

Toooo Weet... Attention on Deck... "Saints...May...Newsletter"...Arriving!

ALSO ON SAINTS WEBSITE

VA-163 SAINTS GRAM



KEEPING THE MEMORY ALIVE

*Distance and time may separate us
but friendship and memories won't*

Dedicated to those who have invested their lives to the cause of Freedom in America! God Bless our Men and Women who are (or Have) in any way or manner served to protect our Great Nation and the freedom we have.
And God Bless the United States of America.



2014

12th Year Edition
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VOL 1 Issue 139



Ed Copher, Editor, "Saints Keeper of the Flame"





ONCE A SAINT, ALWAYS A SAINT

Listen to music as you read the newsletter:

[When the Saints Go Marching In - US Navy Seventh Fleet Band](http://www.youtube.com/watch?v=MgsgUbXCeIA&feature=related) <http://www.youtube.com/watch?v=MgsgUbXCeIA&feature=related> at the top right of your screen, click the Minimize minus sign (-). It will then go back to the newsletter with the music playing. When finished listening to music, go to your desk top home page, on the bottom tool bar, right

click on [When the Saints...](#), and select close.

The Warrior Song...

http://www.youtube.com/watch?v=ITs6a0ORdQU&feature=player_embedded

To all of the United States Armed Forces, with thanks. - Marching Snare Drums

Boogie Woogie Bugle Boy: The Andrew Sisters <http://www.youtube.com/watch?v=2pfCFU3Mqww&feature=related>

Ghost Riders in the Sky: Johnny Cash

<http://www.youtube.com/watch?v=Mynzbrtp9I>

Run Through the Jungle: CCR

http://www.youtube.com/watch?v=Ebl0cMyyw_M

Courtesy of the Red, White and Blue: Toby Keith

<http://www.youtube.com/watch?v=5PXSK3iDeAI>





Birds of a feather... Flock Together





Click Here <http://www.flickr.com/photos/va163saints/sets/>

Also on Saints website, [PHOTOS](#) section

Contains 73 Albums (Sets).... 4,071 Photos

View Counts as of 05 May 2014

Daily aggregate views on your photos account

	So far today	Yesterday	All time
Photos and Videos	686	592	313,702
Photostream	1	90	26,324
Sets	3	10	20,807
Collections	0	0	0
Galleries	0	0	0
	690	692	360,833



*****FYI***** www.Flickr.com charges \$24.95 per year to keep the [SAINTS Photo Albums](#) on their web site.

****Paid the one year fee on 15 Nov 2013****



SAINTS WEB SITE

Saints website www.va163.org (password: *saints4ever*)

6,391 Visitors since Mar 09

Saints Website and Photos site FEES:

Jim Houston, Palm Coast FL, is the Saints webmaster, he designed the website, and does all the updates etc.

Website Hosting is done by **GoDaddy** at a cost of \$76 for two years (**Paid up until 10 Sept 15**)

Domain Name: (Whois Proof) There is an annual charge for keeping the Domain Name www.va163.org which is \$5 p/yr (**Paid up until 31 Mar 2016**)

Domain Provider: (Active Domain) \$12 p/yr (**Paid up until 31 Mar 2016**)

Photos Site: I also pay for the Saints Photos on the **Flicker site** which is \$25 p/yr (**Due 15 Nov of each yr**)

Donations are appreciated



2009 Reunion



2012 Reunion



As our WWII veterans are getting older they are slowly dying off. Hope everyone enjoys this story.

A Sailor's Dying Wish.....



After signing my pop, EM2 Bud Cloud (circa Pearl Harbor) up for hospice care, the consolation prize I'd given him (for agreeing it was OK to die) was a trip to "visit the Navy in San Diego .."

I emailed my friend and former Marine sergeant, Mrs. Mandy McCammon, who's currently serving as a Navy Public Affairs Officer, at midnight on 28 May. I asked Mandy if she had enough pull on any of the bases in San Diego to get me access for the day so I could give Bud, who served on [USS Dewey \(DD-349\)](#), a windshield tour.

The next day she sent me an email from the current [USS Dewey \(DDG 105\)](#)'s XO, [CDR Mikael Rockstad](#), inviting us down to the ship two days later.

We linked up with Mandy outside [Naval Base San Diego](#) and carpoled to the pier where we were greeted by [CMDCM Joe Grgetich](#) and a squad-sized group of Sailors.

Bud started to cry before the doors of the van opened. He'd been oohing and pointing at the cyclic rate as we approached the pier, but when we slowed down and Mandy said, "They're all here for you, Bud," he was overwhelmed.

After we were all out of the van directly in front of the Dewey, shaking hands and exchanging pleasantries, Petty Officer Simon introduced himself and said as the ship's Sailor of the Year he had the honor of pushing Bud's wheelchair for the day. Unbeknownst to us, they'd decided to host Bud *aboard* the Dewey, not *at* the Dewey.

And so they carried him aboard. None of us expected him to go aboard the ship. I'd told him we were going down to the base and would have the chance to meet and greet a few of the Sailors from the new Dewey. He was ecstatic. The day before, he asked every few hours if we were "still going down to visit the boys from the Dewey," and "do they know I was on the Dewey, too?"

Once aboard, we were greeted by the CO, [CDR Jake Douglas](#), the XO and a reinforced platoon-sized group of Sailors. To say it was overwhelming is an understatement. These men and women waited in line to introduce themselves to Bud. They shook his hand, asked for photos with him, and swapped stories. It was simply amazing.

They didn't just talk to him, they listened.

Bud's voice was little more than a weak whisper at this point and he'd tell a story and then GMC Eisman or GSCS Why not would repeat it so all of the Sailors on deck could hear. In the midst of the conversations, Petty Officer Flores broke contact with the group.

Bud was telling a story and CMDCM Grgetich was repeating the details when Flores walked back into view holding a huge photo of the original USS Dewey. That moment was priceless. Bud stopped mid-sentence and yelled, "There she is!" They patiently stood there holding the photo while he told them about her armament, described the way it listed after it was hit, and shared other details about the attacks on Pearl Harbor .

