

# Naval Helicopter Historical Society

## Newsletter

Volume 5 Issue 1

January 2003

### SERVICES PROVIDED

- ✓NHA Membership Support
- ✓Naval Helicopter History Research
- ✓Communication Network Connections
- ✓Assistance for Colleagues and Friends
- ✓Reunion Notification Support
- ✓Quarterly Newsletter
- ✓Bereavement Assistance
- ✓Receiver of Naval Helicopter Memorabilia

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## Message from the Chairman

Dear Members, Donors, Plank Owners and Friends

In the Fall of 1971, a group of guys gathered in the O club at NAS Imperial Beach to hear Mark Starr outline his concept of a Navy Helicopter Association. The discussion turned to how an annual meeting would be structured and it was determined that the hallmark would be Professionalism.

It all started with static displays in the hangars and a series of workshops which took place in the Base Theater.

NHA and the rotary wing community have come a long way in the last 30 plus years; however, one part of our community hasn't changed. We remain, in my opinion, the closest knit organization in Naval Aviation.

NHA's annual Symposium will take place at the Town and Country Resort and Convention Center in San Diego, April 21-24 and you have an opportunity to enjoy what has become one of the top Military Aviation Symposiums in the country. You'll also be in the company of a select group of Professionals, many of whom have been friends for over 30 years.

I hope to see you there.

Chuck Smiley



Naval Helicopter Historical Society

## NHHS Membership

By Mike Fuqua  
Membership Chairman

Membership Update: Through the diligent work of Lloyd Parthemer, we have been able to restructure our membership levels and kick-off a campaign for renewals and new solicitations. NHHS had a very vibrant beginning as we embarked on our mission to "Gather, preserve and

display the legacy of Naval helicopter aviation...". The motives behind starting this organization were quite altruistic. We simply want to ensure that the importance of Naval Helicopter Aviation to our nation's defense is recognized and that the

(Continued on page 9)

**BOARD of DIRECTORS:**

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\* \* \* \*

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AFCM Bill "Red Dogg" Moss, USN (Ret)  
AFCM Bob Selman, USN (Ret)  
AFCM Raymond Welch, USN (Ret)  
YNC Eddie F. Williamson, USN (Ret)

**ADDRESS:**

NHHS  
P.O. Box 974  
Bonita, CA 91908-0974

**Telephone:**

(619) 435-7795

**Email:**

nhhs@cox.net

**Web Site:**

<http://www.nhhs.org>

**PURPOSE:**

The Naval Helicopter Historical Society was organized to "Gather, Preserve and Display the Legacy of Naval Helicopter Aviation" to include past and present helicopter operations in the Navy, Marine Corps and Coast Guard.

**Organizational Charter:**

The Naval Helicopter Historical Society is a non-profit 501 (C) (3) corporation.



NHA FAR "Tiger Team" on the prowl

## ***NHA - Former Active & Retired (FAR) Quarterly Dinner***

### ***Arnie Fieser***

Our next NHA FAR (Formerly Active and Retired) dinner meeting is scheduled for Saturday, February 8<sup>th</sup> at MCAS Miramar Officers Club. The guest speaker, Mr. Dan McKinnon, is a former Naval Aviator and Helicopter pilot who founded and is the CEO of North American Airlines and has been involved in a myriad of projects ranging from owner of radio and TV stations, to Chairman of the Civil Aeronautics Board, and work with the CIA, and Billy Graham crusade. It should prove to be an entertaining presentation.

A night of good food, great speaker, and super friends in the helicopter community. Who could turn down an opportunity like this?

*Please send your email  
address changes to  
nhhs@cox.net*

## *Search and Rescue "Tales"*

*Gathered by "Red Dogg" Moss  
NHHS Senior Enlisted Advisor*

As the SAR Evaluator, not only did I evaluate the rescue swimmers procedures, but was involved in procuring, modifying, and creating SAR equipment. There was a problem the swimmer had while wearing the old UDT vest and flying in his wet suit with a SPH-3 helmet. If he was to be involved in a crash and had to ditch in the water he would literally choke to death if he inflated his UDT vest with the helmet on.

