

# V S - 42



25 SEPTEMBER 1961 - 1 OCTOBER 1962

From: Commanding Officer, Air Anti-Submarine Squadron FORTY-TWO  
To: All Hands

Subj: Forwarding of Squadron Mementos

Encl: (1) Pamphlet "Squadron History" (Official and Unofficial)  
(2) Squadron Patch (For those not receiving patch prior to departure)  
(3) Squadron Picture (For those not receiving picture prior to departure)

1. The purpose of this letter is to forward patches to those of you who haven't received them and other items which I hope you will keep as mementos of the time you spent in the squadron. First, there is a copy of the picture taken out on the ramp north of Hangar Four; you might want to identify some faces and write their names on the back for future reference. Next we have bundled together a copy of the official history of the squadron, which we submitted to the Chief of Naval Operations, and an unofficial account of happenings during the year and the people involved in them. I hope you will find its humor amusing and its account of the year a pleasant reminder in the years to come. Included in the folder is a roster, showing home addresses and the unit to which we transferred each man.

2. Although I have said it on several occasions, I would like to take this opportunity to state again that the success of VS-42 was only possible through the outstanding efforts which you all contributed during your tour in the squadron. The response you showed to changing situations was certainly in keeping with the highest tradition of the Navy and was most gratifying. I shall always be exceptionally proud to have been able to serve as Commanding Officer of such a fine group of Officers and Men. I shall be most pleased if our paths again cross.

3. I'm sure that, for most of you, the decommissioning of the squadron was as much a disappointment as it was for me; however, my belief in the missions of the Navy and my faith in you and other men in the Navy leave me satisfied that no other alternative existed and that you will continue to exert your best effort, no matter where you may be. The Executive Officer joins me in wishing you Good Luck in your future whether in the Navy or out.

G.F. Bean

## COMMAND HISTORY

25 SEPTEMBER 1961 TO 16 JULY 1962

To bolster the Atlantic Fleet air anti-submarine warfare forces, the U.S. Navy commissioned Air Anti-Submarine Squadron FORTY-TWO as part of Carrier Anti-Submarine Air Group SIXTY-TWO. The commissioning of Air Anti-Submarine Squadron FORTY-TWO took place on 25 September aboard the U.S. Naval Air Station, Quonset Point, Rhode Island at Land Plane Hangar Four. The beginning nucleus was composed of approximately 37 enlisted men, one Grumman S2F "Tracker", and the Commanding Officer, CDR George F. BEAN, USN.

On 4 December 1961, the newly formed squadron was called upon to participate in its first around-the-clock operational exercise. At the termination of the exercise on 13 December 1961, the squadron had logged 137 hours in 33 sorties. This was accomplished with five aircraft, and one half the normal component of officers and men on board. The contribution made by Air Anti-Submarine Squadron FORTY-TWO during this exercise, with one half of its manpower needs on board, very pointedly displayed the excellent quality and high calibre of personnel selected to man the new squadron.

On 3, 4 and 5 May 1962, 14 pilots of Air Anti-Submarine Squadron FORTY-TWO completed day and night refresher carrier qualifications aboard the USS Randolph (CVS-15).

During the period 25 September 1961 to 30 June 1962, Air Anti-Submarine Squadron FORTY-TWO logged 3827 hours with an average aircraft utilization of 68.1 hours per aircraft per month, average ready availability of 81% and average flyable availability of 87%. This is the highest aircraft utilization rate among Air Anti-Submarine Squadrons in the Atlantic Fleet for Fiscal Year 1962. This again emphasizes the outstanding performance by the officers and men of Air Anti-Submarine Squadron FORTY-TWO.

In June 1962, Air Anti-Submarine Squadron FORTY-TWO began to transfer aircraft and personnel to various other activities. On 16 July the last aircraft, BUNO 136604, better known as "Caretaker 41", was transferred to the Atlantic Fleet Pool at the Aircraft Maintenance Department, Naval Air Station Quonset Point, Rhode Island, thus bringing to a close flight operations begun in September 1961 and continued without interruption until the last aircraft was transferred.

## THE LIFE AND TIMES OF AIR ANTI-SUBMARINE SQUADRON FORTY-TWO

From Quonset, from Norfolk, and from the West Coast  
Came the folks whose deeds in prose I will toast.  
They worked and they played and this I tell you,  
We are proud of each member of VS Four Two.  
So listen to me, and I'll tell you the story  
of "Old Forty-Two", her men and her glory.

--The Phantom of Forty-Two

AIR ANTI-SUBMARINE SQUADRON FORTY-TWO was commissioned on 25 September 1961 in a ceremony which also saw the birth of two other squadrons and our parent command, Carrier Anti-Submarine Air Group Sixty-Two. Since most of the personnel were to report within the next three or four months, there weren't many at quarters that day. The original "plank owners" consisted of the Skipper, Commander BEAN, and 37 others: Chief RAVOTTA, LOWMAN, SWEENEY, WALTERS, BORG, TOKARCIK, SOELL, NELSON, DILL, C.W. HOWELL, PARKER, WEIBLING, IVERSON, McKAY, PARROTT, EGAN, GREGORY, HOLLINGSWORTH, KING, BROCKWAY, HERDT, POULTON, R.M. HOWELL, FISHER, WOODS, MITCHELL, HUGHES, HARMON, CLARK, MARAVETZ, ROCK, DICKENS, DANIELS, ELKINS, HANEY, ROHRER, and GEBHAUER.

The commissioning ceremony was the climax of a preparation period which saw the plank-owners gathering at ComFair Quonset, materials being sent to Quonset, aircraft being reassigned, so it was with high anticipation that all reported for work that morning. The charged atmosphere, the formality of the ceremony, and the "bit-in-teeth" desire to get to work were too much, however, so the squadron planned a party and secured for the day and everything went fine. The next year was to be spent in receiving supplies, personnel, and aircraft and in some long hours of training and work. The official history tells of the events of the year leading to ultimate decommissioning; this chronicle fills in between the lines to point out the human aspects of the year's events. It will be impossible to tell all, both because memory runs dim and because some of the anecdotes are better left unsaid. It is also impossible to mark the date or phase in which each of the personnel arrived in a paper such as this. However, those incidents related here will serve to joggle the memory for those months in VS-42.

After recovering from the commissioning ceremony, everyone set about the business of forming up departments, divisions, and offices. The intrepid aviators (one in number, the Skipper) undertook to fly the one bird-machine assigned. The aircrewmembers alternated flying as co-pilot and a lot of work was accomplished. Just a few things needed smoothing out. Like the communications from cockpit to ground. The Skipper was running through a proper pre-flight inspection of the airplane and happened to be inspecting the bomb-bay for hydraulic leaks. Neither he realized that Landingham was in the cockpit, nor did Landingham realize that the CDR BEAN was in the bomb-bay. That is, until Landingham started to pump the bomb-bay doors shut; witnesses state that until this day the Skipper has never moved so fast as he did out of that bomb-bay.

Additional people began checking into the squadron very shortly. LTJG Baker, a maintenance specialist, reported for duty; since Chief Ravotta had the maintenance gang well in tow by this time, "Hank" Baker could sit back and enjoy life. He assumed only the duties of Executive Officer, Admin Officer, Maintenance Officer, Personnel Officer, etc., etc! Indeed, people are still looking for him to make his first mistake! That 140% availability he reported for one month wasn't really wrong--he only thought it was.

Along with new furniture, the maintenance personnel and the pilots, the airplanes began to arrive. Operational training proceeded at a fast and furious pace in preparation for our first exercise--SLAMEX. After assigning crews, attending briefings, parceling out operational periods for the exercise and many other functions, we embarked on the exercise with flags flying. For those who remember, we split the squadron and went on a 12-on, 12-off basis for the duration. It was during this exhausting routine that the Executive Officer, Commander Gilles, arrived, weary from his long trek across the hangar from his last duty station. He was told, in the tradition of the Navy, to take as much time as was needed to get accustomed to things--he wasn't scheduled to fly until the following night. It turns out that he took first flight, his familiarization check and his first operational mission hop, all wrapped up in one, in the midst of snow, rain, ice and fog on SLAMEX. The fact that it was in the middle of the night (a real black one at that) and that they had experienced radio failure during the whole mess seems only incidental. Fortunately, his co-pilot, LT Pete Maloney, was an old hand--he had checked into the squadron a week earlier

As SLAMEX drew to a close, it was evident that the powers-that-be, the Great White Fathers in Washington, had gone to great effort, to equip the squadron with the best people possible. These men, through hard work and high spirit, faced with around-the-clock operation with only five aircraft, made it possible to meet not only every scheduled launch, but also launched additional aircraft on several occasions.