Bud finally admitted how tired he was after more than an hour on deck. While they were finishing up goodbyes and

taking last minute photographs, GMC Eisman asked if it'd be OK to bring Sailors up to visit Bud in a few months after a Chief's board. I hadn't said it yet because I didn't want it to dampen the spirit of the day, but I quietly explained to GMC Eisman the reason we'd asked for the visit was simple: Bud was dying.

I told him they were welcome to come up any time they wanted, but I suspected Bud had about a month left to live. Almost without hesitation, he asked if the crew could provide the burial honors when the time came. I assured him that'd be an honor we'd welcome.

Leaving the ship was possibly more emotional than boarding.

They piped him ashore. CMDCM Grgetich leaned in and quietly told me how significant that honor was and who it's usually reserved for as we headed towards the gangplank.

Hearing "Electrician's Mate Second Class William Bud Cloud, Pearl Harbor Survivor, departing" announced over the 1MC was surreal.

Later that night Bud sat in his recliner, hands full of ship's coins and declared, "I don't care what you do with my power tools; you better promise you'll bury me with these."

He died 13 days later. For 12 of those 13 days he talked about the Dewey, her Sailors and his visit to San Diego . Everyone who came to the house had to hear the story, see the photos, hold the coins, read the plaques.

True to his word, GMC Eisman arranged the details for a full honors burial. The ceremony was simple yet magnificent. And a perfect sendoff for an ornery old guy who never, ever stopped being proud to be a Sailor. After the funeral, the Sailors came back to the house for the reception and spent an hour with the family. This may seem like a small detail, but it's another example of them going above and beyond the call of duty, and it meant more to the family than I can explain.

There are more photos, and I'm sure I missed a detail, or a name. What I didn't miss and will never forget, is how unbelievable the men and women of the USS Dewey were. They opened their ship and their hearts and quite literally made a dream come true for a dying Sailor.

They provided the backdrop for "This is the best day of my life, daughter. I never in my whole life dreamed I'd step foot on the Dewey again or shake the hand of a real life Sailor."

Without question, it's the best example of Semper Fidelis I've ever seen.



We can't all be heroes, some of us have to stand on the curb and clap as they go byMark Twain



I thought you guys might enjoy this -- it was written in 1968, so bear that in mind.

The A-4 part is highlighted in red

Of Hosenos, StooFs, Lefthanded Spads and Scooters

by Captain G. G. O'Rourke, U. S. Navy

First Appeared in USNI Proceedings, July 1968

A graduate of the U. S. Naval Academy with the Class of 1945, Captain O'Rourke served in the USS Hancock (CV-19) from 1944 to 1946, in VF-84 and VF-72 from 1947 to 1950, and in VC-4 from 1952 to 1955. He was assigned to NATC, Patuxent River from 1955 to 1957, to VF-101 from 1959 to 1962, and to command, successively VF-102 and VF-121. He served on the Staff, DCNO (Air) for two years before assuming command of the USS *Wrangell* (AE-12) until July 1968 when he became Deputy Chief of Staff for Operations, COMSIXTHFLT.

U. S. Naval Aviators are about the best men alive today. They are the cream of American manhood, many times screened for physical perfection, brain power, muscular co-ordination, common sense, split-second reactions, and cool-headed courage. They tend toward intense professionalism and formidable strength of character.

Throughout most of his waking hours, the individual aviator is the incarnation of the "manly man" Sir Winston Churchill so admired. Yet, sadly, there are times when the same aviator becomes the "boyly boy" Sir Winston so loathed.

This dark side of the aviator's character emerges most vividly when it comes to nicknaming the aircraft he flies. The butt of his cruelty is the harried, bespectacled, ground-bound, padded-shouldered, glad-handing public relations expert from the manufacturer's plant who originally named the plane.

Long before a naval aircraft's "popular name"—Phantom II, Tiger, Skyhawk, or Orion—splatters on the pages of the aviation press, a separate alfa-numeric designator—F4B, F-111A, A-4E or P-3B—has already been established by the military purchaser. The present alfa-numeric system is typically extravagant bureaucratese not worthy of explanation. Every few years, the system itself undergoes a wholesale change anyway. An F-4 of 1945 was a Grumman Wildcat. By 1955, an F-4 was a Douglas Skyray and by 1965, it was a McDonnell Phantom. Same alfa-numeric, yet three entirely different airplanes !

While the origin of these letter-number designators is at least bureaucratically logical, the choice of an airplane's "popular name" knows no rules whatsoever, save those of self-imposition through tradition. Grumman's fighters, for example are all Cats of one breed or another, from Wildcats through Bearcats to Cougars and Tigers. Perhaps not surprisingly, there has not yet been a Tom or an Alley.

Ling-Temco-Vought, a longtime supplier of carrier-based fighters, evokes a swashbuckling image with Corsairs, Pirates, Cutlasses and Crusaders. But no Filibusterer.

Douglas (now part of McDonnell-Douglas) has prefixed many of its birds' with Sky, to form, for example, Skyhawk; and even included such heaven-sent variations as Sky-warrior and Skyraider. But, thus far, no Sky-high.

McDonnell has a fondness for the eerie supernatural—Phantoms, Banshees, Voodoos, and Demons. But, thus far, no Vampires.

North American Aviation is a non-traditionalist holdout, however, with Texan trainers, Fury fighters, and Vigilante reconnaissance Jets.

The public baptismal ceremony of a new naval airplane represents the culminating act of a long and arduous production under fire by the P.R. man. He has seen it through in-plant name-the-plane contests, where washroom attendants, aerodynamicists, and executive vice presidents vie for the patronal prestige. The selected name then had to hurdle any and all moral and legal barriers. Had a rival firm already copyrighted that name? How about the auto industry? If so, would they release it? Once legally cleared, the naval seal of approval had to be sought with the greatest of tact. Personal whims and fancies of captains and admirals were carefully parried. "Sky Cavalier is certainly a grand idea for a name, Admiral Cloudbuster. You know, it was proposed in our plant contest, but it lost out in the finals". (Translation: Skycavalier got 3 votes out of 63,000).