I was tasked with solving this problem. Being a scuba diver I was familiar with buoyancy compensators that divers wore. I purchased several BC's from local dive shops to evaluate but none met the criteria. About that same time the Navy divers had a new BC developed for them through the Sonoform Company from El Cajon, CA called a MK IV vest. I found out about it and thought that if it worked then it would be easy to obtain through the Navy Supply department. I had one shipped to me and evaluated it, but it was just too big, bulky, and heavy for our needs. I gave it an unsatisfactory evaluation. A few days later a man from Sonoform called and asked why the vest wouldn't work. I explained to him our requirements. Over the phone he took down the info I provided. He then designed and made a prototype vest, and sent it to me. It was just what we needed. It became the SAR-1 vest that every rescue swimmer in the Navy uses today. I still have the very first one issued—serial number 0001.

### **PLANK OWNERS**

The following new Plank Owners were added since the last issue of NHHS Newsletter.

Frank J. Leets; Beuford B. "Ben" Wentworth; James R. Gore and George W. Morrell.

\*\*\*\*\*

*Plank Owner Certificates are still available for a one-time donation of \$100, or more, until the USS Midway arrives in San Diego. Plank Owners number 217 Rotary Wing enthusiasts and include the following.*

Bob Ace; Victor A. Armstrong; Harry E. Asbury; Warren E. Aut; A. W. "Lew" Ayers; Terry M. Badger; Gerald E. Balderson; Dale E. Barck; Thomas "Bart" Bartholomew; Everett P. Bateman; Robert E. Batterby; Dave Bean; Earl R. Bergsma; James H. Biestek; Daniel R. Bilicki; Alan J. Billings; Melvin J. Box; Joseph G. Brady; Richard G. Brand; Charles (Chuck) E. Brooks, Sr.; Ian F. Brown; Lewis C. Brown; Richard A. Bruning\*; E.O. "Buck" Buchanan; Robert Bullard; John C. Burritt; Lawrence E. Burton; William "Willie" Bush; George F. Cagle; Susan H. Cagle; Paul Caine; Reid P. Carleton; Tomas Carlos; Henry L. Cassani; Roland M. Christensen; Robert A. Close; Lloyd F. Coats; Claude C. Coffey, Jr.; Lawrence E. "Bud" Cole; Jack E. Conner; Frank Coombs; Joseph P. Cosgrove; William Joseph Cox; Ronald E. Crooker; William F. Culley; Edward E. Dahill III; Bruce B. Dallas; John S. Daly; Dan Davey; Lee E. Davison; Robert M. DeGregorio; Joseph R. DeNigro; Wayne "S" Densmore; Richard L. Dick; Byron L. Dieckman; Jewell L. Dixon, Jr.; William C. (Bill)