When scheduling policy changed, they rolled with the punch and still came out on top. By keeping the equipment going, they made it possible for LTJG George GODDE to pursue a contact to the very end. As a matter of fact, the equipment was so good that the Exec and crew were able to hold contact over a period of several hours--on an uncharted wreck. Results of that fine effort were that it is now a charted wreck!

It was during that operation, we think, that a couple of technicians were involved in checking the equipment. Seems BORG was in the radome and EGAN in the radar seat. Our spy bird tells us that the conversation went something like this:

EGAN: "But Mario, I didn't know you were in the radome!"  
BORG: "\$%#\$%#('''&%\$#('\$%#!!!!!"  
EGAN: "But Honest, Mario! I wouldn't have started the antenna rotating if I had known you were in there!"  
BORG: "#\$%&('#%\$\_#'\$&%\$#\*\$%\$%\$\*%&#"#\$#!!!!!"

If put into a play, the above story could be called "The Merry-Go-Round Room".

Operations behind us, some attention was being paid to the appearance of the "Maltese (?) Cross", which seemed to crop up on airplanes, cruise boxes, tool boxes, skivies and the like. The story is even told that one of the young ladies of the Tee Pee had one painted or tattooed somewhere on her person. When it was pointed out that the insignia more closely resembled the German Iron Cross, which some of the old-timers remembered with distaste, than it did the true Maltese Cross, the move was on to eliminate it from our equipment. The Exec's frantic efforts during zone inspections resulted in erasure of most of them; the "boys in the know" however, say that he never got around to the lady at the Tee Pee, so the insignia may live on forever. Maybe, though, she can't really be considered squadron "equipment".

In fighting back for the loss of the insignia, Chico SANCHEZ became the hero of the troops the day he was wielding his ever-present spray gun during an inspection of the hangar. The Exec was promptly put on report when he reported back to the Skipper in his "new look" uniform of Navy blue, dusted with yellow enamel! Before long the "Forward Look" replaced the "Maltese Cross". This led CAG to refer to us affectionately as the "Boomerangs" (No doubt, because our airplanes always completed the flight-and returned ready to fly again).

Our spy bird, ever present at the wrong (or right!) time, reported the following conversation in the cockpit of one of the airplanes:

Parker: "What is this long tube under the seats with a funnel on it?"  
Technician: (name withheld to protect the guilty, in view of his extremely quick thinking): "Thats part of the intercom system. Talk into it and then put it to your ear and listen."  
Parker: (following instructions explicitly): Test 1-2-3-4. (Pause) I don't hear anything."  
Technician: "Try again  
Parker: "Test 1-2-3-4!"

This impressive introduction into aircraft electronics (?!!!!!) systems may well have been the most influential factor in career counseling for this budding airman!

It was about this time that Air Group Commander, (CAG), Commander Sparks, felt it appropriate to celebrate the air group's participation in SLAMEX. Accordingly, a big whing-ding was thrown at the Davisville EM club, with buffet supper and appropriate beverage being served, dancing to a band, and all the rest. It was well attended by all hands; addition of the wives and girl friends was an especially welcome feature. The TWIST was new and was practiced with vim and vigor that night, being enjoyed by the viewers as much as by the dancers! A new game was born that night, entitled "Hat, Hat, Who's got my Hat?" Leader of the game was none other than CAG. Seems that when it came time to close up and go home there were several hats on the rack in the cloak room, but none seemed quite suitable--some were round, some had bills, maybe even one of them had the right kind of scrambled eggs spilled on it. When the search narrowed down to that hat, it was, alas, found that not only did it have the wrong name in it, but it also didn't fit! So a most frustrated, exasperated and startingly hatless Air Group Commander departed for home, muttering something about "VS-42's" Exec just got his stripe--he must need a hat!". To add insult to injury, the hat didn't show up the next day, nor even the following week. Finally, however, virtue and conscience got the better of someone and the hat appeared one day, quite as mysteriously as it disappeared from the scene. Details of the seizure are still quite hazy, but the spy bird says that Lopez can clear up the mystery.

Of course, injected into some of this play was a lot of work. As the shops began to fill up with new men reporting in, more emphasis was placed on training of all sorts. The BUPERS Field Leadership Team descended upon us for a quick three-day session, getting a fine demonstration of Quonset winter weather on the third day as they packed up and started home in the middle of a blizzard.

On practically a daily basis, you could find Chief Harvey holding forth at the blackboard in the Avionics Shop, patiently explaining where the little electrons go. He'd put a lot of lines and symbols on the board, with arrows pointing this way and that and then make somebody explain not only what happened but why it happened. Even with the Exec harassing him from the rear of the room by a steady shaking of his head, he proved real effective in getting out the word. As they say, "The proof is in the pudding." And out in the ordnance shack, huddled around the stove in true North pole fashion, sans the cracker barrel, you would find Chief Boda and Ott conducting some of the guided discussions on leadership.

Say, has anyone seen the goat lately? Just appeared one day, out in back of Hangar Four, probably lured by the fine quality of the VS-42 tin cans and milk cartons. Some credit Awtry with bringing, since he also brought a duck to work one day, but others are keeping pretty quiet about it. He happily stayed with his adopted family until people started feeding him box lunches. That was too much though, so he quickly beat a retreat and has not been seen since.

Over in the Admin Office, Brandon was getting his daily shipping over lecture, this time by no less than three officers with clubs and blackjacks, when Chief Matczak appeared on the scene with a scheme designed to stir up a nest of hornets. It was at a time when everyone was getting touchy and nervous about messages making certain rates critical and extending enlistments for six months. His diabolical scheme entailed the fabrication of an utterly false message alleging long extensions for some of his proteges. The roar of anguish among those affected was only exceeded by the roar of fury when they found out it was a joke. Fortunately, the Chief disappeared shortly the revelation of truth and very discreetly stayed hidden until the look of murder disappeared from the eyes of his men.

Time had marched on and one of the long-term projects was finished--the squadron spaces in the hangar were now spotless. Many hours and much muscle had been applied to scraping, swabbing, buffing, washing, and painting everything that didn't move (even accidentally, some things which did move!). It was now time to relax, secure in the knowledge that the Admiral could inspect anytime and be pleased with what he saw. It was also time for VX-6 to return from the Antarctic. The news descended upon us, like a bolt from the blue sky, that we would have the privilege to move to Hangar Two and start all over again. So--on a day with snow piled in spots on top of mud, everything was packed onto trucks, tractors, pushcarts, bicycles and strong backs and we found ourselves a new home.



As befits a proper home and workshop, pictures appeared for all to see. One of the many, displayed with proper family pride, was hung on a locker in the shop, appropriately titled "The First Team". It showed the week's chosen leaders, properly disguised in pretty horrible hill-billy costume. The names changed each week but the appearances didn't. There was no doubt about the title, though--VS-42 was really "The First Team". The Maintenance Gang provided a consistently high availability and the crews flew many hours, one month establishing a record for shore based VS squadrons of over 700 hours during the month. After December, no month passed in which our commitment for flight hours was not exceeded; even more remarkable is that it was done most economically and, from a training standpoint, extremely efficiently.

The TeePee grew more and more in favor as the spot for diversion from the woes of work. One scene occurred in the following setting: Early one evening, the Night Check guys are sitting around. They secured a little early, it seems. Pretty soon the daytime crew will be securing and drifting in. The dialogue:

Ens Wharton: "Say Neskie you do real well. What's your secret in managing the gals?"

Neskie: "Well you see, it's real simple--I always treat them like real ladies. I'll show you--See that girl over there:

Ens Wharton: "The one in the corner?"

Neskie: "Yeah. Now, you got to be real nice, like this:"  
(He yells at the top of his voice) "HEY HOG! Come over here and let's dance!"