Once the battle of the gold braid is won, an official letter from the Pentagon signals the launch phase of a nationwide publicity splurge by the proud parents. Record flights are flown; full page ads in aviation journals herald the name; test pilots are interviewed on TV; plastic models of the plane suddenly sprout on Pentagon desks and ready room trophy cabinets.

Outwardly, the name-the-plane evolution has ended. In truth, the real baptism is just beginning—on the apron of the test center hangars, in the ready rooms aboard carriers, and in the bachelor bars at naval air stations ashore. The fruit of the P.R.'s labor is now put to the final test by those hyper-critical ultimate judges—the pilots and flight officers who will actually fly the new bird. Will these courageous warriors really use the officially approved "popular name"? Will they ignore it in favor of conversational alfa-numeric? Or, worst of all, will they deliberately mock the P.R.'s dream child by crudely twisting what was meant to be a romantic appellation into a derisive pseudonym?

The sad truth, gleamed from painstaking research of two decades of ready room parlance, is that only a few of the high-flown "popular names" have escaped deflating ignominy at the hands of the imaginative tailhookers who man the Navy's carriers.

Thousands of embryo naval aviators first learned how to get off the ground in bright yellow Stearman N2S biplanes and their predecessors, the N3Ns. The popular name of this ancient assemblage of fabric and bailing wire is all but forgotten, yet the mention of the words "Yellow Peril" always signals a wave of nostalgic sea stories. The Beech-craft Company built a few thousand twin engine SNB and JRB transport trainers during World War II. Over the ensuing years, as even helicopters bettered the cruising speed of these battered and blistered Beechcrafts, they became, affectionately, "Bug Smashers," in deference to their extensive use in supplying boring but mandatory flight hours for deskbound sailors in the Pentagon and elsewhere.

Douglas started building the C-47 transport more than 30 years ago. It developed into the most useful and enduring workhorse of all aviation history, yet only a P.R. man or a high school freshman would call the C-47 by its rightful name of Skytrain. Most often it is a "Gooney Bird," or "Dodo bird." Now in its third major war, it is "Puff The Magic Dragon" or "Dragonship," arising from its use as an airborne gunship over South Vietnam.

Vultee built a wartime basic trainer which they called the Vindicator. Pilots familiar with its rather shaky engine knew it only as the "Vultee Vibrator." Grumman and General Motors both built versions of a fine torpedo bomber during those days which sought to "avenge" Pearl Harbor and the loss of Torpedo Squadron Eight at the Battle of Midway, and so called the plane the Avenger. On carrier decks, fighter pilots eyed its fat profile, slow airspeed, and clumsy maneuverability and quickly dubbed it forevermore the "Turkey," even though torpedo bombers were really supposed to be called "Tor-peckers." Another great Grumman airplane was the immortal F6F Hellcat. Only John Wayne could call it the Hellcat without blushing. To the pilots, it was just the F-6.

Chance Vought (now Ling-Temco-Vought) has had very tough times with its swashbuckling choices. Its Corsair of South Pacific fame had a large engine, a very long nose, inverted gull wings, and cockpit which sat very far aft for a fighter. As a result, it was either the "Hosenose" or the "Hog" to the pilots, and often it became the "Bent Wing Widow-Maker" in happy hour songfests, in consideration of its early safety record. After the war, in the F5U, Chance Vought experimented briefly with a round wing design which immediately became the original "Flying Saucer." Then there was the F6U Pirate, which has a very limited active duty lifespan as a result of a marked tendency which better fitted its colloquial appellation of "Groundhog." Next came the F7U Cutlass, a twin jet with a very advanced tailless design and a tremendously high nose landing gear strut. The hoped-for-engine performance never materialized for this revolutionary bird, and, alas and alack, it went down in history as the "Gutless Cutlass," or, in kinder moments, as the "Praying Mantis." Undaunted by these landlubber taunts, Chance Vought produced their supersonic F8U about 1957 and named it the Crusader. Even though it has served most honorably for a decade, and is now gaining fame anew as a MIG-killer in Vietnam, it must be reported that the ready room short form of Crusader comes through as "Crud."

The newest product from LTV's Dallas plant is the very promising A-7 turbofan attack airplane which will see extensive use both in the Navy and Air Force. Texan ingenuity has finally run out. The A-7 is a very unimaginative Corsair II. This modern Corsair keeps its wings on one level and has a cockpit sitting fairly atop the nose air scoop, so it cannot possibly become either a "Bent Wing Widow-Maker II" or a "Hosenose II," but there is always the possibility of "Super-hog" or "Beetle."

Navy seaplanes, even from days prior to the origin of the renowned PBY Catalina patrol plane, have always been called simply P-Boats. Both subsequent seaplanes, the Martin PBM Mariner and P-5 Marlin were also P-Boats. The name still loiters around even their strictly land-based successors, the Lockheed P-2 Neptune and P-3 Orion.

All Navy blimps were "Poopybags."

McDonald Aircraft started as a post-World War II baby and burst directly into the jet set with its Phantom and Banshee carrier fighters. Those early Phantoms weren't around long enough to become familiar, but the many versions of the F2H Banshee were just "Banjos" to all of us who flew and loved these fine fighters. McDonnell's next effort was the big F-3 Demon which was serviceable, slow, and sucked up a lot of fuel. It soon became the "Sled" as a shortened version of "Lead Sled."

When McDonnell's Mach 2 F-4 Navy fighter first flew in 1958, the company clearly had a winner, but had run out of P.R. originality as well. The F-4 became only the Phantom II. This "Phabulous Phantom" is both the world's finest and ugliest combat airplane. It has a drooping tail, upswept wing tips, an oversize saggy-baggy nose radome, a goatee-like protrusion beneath the radome, and two very angry looking engine air intakes. Its engines produce a distinctively haunting jet whine which is particularly noticeable when taxiing up carrier decks. During night operations, flight deck crewmen used to call the F-4 the "Spook," but that name has since given way to Phantom, but without the II. This partial victory stands as a great mark of distinction (or perseverance) for McDonnell's P.R. talent.

