will be a compilation of representative actions from the Naval Aviators who make up the membership. This should make the display visually more stimulating to attract the attention of visitors.

The new display will give us the flexibility to instantaneously update the display, a luxury we do not now enjoy. As you know, with the fixed graphic we currently use, we are out of date almost the minute we put it up, which is only once a year. It will also be a far more informative and visually attractive display. I am confident that the membership will find it a positive move.

Any help that the Golden Eagles can provide in the way of financing would be greatly appreciated. It is expected that the entire bill will be on the order of \$6 or 7K, about a third of which has already been invested.

So the GEs are earmarking our \$1,500 donation to the museum this year “for updating the Golden Eagle Display.” That money is fenced for that purpose. Capt Roger Carlquist recommended and the Board of Governors approved the one time contribution of \$3,000, to be used for updating the Golden Eagle display at the museum.

Armed Forces Reunion Inc.

This brief the Board on the services of Armed Forces Reunion, Inc by LtGen Bill Fitch involved his first hand knowledge of their performance in setting up reunions for organizations such as ours, and in particular, the recent MCAA convention in Reno.

Making hotel arrangements with the Sheraton at Tyson’s Corner was a struggle to say the least. The AFR organization has the know how to make all of the arrangements for a fee and it would allow us to have reunions at locations where there are very few or no Golden Eagles. A handout of AFR’s services and fees is included in your documents. The Pilot read comments from Gen Jack Dailey concerning MCAA’s use of AFR services. The comments were highly favourable. Use of AFR services for about \$12.00 per head, would lighten the load on the Flight Leader and allow us to hold reunions in 80 different locations, even at those cities where we don’t have any Eagles located.

The Board of Governors approved that the services of AFR be made available to those Flight Leaders that might be inclined to use them. Bill Knutson will appoint a contact for the AFR Service and then pass the negotiated procedures to the flight leaders.

LtGen Fitch, Chairman of the Nominating Committee reported the Slate of Officers:

Flight Deck 2006:

Chief Pilot:	RADM E.L. 'Whitey' Feightner
Pilot:	Capt Wilbert D. Knutson
Co-Pilot:	LTGEN Harold W. Blot
Navigator:	RADM Bill Gureck

Radio Officer: RADM Rupe Owens
Engineer Officer/Historian: MAJGEN Kenneth W. Weir

Board of Governors:

VADM Robert F. Dunn
VADM William E. Ramsey
LTGEN John I. Hudson
MAJGEN Mike Sullivan
RADM Roger Carlquist
RADM Doniphon Shelton
RADM Donald V. Boecker
CAPT Richard G. Hanecak

Flight Leaders:

Northeast: CAPT Jack Kenyon
Southeast: MAJGEN Paul Fratarangelo
Central: CAPT Kenneth Wallace
West: RADM Roger Box

RADM Bill Harris, Chairman of the Membership Selection Committee submitted the list of recommended new members which included 12 Navy and 6 Marines. There was a discussion concerning the flexibility of the number of honorary members that are allowed in the Golden Eagles. An argument was presented that the board should determine how many and when to add new honorary members. A counter argument was put forth stating that the reason for the existence of the Golden Eagles was to populate it with aviators who would inspire young people to become naval aviators and did not include others regardless of their contribution. The pilot will continue to research the issue.

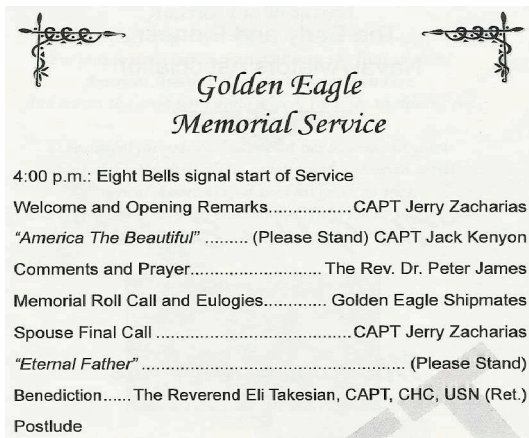
RADM Don Boecker reported to the Pilot that he presented the Golden Eagle engraved gold wrist watch and a copy of Captain D. W. Tomlinson's autobiography "The Sky's the Limit" to Major Scott Bennett Trail USMC. Major Trail is the Outstanding Test Pilot of the Year 2005.