Ens Wharton: (Speechless)

The scene ends with the arrival of another of Neskie's friends, very nicely dressed in a black sheath dress and spike heels, demurely riding a motorcycle!

A few incidents of engine failure and trouble were bound to happen and we got our fair share of them. The pressure mounted slowly but steadily down in the Power Plants shop--an answer had to be found. Some of the best brains would huddle in the corner ferreting out the problem and the cure until Chief Matczak finally arrived with the solution. Triumphantly he supplied, for emergency use only, his "super bungee cord", guaranteed to provide motion to the propeller if properly used. The only problem was in finding someone stout enough to wind it up. After poring over the records of the physical fitness tests for several days, it was finally decided to stick with the R1820 as standard equipment.

Next door, in the Avionics shop, there was soap powder all over the deck--supposedly this was an indication of good clean sailors. It lay there for a week and then someone swept it up. Wonder why they did that?

On-the-job training received a very high priority in all the divisions, like the time Walters went out to remove a MK4 liferaft from the fuselage of one of the planes. He took Gebhauer along with him to demonstrate the proper procedure, the scene going like this:

Walters: "You have to do this very carefully. Above all, you must not pop the raft. Now watch closely and I'll show you how it's done.

Gebhauer: "Hmrrrrrrm."

Walters: "Hmrrrrrrm."

Gebhauer: "Why is the raft inflating?"

Red faces appeared in other places also.

Spring finally came. The weather was warm and the flowers were out. Spring fever was running rampant, like a virus, but Operations kept pushing. In keeping with the old theory of "Don't just stand there, do push-ups", they herded a group up to the swimming pool to renew some qualifications. Although many things happened that day, perhaps two rate above all the others in our memories. One was Pica's excellent demonstration of his ability to remain afloat for extended periods of time (a sum total of 13 seconds before sinking like lead). The other was LT Maloney's demonstration of escape from a dragging parachute. Even the instructors don't know how he managed to hook his suit and rip the tail end out of it.

While the squadron was building an excellent reputation for itself, noteworthy incidents took place outside the command. Like over at CAG's office one day:

Yeoman: "Where's CAG?"

Chief: "In the head."

Yeoman: (45 minutes later): "Where's CAG?"

Chief: "In the head."

Yeoman: "Someone is sure making a lot of racket pounding on a door down the passageway."

Chief: "Never mind that--stick to your work there."

Yeoman: (20 minutes later) "Chief, that pounding sure is loud!" I think I hear someone calling your name!"

Chief: (Investigating) "My God! CAG is locked in the head. Where is the key?"

Yeoman: "The guy who cleans the head has it."

Chief: "That's brilliant; where is he?"  
Yeoman: "He secured a while ago."  
Chief: (excitedly as the tension mounts) "Well, call Public Works."  
Yeoman: "They secured a while ago also."

The spy bird saw CAG around the squadron the other day, so the scene must have had a happy ending.

Ens Currey coined a phrase one day, a gem of wisdom destined to go down in history as a poem of stark truth:

The S.D.O.  
Is the last to know.

And speaking of SDO's, some people found out the hard way that discretion is the better part of valor when speaking over a phone which has two extensions. It was the occasional practice of the duty driver to call in while on a run. One day it happened that Snead was reporting in this fashion. The SDO, Ens Wharton, listened in on the extension and the following conversation took place:

ASDO: "VS-42, ASDO speaking, sir."  
Snead: "Hey, this is Snead. I'm up at Communications and want to ask the SDO a question. Is Chubby Checker around?"  
Ens Wharton: "This is Mr. Wharton speaking. I heard that remark."  
Snead: (Silence)

We wonder what Snead's question was. Whatever it was, he seemed to have a talent for running into Ens Wharton. After a similar occurrence several days later, his well-chosen remark was, "Oh well, back to the dirt pile."

One of the bright spots in the squadron's life was the deployment aboard the Randolph of five aircraft for carrier qualifications. We flew down to Norfolk and then aboard the ship, staying aboard that night because of lowering weather. During the operation fourteen Plane Commanders received refresher landings. Chief Ravotta, Prescott, Purvis, Neskie, Travoto and Hughes went along and did a fine job, both on the ship and at Norfolk, in keeping the planes going. The return to Quonset was a memorable one. LCDR Rumfelt, having read up on and carefully studied all the available books having to do with honors and ceremonies, laid careful plans to welcome the Skipper back properly. Figuring the first plane would be the Skipper's, he had it taxied to a spot along the open door of the hangar and lined up twelve of the Officers present as sideboys. All went well for a while--chocks were

smartly placed in position, the sideboys called stiffly to attention, the hatch opened and pinned--when out from the aircraft stepped a real honest-to-Pete four-striper, who had innocently hitched a ride from Norfolk. Mass confusion then reigned, not being helped any when the Captain's official car arrived to carry him away. It is difficult to say who was more surprised, but there is no question about who was the most embarrassed! The day was saved, however, when the Skipper's plane arrived and the ceremony repeated, this time with the correct characters in the script.

It was about this time that several of the guys had another "unofficial get-together", this time at the New Farm over in Warwick. A previous blast at Old Acres had been a tremendous success and a repeat was in order. Chief Harvey, the instigator, had decided to find a place with lots of life and finally hit on the New Farm as being absolutely ideal, since a group of 150 school teachers was scheduled for a party there on the same night. This was highly publicized and was instrumental in getting quite a lot of people to sign up for the party. All arrived a little early, scrubbed, shaved and dressed up real well and found the school teachers already there, 150 strong, all men!! Even with all the muttering and threats it was easy to see that the most disappointed of our whole group was the Chief!

The "official" parties held at Blue Beach and the Builders' Club were also outstanding successes. With Ott and Neskie performing the chef duties and various able-bodied volunteers dispensing the beverages, everyone relaxed from the rigors of daily work and enjoyed himself. One of the bright spots of both parties was the music. Meadows proved to be a tireless performer on his guitar and Chief Ravotta kept pace all afternoons on the accordion. LCDR Rumfelt showed that he could chord on the guitar, although two chords in succession proved to be too much to handle! Much volley ball, softball, elbow-bending and other athletics took place with good-natured rivalry. The serious competition took place on the horseshoe pitch, where Chief Ravotta, the national Navy, champion Chief AM horseshoe pitcher was dethroned in a very close contest by the team of Labrie and Strone. Labrie had the will to win and Strone knew how to throw, so they teamed up to stem the tide of greatness and the champion stepped down.

Back at the hangar, after all had recovered from the busts, things were progressing quite normally. The First Lieutenant had procured the fertilizer for the ground by the parking lot, the airplanes were flying and training was going on. Ott's crew decided a good cleaning of the hangar deck was in order, so out with the brooms and the Speedy-Dry for an afternoon's job. Did we say Speedy-Dry? HMMMMM. The job proceeded very efficiently--pans full of Speedy-Dry were spread all over and the

sweep-down started. Speedy-Dry?!! The sweep-down almost completed, sensitive noses all over the hangar began to twitch and doors and windows began to slam shut. Results were not long in coming when a neighbor C.O. came over with his hands up in surrender, wondering why we had done it to him. The final clue that something was amiss came when the First Lieutenant showed up in consternation, looking for his fertilizer, only to find that it had been mistaken for Speedy-Dry and spread all over the hangar deck. Ott was very quick to point out that he had a cold and couldn't smell and, anyhow, they looked alike, didn't they? After a week or so, the hangar became bearable again and, of course, lightning doesn't strike twice in the same spot. Or so everyone thought, until the squadron across the hangar borrowed some Speedy-Dry to clean up their side of the hangar. Did we say Speedy-Dry? Yes, they did it again!! Their clean-up was in connection with their change of command, which was duly carried out in a "charged atmosphere"!!

The third operational high spot was attendance at the ASW 304 course at FAETULANT in Norfolk by several of our crews. Everyone who went down really hustled to keep the airplanes flyable and to do the flying. During the second period, shop space was assigned and the not-forgotten Maltese Cross again made its appearance on a sign that advertised VS-42 Detachment Alfa, consisting of Cole's Killers, Throop's Trackers, and Maloney's Madmen. The spy bird tells us that Meadows will never forget the "new method" for loading the ARC-2!! The teams that went upheld the high standards of the squadron and established an excellent record in the course.