A rare few other Navy birds have managed to regain their "popular names" in popular use. Grumman's Wildcat was mostly a Wildcat, although a General Motors version of the same design was invariably an FM-2. The F-9F Cougar, a swept-wing version of the Grumman fighter which served in Korea, has remained a Cougar all the way through F9F-6,

F9F-7, F9F-8 and F9F-8T models, yet "Cougar Six" or "Cougar Eight" were often used in interim periods. The "popular names" of many Navy airplanes have often been ignored in favor of the letter-number system then in use, or some form of colloquialism based upon the designator. Grumman's F8F Bearcat was generally an F-8, only rarely a "Jelly Bean" or a "Pogo Stick." This tiny plane was the ultimate in a propeller driven fighter circa 1948. The F-11 Tiger which is flown so magnificently by the Navy's crack Blue Angels Flight Demonstration Team has always been a plain F-11. Douglas' A-3 Skywarrior is most often an A-3. Its famous SBD Dauntless divebomber was simply the SBD during World War II: sometimes wryly referred to as "Speedy" Three, Four or Five depending on the modification. The SBD's successor in carrier bombing squadrons, the Curtiss SB2C Helldiver was far less fortunate. Pilots who had to master the weird complexities of this plane's control systems, and who suffered through agonizing takeoffs with its meager power-to-weight ratio changed SB2C to "Beast." Lockheed's early-warning radar version of the Constellation was designated as a WV, but was called either the phonetic "Willie Victor," or, more simply "Willie." Grumman's F7F Tigercat was always just F7F, probably out of sheer disgust. Can you imagine a manly young night fighter pilot saying, "I fly Tigercats?" The Douglas Skyray was a small fighter with a great big jet engine, a healthy afterburner which would light off with a loud boom, and no tail at all. Its manta-ray wing design allowed it to be turned on a dime, and it had no peer in aerial drag racing. The designation was F4D, which very naturally became "Ford."

Grumman's antisubmarine Tracker has very conservative and proper performance, no great speed, and an original designator as S2F. Accordingly, it is the "Stoof." Several major modifications of the "Stoof" design were built and are still in very active use today. One is a small transport capable of landing and launching from a flight deck. It was originally named the TF Trader, but all carrier sailormen know it as the beloved COD, for Carrier Onboard Delivery (of mail from home). Another version of the "Stoof" is a wholly implausible airplane. It has a huge radar dish mounted in a massive, flat, round radome perched atop the fuselage. Officially it is a WF Tracer. Actually it is either a "Fud," "Willie Fud," or a "Stoof With A Roof." This plane is now being replaced in Fleet service with an only slightly less improbable airplane, the very complex E-2 Hawkeye, which has twin turboprops and really stellar performance. Is it a plane? Is it a Hawkeye? No, it's "Superfud!"

Back around 1948, Martin built a very powerful single-engine, single-place, prop attack airplane which was designated the AM and heralded in the press as the Martin Mauler. Because it could lug such a large and varied assortment of rockets, bombs, tanks and guns, pilots dubbed it the "Able Mabel." Martin's P.R. people tried to beat the pilots by joining them, and picked up the "Able Mabel" name in their publicity. The pilots, winning as usual, simply countered by switching their name to the "Corncob." This name came from Able Mabel's impressive radial engine, which had four rows of cylinders—seven cylinders staggered along each row, and two spark plugs in each cylinder—a total of 28 cylinders and 56 spark plugs for just one engine !

The acknowledged hands-down winner of the plane-naming booby prize just has to be Douglas. Their AD Skyraider, probably the most versatile and durable fighting airplane of aviation's history, was, is, and always will be the "Spad" to the legions of pilots who have flown and are flying this fantastic prop-recipe veteran of 20 years of very active duty in war and peace. There are a dozen or more versions of the Spad. With a radar bulb under a wing, it is a "Night Spad." A side-by-side cockpit arrangement makes it a "Multi-Spad." With a large early warning radar dome molded into its belly, giving it a distinctly pregnant profile, it is a "Guppy Spad." A variation designed exclusively for airborne electronic warfare through decoys, deception and jamming is a "Spook Spad," or a "Left-Handed Spad," or, worst of all, a "Queer Spad." An experimental prototype turboprop Spad died a-borning when catastrophic propeller gear box failures gave rise to its name of "Exploding Cigar." Douglas huge A-3 Skywarrior carrier-based bomber-tanker is either a plain A-3 or a more descriptive "Tin Cloud" or "Whale." **The A-4 Skyhawk is a useful, highly efficient, ruggedly dependable attack airplane which has flown the lion's share of the Navy's bombing strikes into North Vietnam. The most amazing characteristic of the A-4 is its diminutive size. It is so small that it doesn't have to fold its wings, as do all other carrier airplanes. Douglas called the A-4 the Skyhawk, which really isn't a bad name at all. The aviation press, enamored of its size, performance, and designer, labeled it "Heineman's Hot Rod." Flight deck crews like the way it can be moved around a flight deck and fitted into spare corners for repairs, and call it a "Kiddiecar." Air Wing pilots who must master the complexities of Phantoms and Vigilantes scoff at the Skyhawk's simplicity and ridicule it as a "Tinkertoy," but to the A-4 pilots who really love the little bird, it is forevermore the "Scooter."**

The worst misnomer of Douglas' failure-studded plane-naming history is the F3D Sky-knight. This cigar-fat, straight high-wing, twin-engine, two-place, jet night-fighter had a brief period of glory in the Korean war. The many Marine, and few Navy pilots who flew the F3D at that time wouldn't be caught dead in the F3D in daylight, because the Communist MIGs could climb faster than the lumbering F3D could dive! When the sun went down, the tables were turned by the F3Ds excellent radar, its long range and endurance, and its flying stability in instrument conditions. As a result, it was the queen of the night life around the Yalu River in 1952 and 1953. In those days, it was called either the "Great Blue (or Black) Whale," varying with its Navy or Marine exterior paint job. At an impromptu air show over K-6 airfield in Korea in late 1953, a flyover of assorted F3Ds was billed as the "Black and Blue Angels." By 1955 or so, the sleeker F2H Banjo added a good radar and stole all the night thunder from the F3D. This relegated the Whales to a long

series of secondary missions as early missile platforms, trainers for pilots and radar operators, test vehicles for new radars, and as an electronic warfare aircraft in the Marine Corps. The Whale was over-used, over-aged, and overawed by every other jet set speedster in the sky. The Serutan fad was very popular about that time, and the Skynight became, and still is, the "Drut."