Dixon; R."K" Doane; John E. Dobyms; Kristy A. Don; Theodore Jack Don; Jr.; Richard F. Dreher; John "Stealth" Dryden; Lloyd L. Duncan\*; Bryan R. Eagan\*; Raymond L. Earl; Robert "Pappy" Elerick; Howard Elwell; Alvin F. Emig; Ralph W. Fairbanks; Malone H. Farrer; Louis Fazio; Robert E. Felten; Arnold K. Fieser; William R. Ford; Michael T. Fuqua; James W. Gann; Joseph W. Gardner; Jan C. Gaudio; Larry H. Gjerman; H. "Glen" Glenzer; Rene Gonzalez; Harold R. Gordinier; James R. Gore; Donald C. Goodrow; Stewart "Stew" R. Graham; Aaron Granderson; Andrew A. Granuzzo; Donald G. "Don" Gregory; Rodger F. Griessel; Daniel W. Hall; Daniel L. Hansen; Christopher Hayes; Donald J. Hayes; Margaret E. Hayes\*; Ryan C. Hayes; Thomas Hayes; Donald C. Henry; Brian W. Hickman; John J. Higginson; Edward H. Howard; Henry O. Johnson; Raymond L. (Ray) Johnson; Charles C. Jones; Donald S. Jones; Robert E. Jones; Jim Jowers; Hardy Kircher; L.S. Kollmorgan, Jr.; Richard G. Krueger; Edward Kubicki; Mrs. Edward Kubicki; Terry C. Lackey; B.C. Lamberth; William R. Lang; Thomas C. Lawson, III; John P. Leach; Frank J. Leets; Walter B. Lester; Dan Libertino; (in memory of) Lewis Patrick Liles\*; Leland K. Littleton; Bill Lloyd; James L. Lovejoy; Kenneth W. Lowe; In memory of George H. Lyter, Jr.\*; Gary L. Maaske; Jim MacArthur; Donald R. Manuel; Douglas D. "David" Maresh; Ken Marion; Michael J. Marriott; William H. Marten, III; Kenneth A. Maxwell; David J. McCracken; Steven W. McDermaid; Harrison R. McDonald; Joe McKeller; Anne M. McLinden; Hugh F. McLinden, Jr.\*; James A. McLinden; Willie McNeal; Roger P. McTighe; Steve Millikin; Alfred E. Monahan; J. Maxwell Moore; Paul Moore; Bill "Red Dog" Moss; George W. Morrell; Eu-

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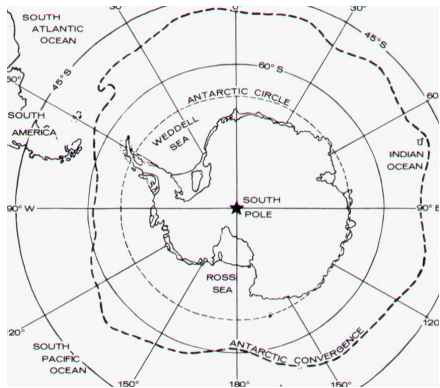
# FROM THE ARCHIVES

\* \* \* \*

## NAVAL HELICOPTERS IN THE ANTARCTIC

by Gene Pellerin

U.S. Naval helicopters have operated in support of Antarctic exploration since the late 1940s. U.S. Navy conducted Antarctic operations from 1838 to 1998. During that time helicopters became an important capability of the Navy and Coast Guard. From the early operational introduction of the helicopter into naval activities, the helicopter proved its unique ability to operate in support of Antarctic research programs.



Antar-  
continent

tic Con-

The Antarctica continent is about the size of the United States of America and Mexico combined. Antarctica is almost completely covered with snow and ice as thick as 14,000 feet in places. The continent is surrounded by numerous islands, contains glaciers, mountains and volcanoes. Exploration of the continent by aircraft dates from 1902. During the years following this initial air reconnaissance, fixed wing aircraft, balloons and helicopters played a significant role in mapping, exploring and staking claims on portions of the continent.

After World War II the United States started Antarctic expeditions that had been terminated during the war. In 1946 and 1947, Operation "Highjump" was the first of the post war Antarctic operations. Operation "Highjump" was commanded by Rear Admiral Byrd and included Navy Task Force 68

commanded by Admiral R. H. Cruzen. The first naval helicopters were employed during this operation. Icebreakers were also part of the task force and were used to make a channel through the ice pack for supply ships so that they could deliver supplies to various support bases that were located in the Antarctic. Helicopters were used to scout ahead of the icebreakers to locate breaks or cracks in the ice that would ease the task of making the channel. The helicopters were also used to move supplies, personnel and conduct mapmaking activities.

During the 1947-1948 expedition the operation was unofficially called "Operation Windmill" as a result of the extensive use of helicopters to support map making and scientific research events.

The icebreakers were operated by the U.S. Navy and U.S. Coast Guard and were configured with flight decks from which the helicopters operated. The icebreakers were employed in this role during successive Antarctic projects.