In May, just when we thought we were going to be able to avoid it, the word came that we would have our Administrative and Material Inspection, on an "informal basis". Many concessions would be made and we would have plenty of time to prepare for it. So the very next morning it began. All departments struggled through somehow, burning late midnight oil polishing up paper work and getting last-minute details finished. Although the official results were never made known to us, our spy bird went a little out of his usual territory and came back with the word that we were in pretty good shape administratively, as well as operationally.

Over the year the squadron made quite an impact on the athletic world. First Prize for consistency was awarded to the golf team-- they lost every match. But the story was much more happy in basketball and softball, where both teams finished second in the ComFair league standings. The supreme sacrifice was contributed by LTJG George Godde, who broke his ankle sliding into second base. Fortunately, to salvage something from the mishap, the umpire ruled him

safe at second. The bowling team contributed a fine effort, both in the leagues and at the lanes over by the airport. Some say that, at the latter location, more attention was paid other (pretty girl) bowlers than to the game, but confirmation was difficult to get.

The wind-up of the fiscal year found us recovering from the Ad/Mat Inspection and getting into gear for going aboard the Wasp, as scheduled, when whispers of a change in schedule began to be heard. The best official rumor indicated that we would be deploying to Cuba to spend a couple of months at Guantanamo Bay instead of going aboard ship. This caused interesting discussions and speculation concerning our future, when the stunning and saddening official news came--be prepared for a change in status effective the First of July, this change being an orderly reduction in force over a period of three months, to end with decommissioning of the squadron and air group on 1 October 1962. For many of us, for a small instant, the world seemed to stop turning and the sun darkened. We cried out against the forces of economy and international tension vying against each other and yet combining together in unfortunate circumstance to both create and disband our command. All the efforts expended in the building of a fine squadron, all the prospects for its future, were suddenly put aground. And yet, in the days to come, we recovered from the initial blow and bounced back in a manner befitting the fine squadron we had built, measuring our contribution to the national interests against service needs and against service resources. Reluctantly we realized and admitted that our loyalty to the nation's needs must be bigger than our concern for our squadron. And so it came to pass that plans were made and executed for complying with the directive from Washington. Orders began coming in and officers and men began leaving for ships, squadron and shore stations all over the country. Many familiar faces remain in Quonset, of course, serving in the other squadrons here.

Things slowed down rapidly in July and were at a fairly slow pace when a previously unknown "thing" appeared on the scene, going under the name of "The Phantom". Identity of "The Phantom" has not been definitely established. However, the spy bird says that evidence points to Lt FRIES. The first evidence of his presence was the mysterious appearance of rhymes on people's backs, desks and windows. Mr. MALONEY, now a LCDR, was the first victim and wore the following verse on his back for fifteen minutes before he became aware that it was there:

See the Maintenance Officer?  
He wears his cap with a jaunty air,  
He's in charge of plane repair.  
If oil and grease are his duty,  
How come his hands are never dirty?

Mr. BAKER didn't know he had this on as he strolled around the hangar.

I'm the fellow who makes the plans.  
I can plan like no one can,  
In fact I've done just one thing wrong.  
Where have all the airplanes gone?

From then on it was pretty hard for the Phantom to get behind anyone, but Mr. BARTKELENGHI, busy at his desk advertised as follows:

The fellow who led Avionics  
Never laughs and never frolics.  
When he wants to be mean  
He knocks with his ring,  
Which causes him sudden hysterics.

Then Mr. COLE and Mr. HARPER wore:

My job is administration.  
What a funny occupation.  
Just when I find what it's about,  
Everybody has checked out.

Mr. WELLS worked hard to get his orders to NAS Quonset.

So fine a fellow is Lt WELLS,  
It is hard to find what tells  
Why it took so much approval  
To be assigned to "Snow Removal".

The time came, though, when the Phantom ran out of people to harass, so he turned his talent and efforts to the writing of the "Bomerang Lament", which tells the story of VS-42 in poetic style.

THE BOOMERANG LAMENT

Welcome to a brand new bunch  
Only bachelors home for lunch.  
"Baggers" stay at work all night  
Drinking beer and getting tight.  
Radomes down, mad booms out,  
All in circles fly about.

In Slamex with just half the crew  
We kept the subs from getting through.  
In snow or sleet we were renowned  
Nothing kept us on the ground.  
Radomes down, mad booms out,  
All in circles fly about.

A maltese cross is on the tail,  
Airframes thought it would not fail.  
But they should have had restraint  
For all the tails they did repaint.  
Radomes down, mad booms out,  
All in circles fly about.

Down to Norfolk we did fly  
To find a ship to qualify.  
Those jolly nights at Breezy Point  
Most put our elbows out of joint.  
Radomes down, mad booms out,  
All in circles fly about.

Airlant said, "We'll change your status",  
Comfair tossed an AdMat at us.  
Then we came upon the reason,  
Softball team too good last season.  
Toss 'em down, yell and shout,  
Empty beer cans all about.

If they won't let us catch a sub,  
We can form another club.  
Just to sit around with drink  
Who gives a d\_\_\_ what others think.  
Toss 'em down, yell and shout,  
Empty beer cans, all about.



Here come our orders, jump with glee,  
A set for you and one for me.  
Bupers knows what we like best,  
Last month they wrote it for the rest.  
Toss 'em down, cry and pout,  
Tearfully we go about.

Congenial group -- we hate to part,  
We had spirit; we had heart.  
We'll meet again another day  
To work and sing and serve and play.  
Radomes down, mad booms out.  
All in circles fly about.

---The Phantom

Well, those were a few of the things that happened, of course,  
when you have read these you will remember other people, other times,  
and other stories. Just remember --

AIR ANTI-SUBMARINE SQUADRON FORTY-TWO

25 September 1961 to 1 October 1962

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
LTJG John W. ASHTON 638609/1315	13 MAR 62	08 AUG 62	VAW-12, NAS Quonset Point, R.I.	69 Howland Road East Greenwich, R.I.
LTJG Henry T. BAKER 228302/6802	04 OCT 61	31 JUL 62	VS-22, NAS Quonset Point, R.I.	60-D Forrestal Ave. Quonset Point, R.I.
LT George H. BARTHELENGHI, Jr. 569834/1310	17 DEC 61	31 JUL 62	VS-31, NAS Quonset Point, R.I.	112 Maplewood Drive East Greenwich, R.I.
CDR George F. BEAN 429000/1310	25 SEP 61	06 SEP 62	CO, VS-30, NAS Key West, Florida	Gustine, Texas
LT Russell E. BIGNEY 596992/1310	23 MAR 62	31 AUG 62	VS-30, NAS Key West, Florida	51 Fox Street Bridgeport, Conn.
LTJG Edward A. BRIGHT 641238/1310	28 DEC 61	17 JUL 62	VS-23, NAS North Island San Diego, California	Cape May Court House R.F.D. #2, New Jersey
LT James R. BUCKLEY 585321/1310	06 NOV 61	22 JUN 62	U.S. Naval Postgraduate School, Monterey, Calif.	840 Rosita Road Monterey, California
LTJG John A. CHRISTIAN 633643/1315	09 MAY 62	02 AUG 62	VS-32, NAS Quonset Point, R.I.	4410 Tidewater Drive Norfolk, Virginia
LT Edgar E. COLE 520262/1310	20 OCT 61	09 AUG 62	VS-32, NAS Quonset Point, R.I.	63 Littlefield Road East Greenwich, R.I.
LTJG Kenneth R. CULLISS 639262/1315	27 NOV 61	22 JUL 62	VS-27, NAS Norfolk, Va.	Box 246 Sophia, West Virginia
LTJG Carl W. CURREY 650559/1315	30 OCT 61	16 JUL 62	VAW-12, NAS Quonset Point, R.I.	256 Essex Road North Kingston, R.I.