Then, too, there was that great double disaster of misnomenclature, the Fairchild R4Q. Flying Boxcar, but we had better not go into that. . . .

In recent years, there have been a few doubts cast upon the continuance of inventive imagination by Navy pilots. The doubters claim that modern tailhookers have succumbed to the P.R. onslaught, and cite as proof the mere rumor that Navy A-6 Intruder aircrews actually call their planes "Intruders." There is also talk that RA-5C pilots speak of their Vigilantes as "Vigilantes," and it is common knowledge that Phantom crews are very boastful of their "Phabulous Phantom's" performance in Vietnam combat.

To these doubting Thomases, I would only state that just a few weeks ago, I heard a "Crud" driver telling the "Tin Cloud" to relay a request through "Superfud" to the carrier for a "Left-Handed Spad" to help the "Scooters" search out a target. And, for any who may experience a pang of regret at the passing of a wonderful era of creative nomenclature, take heart. For, even as P.R. brainstorming sessions were striving mightily to conceive an appropriately glorious name for the then-emerging F-111B, any pilot could tell you that, whatever else the future might hold for it, the Navy version of the one time TFX was surely destined to be irreverently dubbed—the Edsel.



Saints All Hands Reunion Planned for Pensacola: 4-8 Nov 2014

At the last Saints reunion in SD, I had mentioned to a few that I would "help out" with a future reunion. Unfortunately, there were some people who heard me say that and are holding my feet to the fire, including Skipper Bryan Compton.

Sooo, I have been persuaded to take it on and so you can announce it to all that we will hold an "All Saints" Reunion at Pensacola, FL from Tuesday, November 4 - Saturday, November 8th.

I will be working on the details of activities and lodging in the next few months, but highlights of the week will be tours of the Naval Aviation Museum (it's even better than it was a few years ago), and an Air Show by the Blue Angels.

An added special part of our reunion is our sister squadron, VA-164, will be hosting their reunion at the same time and so we may see a few of our old air wing friends (Oriskany and Hancock) during the week.

If you can get a special notice out to all, that would be a great service, and I'll follow it up with several notices and announcements in the months to come.

Thank you for all you do with our VA-163 Saints Gram.

If there are any squadron members who would like to assist in anything, especially in contacting "lost members", please refer them to me.

Sincerely,
Gordon (Gus/Goose) Hunter
1966-1969



Found New Saint:

Hi Ed,

I have been in contact with Fritz Schroeder for the past couple years who said you were the person that could get me on the Saints mailing list. I met you briefly at the San Diego reunion. I was in the squadron on the 67 and 68 deployments. I was a personnel man who worked in the ready room. Steve Skipchak, Dennis Mader, Anthony Stabile and myself have been getting together for a number of years. This June we will be in Traverse City, MI and I think Rick Sprague will be there too.

Thanks for hour help,

Bill Schultz 2dbschultz@gmail.com

Author was saved during Oriskany fire by Saint Pilot Ron Tardio, who was killed in the fire

Excerpts from "The Dream Warrior: A Viet Nam War Veteran's Memoir" can now be read on both Amazon and Google.

The Dream Warrior: A Viet Nam War Veteran's Memoir

By Anthony J. Chibbaro

Story Line:

With elements of suspense and emotion, The Dream Warrior is designed to capture the imagination as well as to provoke serious thought and reflection about one's life. It continually asks the question: "Does a man have but one destiny?" How does a man or a woman get to be the person they become? What unknown forces determine what a person feels; what a person thinks; and what life a person gets to live? How does a person handle their thoughts and feelings? How does a person handle the adversities and challenges that they face throughout their life? And when a person reaches the "September of their years", what gives them satisfaction when they look back at their life?

This is the story of service in the Vietnam War; what it was like to serve in the US Navy aboard the aircraft carrier USS Oriskany; what it was like to experience and survive its tragic fire in 1966 off the coast of North Vietnam in which 44 fellow officers and sailors died; and what long term affect that experience has had on the author. It is also the story of how the author has existed in another time and dimension as a warrior and a hero. It has been his means of surviving the adversity in his life.

Author Bio:

The author is originally from NJ. After graduation from the University of South Carolina, he was commissioned an Ensign in the US Navy at OCS in Newport, RI. He served in the Viet Nam War aboard the **USS Oriskany (CVA-34) and survived its 1966 fire that killed 44 fellow officers and sailors**. He has lived in NC since 1982.

To schedule an interview – the author can be contacted by:

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5654-C West Market Street
Greensboro, NC 27409-2458

The book is available at **iUniverse.com** – bookstore (1-800-288-4677); at Amazon.com; and can be ordered from Barnes and Noble or any bookstore. It is currently 'print on demand'.

ISBN 978-0-595-505-50569-2 Hardcover @ \$27.95

ISBN 978-0-595-505-51712-1 Paperback @ \$17.95



Saints Info from Hubert Cook:

The squadron supplied support to the USS Oriskany ships company, this may have been in the form of Mess Duty in the galley's, bakery, or perhaps in the Chiefs or Officers messes which were separate from each other. Mess duty was probably the larger of the temporary assignments that were done. There were others, laundry etc.

The squadron team was broken into aircraft support groups, Avionics (AT & AE's) Airframes, Mechanics (ADJ's), Plane Captains (road herd on the jets while they were on the ground, washed, fueled, moved the A4's about as needed, Clerical and Ordinance (AO's) The Plane Captains were the largest of the groups (20-30 men). The rest had between 5 and 10 men to do the work. We all worked as one team helping each other in many cases.