In 1955 Operation "Deep Freeze" was initiated. Operation "Deep Freeze" initially commanded by Admiral George Dufek included establishing and maintaining a U.S. research station at McMurdo Sound, wintering over parties, re-supply during the Antarctic summer and conducting various research projects. The Naval Support Force Antarctic working for the National Science Foundation supported research projects that included geology, meteorology, glaciology, biology, medicine, oceanography, and astrophysics. Operation "Deep Freeze" continued until 1998.

Each year during November, the icebreakers and supply ships would arrive in McMurdo Sound to replenish the station. The helicopters that deployed with the icebreakers were from Navy helicopter squadrons (HU-1 and HU-2) as the Coast Guard did not have enough helicopters to meet all of its operational requirements. Before the end of Operation Deep Freeze, all of the icebreakers were turned over to the Coast Guard and they supplied their own helicopters. The icebreakers included names

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such as the Burton Island, Atka, Glacier, Edisto, North Wind, and Eastwind.

Antarctic Development Squadron Six (VXE-6) was established in 1955 to support Antarctic exploration. VXE-6 employed a combination of fixed wing and helicopters to conduct their operations. The helicopters operated from McMurdo station on Ross Island carrying scientists to various locations to conduct their experiments. A small group of VXE-6 personnel would remain at the McMurdo facility during the Antarctic winter to maintain the helicopters and help maintain the facility.

During the summer VXE-6 would operate long range aircraft (C-130s, C-121s, P2Vs, R4Ds, R5Ds, and C54s) from New Zealand to the ice runway at McMurdo as well as flying throughout the Antarctic for research. As the summer sun provided 24 hours of light, flight operations went around the clock in order to complete as much work as possible. The 2500-mile flight from Christchurch, New Zealand to McMurdo provided the main route for support and often turned into a harrowing experience because of the lack of navigation aids and unpredictable weather.

Flight operations in Antarctica were no less exciting. There were no navigation aids, weather would change in a matter of five minutes, and landing on the ice-covered continent was always dangerous for a helicopter or ski equipped fixed wing aircraft. The number of aircraft accidents that occurred over the years attest to the fact that flying around Antarctica was truly demanding and dangerous.

During the Antarctic summer, VXE-6 utilized a number of different helicopters over the course of operation Deep Freeze. Early in the program, the H-19 was the main stay of vertical lift. The H-34 followed shortly thereafter and because of its heavy lift performance, it proved to be the workhorse for the squadron. Other helicopters included the Bell HUL-1, and the HTL. The H-1 helicopter provided years of work for VXE-6.

VXE-6 has been disestablished. Its parent unit Naval Support Force Antarctica is also history. In 1996 VXE-6 turned over helicopter operations to a commercial company. The Air National Guard took over operations of fixed wing aircraft.

A typical icebreaker deployment to the Antarctic during the early years of Operation Deep Freeze would start with a deployment from homeport in October in order to arrive in McMurdo Sound by November.

### Two H-1's and an H-34, VXE-6 helicopters operating from McMurdo Sound



**HU-2  
1 single  
loted**

**HUL-  
pi-  
aircraft**

**with a bench seat behind the pilots seat. On a good day this helicopter could carry four people including the pilot**

**The  
Coast**

**East  
ice-**



The icebreaker USS Atka (AGB-3) was home ported in Boston. The HU-2 helicopters would fly from NAS Lakehurst, NJ to Boston, board the ship and generally were underway the next day for New Zealand. The transit to New Zealand was about 30 days. The helicopter detachment included three pilots, eight enlisted personnel and two helicopters.

The 1960 Atka deployment aircraft were one H-19 and one HUL-1. The 30-day transit to New Zealand was somewhat difficult for the detachment, as there was a lot of ocean to transit and little flying.

During the brief stop in New Zealand supplies were loaded including a New Zealand Royal Airforce Otter aircraft, two pilots and several crewmen.