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
LT Charles L. FRIES 558931/1310	08 DEC 61	31 AUG 62	CNABATRA, NAS Pensacola, Florida	1832 Palmcroft Way N.E. Phoenix, Arizona
CDR Donald A. GILLES 453604/1310	08 DEC 61	31 AUG 62	COMFAIR/COMNABONE NAS Quonset Pt., R.I.	86 Bayberry Lane East Greenwich, R.I.
LTJG George J. GODDE 636821/1315	08 NOV 61	18 AUG 62	FAETULANT, NAS Norfolk, Virginia	8 Vineyard Road Huntington, New York
LT Elwood N. HARPER 601995/1310	06 APR 62	31 JUL 62	VS-27, NAS Norfolk, Va.	5512 Pebble Lane Norfolk 2, Virginia
LT Francis N. HATHORN 591330/1315	12 APR 62	28 JUN 62	Released to inactive duty	1700 Avenue P Huntsville, Texas
LTJG Harold L. HOCKETT 633430/1315	06 JAN 62	31 AUG 62	CNABATRA, NBS Pensacola, Florida	215 N. Fourth St. Estherville, Iowa
LCDR Matthew V. HOOVER 472629/1310	13 NOV 61	13 JUL 62	USS RANDOLF (CVS-15)	323 W. Penn Avenue Robesonia, Pa.
LTJG Luther H. HOVEN 641418/1315	02 JAN 62	20 JUL 62	NAS Quonset Point, R.I.	191 Brookside Drive N. Kingstown, R.I.
LTJG Bobby W. HUGGINS 543948/1315	09 MAY 62	12 JUL 62	VS-33, NAS North Island San Diego, California	2054 Scripture St. Denton, Texas
LT Richard N. JONES 627181/1315	03 JAN 62	31 AUG 62	VT-28, NAS Corpus Christi, Texas	Tuttle Road (Watchung) Plainfield, N.J.
LTJG LeRoy H. KNAUB 647299/1315	31 OCT 61	17 JUL 62	VS-36, NAS Norfolk, Va.	Unknown

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
ENS John H. LEE 655896/1315	22 MAR 62	13 AUG 62	VAW-12, NAS Quonset Pt., Rhode Island	523 School Street, N. Kingstown, R.I.
LT Hugh F. LYNCH 547389/1310	25 NOV 61	11 JUL 62	VS-22, NAS Quonset Point, Rhode Island	41 Fordson Avenue Cranston, R.I.
LCDR Peter M. MALONEY 555049/1310	29 NOV 61	31 AUG 62	VS-32, NAS Quonset Point, Rhode Island	164 Glenwood Drive N. Kingstown, R.I.
LT Stanley B. PALMER 564315/1310	19 JAN 62	25 JUL 62	NROTC Unit, University of Minnesota, Minneapolis, Minn.	60 Inez Eve Warwick, R.I.
ENS John A. PROVINCE 650365/6852	31 OCT 61	22 AUG 62	VR-1, NAS Patuxent River, Maryland	Unknown
LTJG John M. QUARTARO 642265/1315	16 DEC 61	31 JUL 62	VS-35, NAS North Island San Diego, California	4101 Goodwin Ave., Los Angeles 39, Calif.
LCDR Milo (n) RUMFELT 466539/1310	04 NOV 61	13 JUL 62	VS-30, NAS Key West, Fla.	224 Wabash Avenue Wichita, Kansas
ENS Joseph E. SCHNEIDER 652245/1315	28 JAN 62	15 AUG 62	VAW-12, NAS Quonset Pt., Rhode Island	4411 Alabama Avenue Washington, D.C.
LTJG John B. SHARP, Jr. 641477/1310	10 MAR 62	03 AUG 62	VS-34, NAS Quonset Pt., Rhode Island	185 Sachem Road N. Kingstown, R.I.
LT James R. THROOP 570321/1310	16 MAR 62	30 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	99 Sand Hill Drive N. Kingstown, R.I.
LTJG Raymond L. VALLEY 650706/1315	16 NOV 61	30 JUL 62	VS-21, NAS North Island San Diego, California	5118 9th Avenue Sacramento, Calif.

<u>NAME</u>	<u>REPORTED</u>	<u>DEPARTED</u>	<u>NEW DUTY STATION</u>	<u>HOME ADDRESS</u>
LTJG James A. WAGNER 652075/1315	18 DEC 61	13 AUG 62	VAW-12, NAS Quonset Pt., Rhode Island	Liberty Lane Apts. West Kingstown, R.I.
LT Walter H. WELLS, Jr. 570351/1310	07 OCT 61	01 OCT 62	NAS Quonset Point, R.I.	314 College Circle Staunton, Virginia
LTJG Arthur M. WHARTON 651860/1315	24 NOV 61	22 JUL 62	VS-29, NAS North Island San Diego, California	101 S. Friou Jefferson, Texas

NAME	REPORTED	DEPARTED	NEXT DUTY STATION	HOME ADDRESS
AWTREY, Charles B., SN 590 33 54	17 NOV 61	20 JUL 62	HS-9, NAS Quonset Pt., Rhode Island	801 3rd St., Apt. 4. Marietta, Georgia
BAGGETT, William C., AE3 515 79 08	02 DEC 61	08 AUG 62	VT-8, NAS Pensacola, Florida	Pampleio, S. Carolina
BARTELS Gene A., AE3 543 35 40	26 NOV 61	01 AUG 62	VS-34, NAS Quonset Pt., Rhode Island	7433 Jenler Ave., Cincinnati, Ohio
BERUBE, ALfred A., ATCS 204 51 29	01 DEC 61	31 AUG 62	VS-39, NAS Quonset Pt., Rhode Island	31 Rutland St., Woonsocket, R.I.
BERRY, Robert E., AT3 289 72 99	12 JAN 62	01 AUG 62	Separated	Louisville, Kentucky
BODA, Robert H., AOC 313 21 87	12 DEC 61	30 JUL 62	USS ESSEX	Palmer Grove Trailer Lane, Rhode Island
BOOTH James H., AT3 548 66 98	02 JAN 62	18 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	Ballymore Road Springfield, Penna.
BORG, Mario F., AT2 528 29 69	25 SEP 61	01 AUG 62	Separated	914 44th Street, Brooklyn 19, M.Y.
BOWEN Philip L., AMH3 538 76 52	26 APR 62	17 AUG 62	VT-4, NAS Pensacola, Florida	Unknown
BRANDON, James L., PN2 289 67 72	02 OCT 61	20 APR 62	Separated	Jacksonville, Florida
BRIDGES, James L., ATN3 547 09 01	31 DEC 61	16 JUL 62	VS-39, NAS Quonset Point, Rhode Island	Unknown
BRITTS, Haven J., AMH1 419 21 35	19 OCT 61	28 SEP 62	VT-3, NAS Pensacola, Florida	P.O. Box 25, Galax, Virginia

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
BROCKWAY, Earl E., AMS2 533 12 99	25 SEP 61	01 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	101 Clearmont Ave., Schenectady, N.Y.
BROPHY, Roger J., BM2 901 00 78	24 MAR 62	21 JUL 62	HS-9, NAS Quonset Pt., Rhode Island	23 Hunts Terrace Melrose, Mass.
BROWN, Joseph T., AO3 290 04 74	18 OCT 61	25 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	1130 Mark Well Lane Louisville, Ky.
BROWN, Wendell C., ADR2 521 00 81	12 OCT 61	17 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	332 Tower Hill Road N. Kingstown, R.I.
BUGG, Norman K., SN 529 26 17	09 OCT 61	01 OCT 62	VS-39, NAS Quonset Pt., Rhode Island	17090 Old Jamestown Road, Florissant, Mo.
CLARK, William F. Jr., AN 526 13 22	25 SEP 61	19 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	5804 W. Brook Drive, Hyattsville, Md.
CUBBERLY, Richard S., A02 532 85 76	27 NOV 61	02 AUG 62	VS-39, NAS Quonset Pt., Rhode Island	94 Cedar Lane Roselle, New Jersey
CURTIS, Billy E., AEC 417 28 53	11 JAN 62	30 JUL 62	VP-16, NAS Jacksonville, Florida	5124 Marlene Avenue Jacksonville, Fla.
DANIELS, James L., AE3 546 61 08	25 SEP 61	02 AUG 62	VS-34, NAS Quonset Pt., Rhode Island	89 Sterling St., Pawtucket, R.I.
DAURIZIO, Frank J. ATS3 586 70 45	22 JAN 62	18 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	118 Maple Street Paterson, New Jersey
DICKENS, Richard H., AN 543 74 57	25 SEP 61	08 AUG 62	VS-32, NAS Quonset Pt., Rhode Island	426 Old Hickory Rd. Madison, Tenn.