New Business: The Engineer/Historian brought up the subject of the Golden Eagles having a Web page or site where we could post schedules of events, pictures and correspondence. Establishing the Web site was approved by the BOG. Ken further expressed the desire to shift all or most of our communications to an electronic media allowing us to substantially reduce our mailing costs. This would require the establishment of a buddy system to get information to those Golden Eagles who do not have a computer or email. The pilot took both items for action.

Saturday 28 April Saturdays activities consisted of Golf Tournament at Penderbrook Country Club, Tourmobile, visit to the National Air and Space Museum Udvar-Hazy Dulles Airport facility.



The annual reunion Memorial Service was held in the afternoon at the Vienna Presbyterian Church. Everyone felt the Memorial Service was special and the best they had ever attended. Pilot Zacharias had a power point slide presentation of all the 17 Golden Eagles who had made their final take offs. That provided a visual image of each Golden Eagle for everyone to correlate to his Eulogy. Very nicely done. Our own incomparable Pam Arnold sang “America the Beautiful” and “Eternal Father”.





Eulogies

<u>DECEASED GOLDEN EAGLES</u>	<u>EULOGY</u>
CAPT Ira W. Brown, Jr., USN 9/25/03	CAPT Jerry Zacharias
BGen Robert E. Galer, USMC 6/27/05	MGEN Frank Lang
VADM James B. Stockdale, USN 7/5/05	RADM Byron Fuller
CAPT Edward J. Pawka, USN 7/12/05	CAPT Dick Hanacak
Col John B. Maas, Jr., USMC 8/7/05	COL Fred Watts
CAPT Roy M. Voris, USN 8/10/05	CAPT Zeb Knott
RADM William N. Leonard, USN 8/21/05 ...	RADM E. L. Feightner
CAPT Charles M. Brower, USN 9/17/05	CAPT Bill Knutson
CAPT George C. Watkins, USN 9/18/05 ...	CAPT Roger Carlquist
VADM Pierre N. Charbonnet, USN 11/24/05 ...	VADM Bill Ramsey
CDR R. Larry Walker, USN 11/26/05	CAPT Jack Kenyon
VADM William P. Lawrence, USN 12/2/05	VADM Robert Dunn
CAPT Jack L. Snyder, USN 2/15/06	RADM Sam Hubbard
VADM John H. Fetterman, USN 3/24/06	ADM Stan Arthur
RADM Carl J. Seiberlich, USN 3/24/06	RADM Bill Shawcross
RADM Paul E. Hartmann, USN 4/7/06	CAPT Bill Knutson

<u>DECEASED SPOUSES</u>	<u>SPOUSE OF</u>
Mary Charbonnet 6/3/05	VADM Pierre Charbonnet, USN
Dorla Hubbard 7/29/05	BGEN Jay Hubbard, USMC
Norma Weisner. 9/7/05	ADM Maurice Weisner, USN
Eleanor Moorner 11/8/05	VADM Joe Moorner, USN
Mary Engen 2/6/06	VADM Don Engen, USN
Helen Smith 3/30/06	RADM Gordon H. Smith, USN

Bob Lurie presented the Eulogy for Col. Jack Conger who passed away the week before the reunion.

The evening was free time for all.

Sunday 30 April. The final day of the reunion commenced with the General Membership meeting:

Pilot, Captain Zacharias called the meeting to order at 1300. He expressed a sincere thank you to the Northeast Flight for their great work in arranging for such a superb reunion. He also congratulated the Host, RADM Jim Seely, for a job well done.



Chief Pilot Whitey Feightner reviewed the purpose and reasons the Golden Eagles were founded by CNO. Specifically, the Golden Eagles were to be role models for younger Naval Aviators. Qualifications to become a Golden Eagle would emphasize a pilot's cockpit performance (stick and throttle) and leadership in the air. It was a well received message we all need to remember.

The Navigator, LtGen. Blot reported that we are currently at 200 regular, 12 honorary and 62 emeritus members. We have joined all twenty of the selectees. Seventeen of our members made their last takeoff, thirteen of which were emeritus. Sixteen members were transferred from regular to emeritus status.

The Radio Officer, Capt. Carlquist, provided each member attending with a copy of the Financial Report, 1 April 2005 through 31 March 2006 indicating the Golden Eagles Net Worth of \$17,432

Engineering Officer/Historian, MajGen Weir, advised the members that Change #12 to the Chronolog is available in the Ready Room. There are still 16 members who have not submitted a biography for inclusion in this year's version. The CDs have the updated Chronolog and pictures of last year's reunion, and are available for \$5.00.