For those of us in the squadron that did Flight Deck Duty we knew many of those in the other support groups around us. Berthing in the ship was sometimes split up and varied by West Pac Cruise Year. Meaning that the crew was in different compartments in different sections of the ship. The officers were always near the fore castle in the bow of the ship.

Books: Google "Wynn Foster" Captain Hook for a few. Fire on the Hanger Deck is one about October 1966. Ed also has a list of books in the newsletter which deal with the squadron and ship during those years. Also there are several movies and documentaries about the squadron. Captain Hook passed away last year, but we have many memories of him. There is a lot of stuff on the net about him for your reading pleasure.

Hubert Cook



MILITARY REPORT

— The Military's Largest Benefits Update —

www.Military.Com : News

Military Report is the most comprehensive military benefits and quality-of-life newsletter for military personnel and retirees. Make sure that you and your colleagues [subscribe](#) for this free update publication. Click on each blue link to go there.



[The Skyhawk Association has 890 members, 14 Saints are members](#)

Ed Copher is the Association SDO for VA-163 Saints

[Skyhawk Association website, VA-163 page:](#)

VA-163 Page, click here: <http://a4skyhawk.org/3e/va163/va163o.htm>

*Please join the Skyhawk Association. They have a great **Quarterly Magazine**...allot of A-4's and Saints articles. **Only \$30 per year.***

Skyhawk Association Members: Use link to access the Ready Room for; recent additions, aircraft histories, photo galleries, our roster, journals, and more. Need access? Contact the [RR Coordinator](#).
A-4s Forever! sdo-coordinator@a4skyhawk.org / bluebolts6364@aol.com

"**Skyhawk Association Members:** Use the new site address <http://A4skyhawk.org> to get access to the wealth of info available and contact the webmaster for access to the 'Members Only' information at email webmaster@a4skyhawk.org ."



[Saints and Military sites for Hats, Shirts, Pins, Decals, and Models:](#) Submitted by Bill Tomko

Go to Saints Website, **Miscellaneous Section**, for details. Also www.usmedals.com

I have done a ton of Internet research looking for Saints, Oriskany and A-4 related collectibles, pictures, books, videos, models, decals, pins, shirts and hats. I was asked to publish some of the links I had been satisfied with. I am happy to share it here and if you need help finding some thing please feel free to email me at Tomkowj@aol.com



[Texas Capitol Vietnam Monument](#) added 4 new photos.

The replica set of 3,417 personalized dog tags - one for each Texan Vietnam War KIA/MIA - entombed in the monument is displayed in the Texas Vietnam Heroes Exhibit. The exhibit arrives in Austin today at noon. After a brief ceremony on the west side of the Capitol, it will be installed in the Lower Rotunda for exhibition through April 6.

Big dedication day was Saturday 29 March

Click on blue Texas Capitol



Welcome Home Vietnam Veterans Day

Recognized as a day of commemoration, reflection and respect to Veterans who sacrificed so much during the Vietnam War.

On March 30, 1973 all US troops withdrew from Vietnam.

Over nine million military personnel served during the Vietnam War. Of that number 58,156 lost their lives, while 303,704 were wounded in action.

Instead of receiving a welcome fitting for the sacrifice they made for this country, the majority of the returning troops were met with criticism and hostility.

If you are a Vietnam Veteran, welcome home and thank you for your service. If you know a Vietnam Veteran please welcome them home and thank them for their service.



Vietnam War Resources:

Below is a link to a web site about the war in Viet Nam. Whether you are a Viet Nam veteran or not, you may find this web site very interesting because it contains an absolutely enormous amount of information about the war.

<http://www.cc.gatech.edu/~tpilsch/Vietnam.html>



Remembering the Vietnam War:

<http://www.youtube.com/watch?v=XayOuMHLzDM> 7:11 min video

VIETNAM Veterans, War Casualties.....RIP: Memorial Virtual Wall

First click on a state.....then when it opensan alphabetical order of city-town or village within that state is listed, with names of those lost from that home townthen it should show you a picture of the person or at least his/her bio and medals.....<http://www.virtualwall.org/iStates.htm>



Vietnam War Resources, Data Site: Amazing accumulation

ALMOST ALL YOU EVER WANTED TO KNOW ABOUT VIETNAM AND A LOT MORE:

This is probably the best search list ever compiled about Vietnam. It would take months to look at everything this site offers.

Click on the link: <http://www-static.cc.gatech.edu/fac/Thomas.Pilsch/Vietnam.html>



Statistics about the Vietnam War

Interesting information about statistics and myths associated with the Vietnam War... <http://www.vhfcn.org/stat.html>

Superb Vietnam Tributes:

A Place Called Vietnam... <http://www.operationmom.org/ToOurParents.html>

<http://patriotfiles.org/VietnamWar.htm>

<http://www.vietnampix.com/>

A well done moving video by Vietnam vets from Michigan.

This was made by Michigan Vietnam Vets, but it says it all for every Vietnam Vet. Share it with a Vietnam Vet or a family that may have lost a Dad, Brother, Uncle or Son...

I thought they did an excellent job on this. Touching, I suspect in the future this theme will be shown over and over again for each conflict. Thankfully the Gulf war vets were welcomed home with honor.

This is one of the better Vietnam videos made by and for Michigan Vietnam Veterans, but I believe all of you will appreciate this. This story could and is retold by 49 other states and territories as well.

If you know a Vietnam Veteran consider sending this link to them.

http://www.v-prod.com/trailer_vietnam.html

Life Magazine Vietnam War Photography:

<http://www.bing.com/images/search?q=Life+Magazine+Vietnam+War+Photography&go=&form=QBIR>



From Grease's Widow, Suzanne Harriss

Dear Ed,

Thank you so much for putting my name back on your Roster, and also for sending the latest newsletter. I am very new to all of this so please let me know if there are dues to pay or another fees associated with the Saints Organization.

I will not be able to attend the next Reunion but look forward to attending those in the future.

Warm regards,
Suzanne Harriss



SAINTS Newsletters in Archives: *To view the last 12 months newsletters*

Go to www.yahoo.com (click on the URL link in blue)

On the Yahoo home page, select **Sign-In**

Type in Yahoo ID: VA163SAINTS@YAHOO.COM

Type in Password: **saints4ever**

After Signed In, back on the Yahoo home page, select **MAIL**

When you get into the mail box, select **Inbox** (on left side window)

Select the newsletter that you want to view.