NAME	ARRIVED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
DIETZ Walter E., AE3 526 94 20	09 DEC 61	20 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	311 Heathcliffl Rd. Huntington Valley, Pa.
DILL Roger M., AN 539 68 17	25 SEP 61	31 AUG 62	VS-32, NAS Quonset Pt., Rhode Island	15 Center Street Mooreatown, N.J.
DILLON, Richard P., AK3 491 03 03	17 OCT 61	17 AUG 62	VAW-12, NAS Norfolk, Virginia	930 4th Avenue Freedom, Penna.
DIXON Thomas A., AT3 464 40 33	15 JAN 62	10 JUL 62	VS-36, NAS Norfolk, Va.	Norfolk, Virginia
DONOVAN James K., ADR3 538 78 40	06 JAN 62	08 AUG 62	VS-28, NAS Quonset Pt., Rhode Island	Box 54, Blackburn Courtney, Penna.
EARNHARDT, David L., ATN3 476 88 72	16 DEC 61	26 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	Apt 8, 10 Beach St. N. Kingston, R.I.
EGAN, James F. Jr., AT2 539 36 57	25 SEP 61	10 AUG 62	VS-34, NAS Quonset Pt., Rhode Island	3433 "B" St. Philadelphia, Pa.
EDMONDS, Arthur R., ADR1 835 05 19	23 OCT 01	16 JAN 62	VS-26, NAS Norfolk, Va.	Norfolk, Virginia
EISENMENGER, Albert F., AA 595 06 52	10 FEB 62	20 JUL 62	VS-34, NAS Quonset Pt., Rhode Island	3 Lawrence Street Yonkers, New York
ELKINS, Edmund H. III, AT2 535 92 59	25 SEP 61	01 AUG 62	Separated	1503 Wildwood Road Cleveland, Tenn.
EVANS John H., AE3 446 35 61	11 APR 62	08 AUG 62	VS-28, NAS Quonset Pt., Rhode Island	232 Plain Street Providence, R.I.



NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
EVANS, Robert L., ADR3 479 89 50	16 JAN 62	16 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	Unknown
FIFIELD, Gerald P., ATN3 520 52 36	27 OCT 61	07 AUG 62	VS-39, NAS Quonset Pt., Rhode Island	727 1st Avenue Troy, New York
FISHER, Thomas R., AT2 531 67 63	25 SEP 61	01 AUC 62	VS-34, NAS Quonset Pt., Rhode Island	60 Main Street Wickford, R.I.
FOSTER, William W., ADR1 637 51 33	23 FEB 62	05 JUL 62	USS ANTIETAM	819 Lucerne Ave. Tristan Village, Pensacola, Florida
GAUMOND Raymond F, CS3 752 69 93	01 DEC 61	01 OCT 62	USS CHAMPLAIN	19 Miller Drive. W. Warwick, R.I.
GEBHAUER Leon T., PR3 528 44 41	25 SEP 61	03 AUG 62	VS-28, NAS Quonset Pt., Rhode Island	4929 Victor Dallas, Texas
GEDDES, Charles E., AE1 483 32 94	08 DEC 61	01 AUG 62	NAS Corpus Christi, Texas	7028 Palo Alto El Paso, Texas
GEURIN, Hugh F., AEAN 587 99 68	06 JAN 62	18 JUL 62	Naval Station, Roosevelt Roads, P.R.	Unknown
GREGORY, Billy R., AMS2 526 24 20	25 SEP 61	20 APR 62	separated	Rural Route #2 Joelton, Tenn.
GREENE Jack E., AT2 483 49 66	04 NOV 61	29 MAY 62	VS-36, NAS Norfolk, Va.	Unknown
HALL Robert E., HM2 453 90 55	02 FEB 62	13 AUG 62	NAVAMEDCEN, Pensacola, Florida	4957 Linwood St. Sarasota, Florida

NAME	REPORTED	DEPARTED	NEXT DUTY STATION	HOME ADDRESS
HANEY, Clayton B., AMS1 475 65 59	25 SEP 61	15 AUG 62	NAS Lakehurst, New Jersey	1442 E. Luzerne St., Philadelphia, Pa.
HAPP, Edward M. Jr., AMSAN 467 37 20	06 OCT 61	30 MAR 62	Officer Candidate School, Newport, R.I.	Unknown
HARKLESS John W., AE3 540 95 88	07 DEC 61	16 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	146 McConkey St., Laurel, Miss.
HARMON, John W., AN 526 13 07	25 SEP 61	10 AUG 62	VP-8, NAS Patuxent River, Maryland	9103 Beverly Road Cherry Chase, Md.
HARVEY, John K., ATCS 574 00 22	28 NOV 61	15 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	Unknown
HERDT, Harold N., AT1 643 17 88	25 SEP 61	31 AUG 62	FAU, COMFAIRQUONSET, NAS Quonset Pt., R.I.	109 Austin Road N. Kingstown, R.I.
HILLER, William W., SN 529 32 75	24 OCT 61	01 OCT 62	VS-34, NAS Quonset Pt., Rhode Island	Belgium, Wisconsin
HOLLINGSWORTH, David R., AE3 532 57 75	25 SEP 61	08 AUG 62	VS-31, NAS Quonset Pt., Rhode Island	11 Whuler Street Rome, Georgia
HOLT Richard W., AA 593 34 73	22 APR 62	19 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	307 Troy Avenue Troy, Illinois
HOWARD, Billy J., ADR2 446 05 62	12 OCT 61	20 JUL 62	VS-32, NAS Quonset Pt., Rhode Island	25 Gardner Avenue N. Kingston, R.I.
HOWELL, Clark W. II 545 76 42	25 SEP 61	03 AUG 62	VAW-12, NAS Norfolk Va.	Rt #2, New Milford, Pennsylvania

NAME	REPORTED	DEPARTED	NEW DUTY STATLON	HOME ADDRESS
HOWELL, Ralph M., PT2 480 84 77	25 SEP 61	03 AUG 62	VS-28, NAS Quonset Pt., Rhode island	13 Duane Street, E. Greenwich, R.I.
HUFF Earl C., AA 594 84 28	25 APR 62	15 SEP 62	AD "A" School, Memphis, Tenn.	7320 "D" St., Seat Pleasant, Md.
HUGHES, David (n), AMH2 490 81 84	25 SEP 61	01 JUN 62	NAF, Andrews AFB, Washington, D.C.	357 Orchid St., Springdale, Pa.
HULICK, David J., ADR3 538 78 31	23 FEB 62	13 JUL 62	Naval Air Development Center, Johnsville, Pa.	50006 Glenwood Ave., Pittsburgh 7, Pa.
HMPHREYS, Larry D., AMS2 523 32 67	20 NOV 61	02 AUG 62	VS-30, NAS Key West, Florida	Advance, Missouri
IRWIN, Richard C., ATCA 361 00 60	13 NOV 61	31 AUG 62	VS-31, NAS Quonset Pt., Rhode Island	6326 Post Road N. Kingstown, R.I.
IVERSON Ronald G., AK3 528 91 88	25 SEP 61	17 AUG 62	VAW-12, NAS Norfolk, Virginia	Minneapolis, Minn.
JACK, Billy E., ATR3 584 79 80	21 NOV 61	2 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	Unknown
KELLY, David W., AT1 996 03 64	24 MAR 62	31 JUL 62	VS-28, NAS Quonset Pt., Rhode Island	Point Judith Road, Narragansett, R.I.
KENT James F., AO3 428 29 16	23 JDN 62	23 JUL 62	VP-56, NAS Norfolk, Virginia	Unknown
KING, Charles w., AT2 391 53 20	25 SEP 61	01 AUG 62	Separated	Box 1381, Cutbank, Montana