Riding an icebreaker from New Zealand to McMurdo Sound is not a ride one would like to repeat. The sea state and weather conditions in that part of the world are the worst possible. The small, round bottom icebreaker rolled in excess of 45 degrees with great regularity. Green water over the entire ship was normal. The helicopters were kept wrapped in a cloth cover, however that did not stop the corrosion. The skin of the H-19 was magnesium alloy and it did not last long under those conditions. Flying was out of the question. What did the crew do? Worked on the aircraft when possible, study correspondence courses and stand bridge watches.

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As the Atka approached the ice pack, snow and ice started to build up on the ships structure. The weight of the snow and ice is dangerous as it upsets the ships stability. The entire crew manned the deck with pick axes, hammers and scrapers to break the ice off. Two days of that proved enough and as luck would have it the weather cleared.

Approaching the ice pack provided the real operational reason for the helicopters to be there. Several flights a day were conducted to check the ice and ensure that no icebergs were in the way. After making a 13-mile channel through the ice the icebreaker spent the next 30 days keeping the channel from re-freezing. The helicopters flew frequent sorties providing scientific support and logistic support for the small task force of ships and personnel.



**HO4S (H-19) on Deck of USS Atka AGB-3 during "Deep Freeze 1960"**

Two other icebreakers joined the Atka during the course of the operation. Not an unusual event, the Atka damaged a screw while backing down during icebreaking operations. The damage required the ship to transit to New Zealand for repairs. The repairs included 30 days in dry dock. The helicopter detachment operated from the ship and the airport in Christchurch providing support for VXE-6 and Operation Deep Freeze staff personnel. The down side of this was the requirement for the USS Atka to make another transit to McMurdo Sound with last minute supplies.

The weather was no better the second time around. In fact once in the ice, the temperature was getting lower by the minute, whiteout conditions prevailed and if that was not enough the sun was now going below the horizon. The ship left in the dark with the temperature below a minus 70 degrees Fahrenheit. Those brave soles that wintered over were on their own.

The ship made port in New Zealand once more then set sail for Boston, arriving there 30 days later. Port-to-port deployment for the ship and helicopter detachment was six months.

### **Bibliography**

**U.S. Naval Support Force, Antarctica, *Introduction to Antarctica* (Washington, DC October 1967)**

**Antarctic Development Squadron Six, *20 Years On The Ice* (1975)**

**Matthew E. Romano, *Navy Completes Half-Century Mission on Antarctica* (VFW Magazine August 1998)**

**Richard R. Burgess, *Navy Bows Out of Antarctic Support Role* (Sea Power Magazine April 1998)**

**Peter James Spellman, Associated Press, *Antarctic study is iced by Navy after 160 years* (The San Diego Union Tribune, Saturday February 21, 1998)**

# Call for Historical Biographies

By Harold Nachlin, NHHS Historian

The Naval Helicopter Historical Society was created to "Gather, Preserve and Display the Legacy of Naval Helicopter Aviation" to include past and present Navy, Marine Corps and Coast Guard helicopter operations. In view of the fact that the Society has now installed a new, more capable computer and is looking forward to a new venue that will permit public display of exhibits under development, this renewed request is being issued.

We ask that all who contributed to the activation and growth of the Naval Helicopter Program submit an outline of their contributions in a form most convenient to them, be it written or via video or audio cassettes. In recognition of the fact that many in the Rotary Wing community have already left us, we ask that family, friends, shipmates or memorial/reunion organizations provide what information they have available.

A check sheet is provided herewith to jog the memory bank and permit you to prepare a script, or outline, to assist with your presentation. You might find it advantageous to use an interviewer. Since this is to be a historical record it is best to spell out acronyms and explain events that may be familiar to our generation, but not to the past or following ones. The narrative could include, but is not limited to:

- name, date and location of interview at the start of each tape.
- date(s) of tour(s) involving helicopter operations.
- types of helicopters involved.
- squadrons or other naval activities served.
- type of involvement; i.e.: pilot, flight crew, sonar/systems operator, rescue swimmer, gunner, flight instructor, maintenance/electronics special-

ist, maintenance/electronics instructor, engineer (military or civilian), test pilot, supply specialist, overhaul personnel, technical representative, etc.