To get out of Mail, under the top toolbar, find **Yahoo!** click on that to get back to the home page.

“ALSO”

Newsletters are on Saints Website: *Past month's newsletters*

Go to **Saints Website**, click on **Newsletters**, password: **saints4ever**



****Websites of Interest****

Oriskany Web Sites:

[USS Oriskany](#)
(CVA 34)

25 Sep 1950 / 20 Sep 1979 Stricken from Navy List 1989. Sold 9 Sep 1995, but contractor defaulted. Repossessed by the Navy and contract terminated 30 Jul 1997. Sunk off coast of Florida 17 May 2006 for use as artificial reef. [Click on the ship name for a complete history.](#)

1. USS Oriskany Online: *Great Photos from Dive Shop Pensacola:* www.ussoriskanyonline.com/ www.mbtdivers.com
2. The best pictures of the reefing. *Going to her final resting place:* <http://www.irishmansoftware.com/Oriskany.htm>
3. Two Memorial Video's of the Oriskany: <http://www.ussoriskanyonline.com/>
4. Oriskany Reunion Association: www.ussoriskany.com
5. Video of Big O going under: <http://video.google.com/videoplay?docid=-1401279762745553286&q=oriskany>
6. Patriot Media "The Mighty O": <http://patriotmediainc.com/>
7. Oriskany Dive Video & Photos: http://www.oriskanycharterboats.com/oriskany_photos.htm
8. Diving Oriskany Reef, 25 March 2007: <http://www.youtube.com/watch?v=9l-wYnlBZis>
9. Oriskany Cruise Books on CD's: 1. <http://glewis.us/oobooks.htm> 2. <http://navysite.de/cruisebooks/cv34-67/index.html> 3. <http://navysite.de/cruisebooks/cv34-67/index.html>
10. Oriskany 1967 Vietnam Combat Cruise, DVD sale: http://www.cv41.org/GRS/uss_oriskany_67/index.html
11. Oriskany Information and History/Pictures: <http://www.pnj.com/newsfiles/oriskany/index.shtml>
12. Oriskany model: <http://www.motionmodels.com/ships/cv/>
13. USS Oriskany Photo Galleries: <http://www.flickr.com/photos/7437991@N08/galleries/72157622440145584>
14. USS Oriskany History 1972: <http://www.ussoriskany.com/id17.html>
15. USS Oriskany digital Cruise Book Project (<http://glewis.us/oobooks.htm>)
16. Oriskany 1970...Flight Ops: <http://www.youtube.com/watch?v=mXaKTJIVxHM&feature=email> 10 min
17. Oriskany Memorial Dive for Saint Ralph Bisz: *Saints logo patch placed on Oriskany, 20 Sept 2010*
<http://www.youtube.com/watch?v=YqNETwJvF3A> 7:13 min video
18. Oriskany Dive to put Saint Larry Spear's ashes to rest on Oriskany: *03 Dec 2010*
<http://www.youtube.com/watch?v=aBnOkCrDnQo> 7:25 min video
19. VA-163 Saints Onboard USS Oriskany: <http://va-163saints.com/>
20. Saints Video on YouTube: *Dennis Lund video filmed on the Oriskany including the Oriskany fire!*
<http://www.youtube.com/watch?v=DJ5ykZjRaIM>

21. [USS Hancock](#): Click here: [Scotty Moore - The USS Hancock \("Hannah"\)](#)

[Navy Manuals](#): Very interesting
<http://www.hnsa.org/doc/>

[Doing the Aircraft Carrier Dance](#)
<http://www.youtube.com/watch?v=wDSzg8PqKyw>

[Navy fighter pilots mini action cameras](#)

Now this is not bad rendition of flying.....

<http://videos.komando.com/watch/5501/viral-videos-watch-what-happens-when-you-give-navy-fighter-pilots-mini-action-cameras>

[Fully Restored PT Boat](#) - In Portland Oregon. Watch the video

PT Boat 658 - The only functional, restored, PT boat left in the world, and operating out of Portland, Oregon. A real tribute to the gentlemen who restored the boat! An example of another terrific contribution made by the Greatest Generation.

<http://videos2view.net/PT658.htm>

[Boneyard Videos/Pictures:](#)

Best Video: http://money.cnn.com/video/technology/2014/03/03/t-airplane-boneyard-air-force.cnnmoney/index.html?iid=S_Taboola

Boneyard Pictures: <http://vimeo.com/67535024>

[F35B Landing On USS Wasp](#)

[the plane of the future....](#)

[Stationed at Luke Air Base in Phoenix](#)

This video link is fresh (for the public). It was made just six weeks ago in the Atlantic, just off Newport News (Hampton Roads), Virginia ..

These are the latest sea trials of the F-35B on the USS Wasp. They were very successful, with 74 VL's and STO's in a three week period. The aircraft is also stealth, and super-sonic.

The media and the program critics had predicted that we would burn holes in the deck and wash sailors overboard. Neither of which happened. You will notice a sailor standing on the bow of the ship as the jet rotates. That was an intentional part of the sea trials.

No catapult... No hook.... Its a new world out there!

The shape and scope of warfare worldwide just changed.

Click your mouse here: F-35B http://www.youtube.com/watch_popup?v=Ki86x1WKPM&feature=colike

[Vietnam War Stories:](#)

<http://cherrieswriter.wordpress.com/category/the-vietnam-war-story/>

Tags : [book sites](#), [books war](#), [cherry soldier](#), [combat](#), [Combat Infantry](#), [digital books](#), [firefights](#), [Grunts](#), [Hispanic](#), [Historical](#)

[fiction](#), [jungle warfare](#), [Military novels](#), [The vietnam war](#), [The Vietnam war story](#), [Veteran](#), [Vietnam blog pages](#), [Vietnam book](#), [Vietnam conflict](#), [Vietnam veteran](#), [war books](#), [war stor](#), [Wars and Conflicts](#)

Number of Vietnam Vets Still Alive:

This has a lot of the statistics on Vietnam Vets.....