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
KISE, Charles D., AN 526 16 61	04 OCT 61	20 APR 62	Separated	700 S. Courthouse Rd. Arlington, Virginia
LABRIE, Joseph E. Jr., PR1 901 07 72	19 OCT 61	18 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	23 Corey Street Pen Haven, Pensacola, Florida
KRUGER, Ronald F., AA 583 61 22	04 MAY 62	18 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	3737 Bamberger Ave., St. Louis, Missouri
LALIBERTE, Richard P., ADRAN 491 45 51	19 DEC 61	17 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	92 Scribner Blvd. Lewiston, Maine
LASSITER, Johnny G., AE3 352 59 34	02 DEC 61	18 JUL 62	VT-27, NAS New Iberia, Louisiana	1013 Tarleton, Midland, Texas
LAWRY, Alfredo (n), AMH3 532 79 12	07 JAN 62	10 AUG 62	VS-28, NAS Quonset Pt., Rhode Island	New York, New York
LANDINGHAM, Marvin (n), ADR3 536 35 84	05 JAN 62	08 AUG 62	VS-31, NAS Quonset Pt., Rhode Island	105 Plain Street Providence, R.I.
LEVERETTE, Rayford G., AA 599 34 82	01 APR 62	19 JUL 62	VS-34, NAS Quonset Pt., Rhode island	Leonine Rule Station Westfield, Florida
LONGWELL, Tim L., AMS3 547 57 85	23 OCT 61	18 JUL 62	VS-34, NAS Quonset Pt., Rhode Island	57 Langley Road Kiefer Park, R.I.
LEWIS, Andrew H., AA 599 14 18	03 APR 62	02 AUG 62	VS-32, NAS Quonset Pt., Rhode Island	3656 Encanto Drive Forth Worth, Texas
LLOYD, Kent S. Jr., AE3 538 76 86	01 JUL 62	08 AUG 62	VS-28, NAS Quonset Pt., Rhode Island	8 Robbinio Drive Londenville, N.Y.

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
LOPEZ, Ernest J., AT3 525 41 54	05 JAN 62	15 JUN 62	Separated	427 W. 11th St. Merced, Calif.
LOUVIERE, Robert (n), AT2 491 65 35	08 DEC 61	07 AUG 62	VS-28, NAS Quonset Pt., Rhode Island	Unknown
LOWMAN, Randolph (n), AKC 280 62 56	25 SEP 61	01 OCT 62	VS-28, NAS Quonset Pt., Rhode Island	230 Pleasant St. Providence, R.I.
LUTZKE, William F., AMS3 549 23 31	06 NOV 61	03 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	434 Spencer St. N.E. Grand Rapids, Mich.
MADIGAN, James L., ADR3 543 15 89	02 OCT 61	03 AUG 62	VS-34, NAS Quonset Pt., Rhode Island	9 Yardarm Lane Quinsay, Massachusetts
MADDOCKS, Cary (n), AA 595 06 75	10 FEB 62	17 JUL 62	VS-28, NAS Quonset Pt., Rhode Island	14 Carmans Road East Farmingdale Long Island, N.Y.
MAGNELLI, Vernon B., ADR3 588 65 09	08 OCT 61	20 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	Route #1 Camphill, Pa.
MANANTAN Herminio A., TN 513 03 45	24 NOV 61	11 JUL 62	USS CHAMPLAIN	Unknown
MANLOGAN, Eusebio E., TN 537 77 33	24 NOV 61	21 JUL 62	USS WASP	128 Tell Street Providence, R.I.
MARAVETZ, Gabriel E., YN2 973 89 02	25 SEP 61	01 OCT 62		115 East Hale Street New Hampton, Iowa
MATCZAK, Charles J., ADRC 202 00 04	27 NOV 61	20 AUG 62	Separated	115 Pleasant Street Lowell, Mass.

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
McCALLUM, Bobby D., AA 519 14 26	03 APR 62	31 AUG 62	VS-34 NAS Quonset Pt., Rhode Island	Box 236, Lake Dallas, Texas
McCARTHY, Barry M., AE2 512 82 57	08 NOV 61	23 JUL 62	VS-32, NAS Quonset Pt., Rhode Island	11 Larch Avenue Sussex, N.J.
McGOLDRICK, Clarence E., AA 599 77 74	02 APR 62	18 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	Box 244 Sunflower, Kansas
McKAY, John T., AN 529 31 78	25 SEP 61	10 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	Alpena, Michigan
MEADOWS Ronald L., AO3 532 17 41	17 OCT 61	01 AUG 62	VS-32, NAS Quonset Pt., Rhode Island	1503 3rd Street Radford, Virginia
MILES Louis W. SD3 403 08 80	06 DEC 61	15 JUL 62	USS ESSEX	2230 Harold St. Philadelphia, Pa.
MINNI, Charles M., AA 594 83 76	20 APR 62	30 JUL 62	VS-34, NAS Quonset Pt., Rhode Island	12810 Blue Hill Rd. Wheaton, Maryland
MITCHELL, Joe L., AT2 535 03 34	25 SEP 61	29 MAY 62	VS-36, NAS Norfolk, Va.	Unknown
MOONEY, Patrick M., AA 599 77 71	01 APR 62	30 JUL 62	VS-34, NAS Quonset Pt., Rhode Island	57 Swope Parkway Kansas City, Missouri
MONTE, Joseph A., YN3 514 54 07	17 NOV 61	31 AUG 62	Separated	11337 Forrer Avenue Detroit 27, Michigan
MOYERS, James R., AA 599 24 84	10 MAR 62	20 SEP 62	AE "A" School, Jacksonville, Florida	Route #1, Covington, Georgia

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
MULLINS Kenneth D., AA 534 66 62	19 OCT 61	16 JUL 62	VS-39, NAS Quonset Pt., Rhode Island	Unknown
MUNROE, Robert S., ADR1 752 89 31	21 FEB 62	01 AUG 62	VS-39, NAS Quonset Pt., Rhode Island	1047 Reservior Ave., Cranston, R.I.
MURPHY, Arthur B., ATSAN 435 36 95	26 FEB 62	08 AUG 62	VS-30 NAS, Key West, Florida	Rt#3, Box 55, Lake Charles, La.
NAPRAVANICK, Robert F., AME3 548 49 89	01 DEC 61	31 AUG 62	VU-8, Roosevelt Roads, Puerto Rico	Volin, South Dakota
NAUSE, Robert C., ADR2 517 08 79	02 FEB 62	10 AUG 62	VS-39, NAS Quonset Pt., Rhode Island	11 Wasp Road, N. Kingstown, R.I.
NELSON, Sherman T., AT2 440 99 51	25 SEP 61	29 MAY 62	VS-36, NAS Norfolk, Virginia	Unknown
NESKIE, John R., AT2 530 96 18	13 DEC 61	07 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	Milwaukee, Wisconsin
NEWMAN, David C., ADR3 479 91 30	06 JAN 62	31 JUL 62	HU-4, NAS Lakehurst, New Jersey	1274 S. Broad St., Trenton, N.J.
OTT, Robert B., AO1 756 01 49	24 OCT 61	02 AUG 62	VS-39, NAS Quonset Pt., Rhode Island	Rt#1, Mannington, West Virginia
OWENS, Albert L., AT1 429 88 30	11 NOV 61	18 AUG 62	VS-32, NAS Quonset Pt., Rhode Island	210 Forrestal Ave., Hoskins Park, R.I.
PARKER, Jerry (n), AN 545 78 33	25 SEP 61	02 AUG 62	VS-34, NAS Quonset Pt., Rhode Island	728 S. 19th St., Philadelphia, Pa.