Rear Admiral James Seely, Chairman of the Site Selection Committee, gave the location for the ensuing years as follows: May 1, 2007 at Pensacola, at the Grand Hotel pending successful completion of the hurricane repairs; 24-27 April 2008 at the Sheraton Grand in New Bern NC. 2009 on the West coast and 2010 back to the Northeast.

Rear Admiral Bill Harris, Chairman of the Membership Selection Committee, reported there were 58 nominations to consider of which 12 Navy and 6 Marines were selected.

LtGen. Bill Fitch, Chairman of the Nominating Committee, reported that the Nominating Committee had presented their slate for the coming year as presented above.

New Business: The Pilot informed the members that it had been voted at the Board of Governors meeting to support the Naval Aviation Museum Foundation with a one time \$3000 contribution earmarked for the electronic upgrade to the Golden Eagle display. We will also continue to support the Tommy Tomlinson Award to the Outstanding Test Pilot of the year at Patuxent River. This year the Outstanding Test Pilot was Major Scott Bennett Trail, USMC for his work on testing the V-22.

Zack also discussed the decision to make the services of Armed Forces Reunion Inc. available to the flight leaders thus reducing their work load in preparing for our reunions and opening the list of potential sites for future gatherings.

The BOG agreed to the establishment of a Golden Eagles Web site where we could post schedules of events, pictures and correspondence. In order to eliminate regular mail as much as possible, the pilot will investigate the use of a buddy system to allow us to get information to those without a computer or email address.

The pilot then notified the members that immediately following this meeting the group pictures would be taken. All were to meet in front of the room and be seated by flight.



NORTH EAST FLIGHT



CENTRAL FLIGHT



SOUTHEAST FLIGHT



PILOT JERRY ZACHARIAS

Reception and Banquet.



The banquet was eloquent and marked by three special events.

First, Pilot Zacharias introduced 16 new members and their wives. Four other new members were not present and will in introduced next year.



Second, Pilot Zacharias Passed the Pilot's control stick to the new Pilot, his Naval Academy 1952 classmate Capt Wilbert D. Knutson USN (Ret), ending Jerry's tour as Pilot. Spontaneously, every one gave Jerry a standing ovation for the superb job he did as Pilot and for all his many services to the Golden Eagles. Bill Knutson then recognized Jerry's many contributions including developing the Chronolog documentary in book form and subsequently on CD and obtaining the Trademark to the title "The Golden Eagles." Bill acknowledged that CAPT Zacharias had been an exceptional leader and left the incoming Pilot with "Tough Shoes to Fill" the motto of the Naval Academy Class of 1952.



GE Executive Assistant Old Pilot New pilot
 ANNETTE BENNETT JERRY ZACHARIAS BILL KNUTSON

Third, we honored Annette Bennett, the Executive Assistant to the Pilot, who will retire May 15, 2006 after 15 years of dedicated service to the Golden Eagles. Annette was the grease that kept the organization running smoothly. She was given a crystal eagle on a lighted base sitting on a plaque that read; "Annette Bennett"; "The Wind Under Our Wings"; "With Sincere Appreciation and Gratitude for 15 years of Outstanding Service." Also, she was given the Golden Eagle computer she has been using and a bouquet of red roses.



Co-Pilot Bill Knutson - BoG Memb Bob Dunn



Jim Flatley-Chief Pilot Feightner- Ramsey



West Coast Flight Leader Roger Box



Pilot Jerry Zacharias introduces new GEs



Bill Ramsey-Scottie



Former CNO Admiral Tom Hayward



FORMER GE CHIEF PILOT Dutch Schultz



GE BOARD MEMBER Bob Dunn



Dee and Pax River Museum Dir. Gus Eggert



Past GE Pilot Tom Miller-Ida Mai



Neal Armstrong-John Glenn-Rick Hauck



Jim Lovell-John Glenn



Chief Pilot Whitey Feightner-Don Shelton



Old Pilot Zacharias-New Pilot Bill Knutson

PHOTOS BY RAdm SMOKE WILSON!

Following a Monday morning brunch, Eagles departed Vienna Virginia for all corners of the U.S., to gather again in Pensacola Fla, in April, 2007.