<http://www.nationalvietnamveteransfoundation.org/statistics.htm>

1956 Navy All Hands Meeting:

Thought you might find this 1956 All Hands..... interesting.

http://www.navy.mil/ah_online/archpdf/ah195603.pdf

A GOOD DAY TO REVISIT THE VIRTUAL WALL.

Vietnam Wall

First click on a state. When it opens, scroll down to the city and the names will appear.

Then click on their names. It should show you a picture of the person, or at least their bio and medals.

This really is an amazing web site. Someone spent a lot of time and effort to create it.

I hope that everyone who receives this appreciates what those who served in Vietnam sacrificed for our country. The link below is a virtual wall of all those lost during the Vietnam War with the names, bio's and other information on our lost heroes. Those who remember that time frame, or perhaps lost friends or family can look them up on this site.

<http://www.virtualwall.org/iStates.htm>

DO YOU REMEMBER THESE?

THIS WILL BRING BACK MEMORIES

http://www.youtube.com/watch_popup?v=puGQsQux80k

Aviation Buffs:

Even if you are not into this you might want to pass this treasure trove on to others who are.

Click on any of the blues:

- [Aviation](#)
- [World](#)
- [Hall](#)
- [WW2](#)
- [WW2](#)
- [WW2](#)
- [WW2](#)
- [WW2](#)
- [WW2](#)
- [Korean](#)
- [Russian](#)
- [Vietnam](#)
- [Pioneers](#)
- [War I Aces](#)
- [of Fame of the Air](#)
- [European Theater \(ETO\)](#)
- [Pacific Theater \(PTO\)](#)
- [US Marine Corps](#)
- [US Navy Aces](#)
- [Mediterranean \(MTO\)](#)
- [German Aces](#)
- [War Aces](#)
- [Aces](#)
- [Era Aces](#)
- [Airplanes](#)
- [World](#)
- [1930s](#)
- [WW2](#)
- [WW2](#)
- [WW2](#)
- [WW2](#)
- [History](#)
- [Nose](#)
- [Postwar](#)
- [World](#)
- [WW2](#)
- [WW2](#)
- [War I Planes](#)
- [Aircraft photos](#)
- [Fighters](#)
- [Bombers](#)
- [German Planes](#)
- [Airplane Pictures](#)
- [of Airplanes blog](#)
- [Art](#)
- [Jets](#)
- [War Two](#)
- [Facts and Firsts](#)
- [Medals](#)

- [WW2](#) [Museums](#)
 - [WW2](#) [Pictures](#)
 - [WW2](#) [Ships](#)
- [WW2](#) [Weapons](#)

[Vietnam Photos:](#)

<http://news.yahoo.com/photos/a-soldier-s-story-never-before-seen-images-of-vietnam-war-slideshow/vietnam-photo--599932980.html?format=embed#mediaphotobobaspotlightgallery=%252Fflightbox%252Fa-soldier-s-story-never-before-seen-images-of-vietnam-war-slideshow%252Fvietnam-photo--599932096.html>

[Military Video](#) ~ Ending is Fabulous

Please take the time to view this and watch till the end. I was so very touched. And once again....

Thank you to ALL who have served our country! I live in a free nation because of your sacrifice! God Bless you!

Because of the warriors of the past, the present, and the future, we Americans can walk tall.

For those of you of may not know, or have forgotten, Lt. Col. Oliver North was wounded in Vietnam many times and never left the men he commanded. I am now passing this on for you to watch. It's not just enjoyable, it is riveting! When you are done pass it on too, I think it's important ... don't you?

If you are a veteran, I say thank you, for everything! You are SO special! Take the time for this one. You won't be disappointed ... the end is a kicker.

<http://www.nragive.com/ringoffreedom/index.html>

[NAS Lemoore April 1968:](#)

<http://www.youtube.com/watch?v=5sRIO4kvjVE&feature=youtu.be>

[Photos/History of Vietnam:](#)

Excellent Viet Nam Pictorial History

From the Denver Post.

Click here: [VietamPictorialHistory](#)

[Vietnam War - Source list](#)

I am passing this along because it is probably the best search list ever compiled about the Vietnam War. This simply has to be shared with anyone who ever served in Vietnam. It would take months (*more like years*) to look at everything this site offers:

<http://www.cc.gatech.edu/fac/Thomas.Pilsch/Vietnam.html>

[A-4 Skyhawks:](#)

<http://a4skyhawk.org/>

[Another Saints website site:](#) By Saint Dennis Lund

<http://www.va-163saints.com/>

[When the Saints Go Marching In - US Navy Seventh Fleet Band](#)

<http://www.youtube.com/watch?v=MgsgUbXCeIA&feature=related>

[VA Benefits Blog on Facebook:](#)

VA Benefit Blog

https://www.facebook.com/vabenefitblog?sk=app_129722457108553#!/vabenefitblog?sk=wall

Douglas A-4 Skyhawk: 6:10 min video
<http://www.youtube.com/watch?v=hAplCSSZqAs&feature=related>

Vietnam War Documentary Trailer:
http://www.v-prod.com/trailer_vietnam.html

A-4 Skyhawk Photo Galleries on Flickr.com website: Some of our Saints photos in there!!!
www.flickr.com/photos/45586426@N06/galleries/72157623353551691/
www.flickr.com/photos/45586426@N06/galleries/72157623815542532/
www.flickr.com/photos/45586426@N06/galleries/72157623727604239/
www.flickr.com/photos/45586426@N06/galleries/72157623854694748/
www.flickr.com/photos/45586426@N06/galleries/72157623854748712/

RAO BULLETIN Update, 01 May 2014
Read the **Articles** go to the web site at: http://post_119_gulfport_ms.tripod.com/rao1.html



SAINTS ONBOARD (260 Names)

Revised 05 May 2014

New or changed address:
See website roster

Please advise if you have any additions or corrections.

**Complete Roster can be found on the Saints website – www.va163.org
(password, *saints4ever*)**