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
PARROTT Harver M. Jr., AN 529 12 40	25 SEP 61	10 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	S. Minneapolis, Minnesota
PERCIVAL, Dennis L., ATR3 515 45 12	08 DEC 61	08 AUG 62	VS-34, NAS Quonset Pt., Rhode Island	346 24th St., N.E, Rochester, Minn.
PEREIRA, Raymond N., AA 595 06 73	10 FEB 62	19 JUL 62	VS-28, NAS Quonset Pt., Rhode Island	469 Mountain Ave., N. Plainfield, N.J.
PICA John A., ATR3 903 58 19	01 JAN 62	18 JUL 62	VS-31, NAS Quonset Ft., Rhode Island	South Wiley Place Wakefield, Mass.
POULTON Charles W. Jr, AO2 402 04 53	25 SEP 61	01 AUG 62	VS-34, NAS Quonset Pt., Rhode Island	NAS Trailer Park, Lot B-16, QuonPt, R.I.
PRESCOTT, Frank H., AE1 802 75 81	10 DEC 61	01 AUG 62	VP-7, NAS Jacksonville, Florida	Rod River Ranch Motel, Milton, Fla.
PURVIS, Kenneth C., ADR2 861 31 22	03 JAN 62	06 AUG 62	VS-32 NAS Quonset Pt., Rhode Island	241 Ives Road, E. Greenwich, R.I.
RAINES, "R" "B", AA 593 35 28	05 APR 62	19 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	Star Route, Gabler, Missouri
RAVOTTA, Milio F., AMHC 652 13 85	25 SEP 61	31 JUL 62	NAS Lakehurst, New Jersey	Rt#4, Box 158 Leechburg, Pa.
RAY, Larry E., PRAA 569 42 26	20 APR 62	23 JUL 62	VS-32, NAS Quonset Pt., Rhode Island	528 Lynn Drive, Cuyahoga Falls, Ohio
REEVES, Wayne E., AMS3 528 71 91	12 JAN 62	30 JUL 62	VS-28, NAS Quonset Pt., Rhode Island	401 Ten Rod Road, N. Kingston, R.I.



NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
RIDOLFO, Phillip T., AA 595 06 53	10 FEB 62	01 AUG 62	VS-28, NAS Quonset Pt., Rhode Island	13-18 Fairlough Dr., Fairlawn, N.J.
RIGGIN, Joseph W., ADR1 758 76 06	22 JAN 62	16 AUG 62	VS-39, NAS Quonset Pt., Rhode Island	15 Friendship St., E. Greenwich, R.I.
RILEY, Richard D., ADR3 965 55 43	28 NOV 61	16 JUL 62	VS-31, NAS Quonset Pt., Rhode Island	Unknown
ROCK, Robert J., AN 587 99 24	25 SEP 61	01 OCT 62	VS-39, NAS Quonset Pt., Rhode Island	10191 Stonehedge Way San Jose, Cal.
ROHRER, William C. Jr., YN3 374 67 42	25 SEP 61	06 JUL 62	Released to Inactive duty	207 S. Penn. St., Denver 9, Colorado
ROTHROCK, George H., ADR3 352 41 80	25 NOV 61	16 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	509 S.W. 5th St., Lindsay, Oklahoma
RUSSELL, David M., AA 586 02 82	13 APR 62	15 JUL 62	HS-11, NAS Quonset Pt., Rhode Island	Box 312C, Trenton, Maryland
SANCHEZ, Hector I., AMS2 996 65 89	07 NOV 61	01 AUG 62	VW-4, NAS Roosevelt Roads, Puerto Rico	437 W. 17th St., New York, New York
SHULTZ, Dieter H., AT2 237 34 35	25 JAN 62	29 MAY 62	VS-26, NAS Norfolk, Virginia	Unknown
SONNENBERG, Paul E., ADRC 402 47 37	27 NOV 61	26 FEB 62	Hospital, Newport, Rhode Island	Unknown
SOELL, Louis R., AT2 528 61 41	25 SEP 61	15 JUN 62	Released to Inactive duty	Unknown

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
STANLEY, Joseph T., AMS3 237 75 68	07 OCT 61	23 JUL 62	NAS Guantanamo Bay, Cuba	126 Oakwood Ave., Orchard Park, N.Y.
STEGMEIR, Joseph A., AE2 518 69 13	02 DEC 61	16 JUL 62	VW-4, NAS Roosevelt Roads, Puerto Rico	153 N.W., 10th St., Miami, Florida
STEVENS, Clarence P., ADR2 518 82 55	06 DEC 61	02 APR 62	Released to Inactive duty	6826 17th Lane, N. ST. Petersburg, Fla.
SNEAD, Lewis B., AN 532 15 76	19 OCT 61	17 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	Route #3, Keysville, Virginia
STEWART Jerry A., AT1 478 89 06	05 JAN 62	08 AUG 62	VS-27, NAS Norfolk, Virginia	Middletown, Va.
STRONE, Leon H., SN 545 64 25	28 OCT 61	01 OCT 62	HS-9, NAS Quonset Pt., Rhode Island	52 Calvin St., Wilkes-Barre, Pa..
SULLIVAN, Jerry A., AMS3 530 00 24	28 NOV 61	11 JUL 62	USS CONSTELLATION (CVA 64) San Diego, California	Unknown
SWEENEY, Norman E., ADR1 202 03 75	25 SEP 62	01 AUG 62	NAS Quonset Point, Rhode Island	12C Forrestal Ave., Hoskins Park, R.I.
TAYLOR, Robert B., AMS3 548 56 15	24 OCT 61	02 AUG 62	VS-28, NAS Quonset Pt., Rhode Island	110 Main St., Apt. 1, E. Greenwich, R.I.
THESENGA Bruce L., AA 591 55 96	28 AFR 62	31 JUL 62	VS-28, NAS Quonset Pt., Rhode Island	3729 44th Ave., S. Minneapolis, Minn.
TOKARCIK, Alexander J., AT2 538 79 66	25 SEP 61	29 MAY 62	VS-36, NAS Norfolk, Virginia	Unknown

NAME	REPORTED	DEPARTED	NEW DUTY STATION	HOME ADDRESS
TOLLEY, Wayne (n), AA 593 34 44	18 APR 62	01 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	805 S. Liberty Marion, Illinois
TOSCH, Edward C., ADR2 618 58 23	26 DEC 61	01 AUG 62	VS-34, NAS Quonset Pt., Rhode Island	13 E. Forrestal Ave. Hoskins Park, R.I.
TROVATO, George A., AMS2 533 68 23	08 JAN 62	20 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	66th & Fairview Downers Grove, Ill.
TUMINSKI, John S., AE2 903 12 60	09 APR 62	27 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	632 Dorchester Ave, S. Boston, Mass.
VARGAS, Herman (n), AA 595 06 63	13 MAR 62	16 JUL 62	VS-28, NAS Quonset Pt., Rhode Island	415 Christopher Ave. Brooklyn 12, N.Y.
WALLACE, Harold J., AA 595 06 62	10 FEB 62	20 JUN 62	NRS, Brooklyn, New York	Unknown
WALLACE, Stephen D., AME3 353 08 75	15 NOV 61	16 JUL 62	Kirtland AFB Albuquerque, N.M.	Unknown
WALTERS, Wilmer M., PR2 474 55 78	25 SEP 61	03 AUG 62	NAS Quonset Pt. Rhode Island	127 Clairmont St. Rochester, N.Y.
WARD, Gordon B., ADR3 537 11 99	28 NOV 61	08 AUG 62	VS-28, NAS Quonset Pt., Rhode Island	24 Springfield Ave. Cranford, N.J.
WEIBLING, Richard A., AN 545 71 67	25 SEP 61	19 JUL 62	VS-28, NAS Quonset Pt., Rhode Island	209 Tamara Circle Harmony Hills, Neward, Del.
WEILER , Gary A., AA 591 18 71	29 APR 62	01 AUG 62	VS-22, NAS Quonset Pt., Rhode Island	18508 Lennane St., Detroit 40, Mich.

<u>NAME</u>	<u>REPORTED</u>	<u>DEPARTED</u>	<u>NEW DUTY STATION</u>	<u>HOME ADDRESS</u>
WILLIAMS, Marion D., AA 585 83 52	01 MAY 62	03 AUG 62	VS-32, NAS Quonset Pt., Rhode Island	1129 "D" Avenue Columbia, S.C.
WILLIAMS, Richard P., AE3 487 42 63	06 NOV 61	01 AUG 62	NAS Glynco, Georgia	806 Sixth Ave. W. Birmingham, Ala.
WOODS, Patrick T., AMS3 536 41 98	25 SEP 61	01 OCT 62	Separated	825 Highland Dr., Elm Grove, Wisconsin
YOWELL, William J. Jr., AA 593 34 28	29 APR 62	30 JUL 62	VS-22, NAS Quonset Pt., Rhode Island	Flat River, Missouri