-missions/tasks performed; i.e.: search and rescue, combat search and rescue, plane guard, anti-submarine warfare, anti-missile defense, verticle replenishment, heavy lift, troop transport, mine-sweeping, medical evacuations, civil disaster assistance, artic/antartic support, astronaut recovery, gunfire spotting, riverine warfare, blockade enforcement patrols, drug traffic interdiction patrols, etc.

-historic/extraordinary missions or events participated in.

-medals, ribbons, citations received

The Naval Historical Center has a homepage on the internet that is loaded with search tools that could be helpful in preparing your presentation.

In addition to asking for your narrative we urge you to pass the word to your shipmates past and present, that we may reach as many as possible.

**Don't forget to check  
out the NHHS  
website at  
[www.nhhs.org](http://www.nhhs.org)**

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gene H. Moyer; Roger Murray; Harold Nachlin; Philip W. Nicholas; Eric Oxendorf; Wade M. Page; Anne H. Parthemer; Lloyd L. Parthemer; Gene Pellerin; H. Vernon Pepper; William S. Personius; Carl M. Petersen, II; Duane Phillips; Tom Pocklington; W.D. "Bud" Pocklington; Matthew John Pohl; Phil Poisson; David L. Punzelt; Joseph M. Purtell; William F. Quarg\*; 'Jig Dog' Ramage; Calvin B. Ranoa\*; P.M. "Mike" Reber; Robert L. Redman; M.L. "Bud" Reynolds; Roger Rich; John E. Ries; Robert Ritzman; Douglas R. Roulstone; Matthias J. "Matt" Russ, II; Bernard L. Samuels; Robert E. Schock\*; Ken A. Schroeder Jr.; Edward John Sheldon; John H. Shidle; Theodore G. (Ted) Sholl; Joe Skrzypek; Charles B. Smiley; George E. Smith; Mariabeth "Smitty" Smith; John E. Soto; Walter M. "Smokey" Staight\*; Walter E. Stephens; LaRon (Ron) Stoker; Elizabeth A. Stuyvesant; Frank M. Suzan; David A. Swan; William E. Terry; John W. Thornton; Thomas N. Tibbatts; Steven J. Tomaszkeski; Alan K. Uke; Mark T. Vanderberg; Ginny J. Vermilya; Robert S. Vermilya\*; Todd R. Vorenkamp; James Ray Walker; J.S. "Scott" Walker; James D. Waring; Beuford B. "Ben" Wentworth; Michael V. White\*; Howard M. Whitfield; Paul F. Whitten, Sr.; John A. Willett; Eddie F. Williamson; Robert W. "Bob" Womble\*; William E. Zidbeck; and Harry J. Zinser.

\* \* \* \*

#### **Captain Eric Petersen, USN (Ret)**

Passed away November 04, 2002. His commands included HC-6, HC-3, USS Tripoli and PHIBRON TWO. His internment was at Arlington National Cemetery.

## **\*SIGNAL "CHARLEY"**

We are all in 'Starboard Delta' waiting to be cleared aboard 'after the turn'. The following shipmates have received a 'green deck' and now waiting in a safe haven for the rest of the flight:

Dick Bruning; Robert "Moose" Camp; Lloyd L. Duncan; Bryan Eagan; Alvin F. Emig; Eugene B. Gillis; Margaret E. Hayes; George H. Lyter, Jr.; Elizabeth A. McLinden; Hugh F. McLinden Jr.; Eric Petersen; Bill Quarg; Walt Rohrich; Bob Schock; Robert Alan Shields; Byron Kenneth Sirois; Walter M. "Smokey" Staight; Robert S. "Bob" Vermilya; Michael V. White; Robert W. "Bob" Womble; John St. Marie; Duane Thorin; Len De Vries;

#### **CDR Bryan R. Eagan, USN (Ret)**

Feb 19, 1922 - Oct 10 2002

A pioneer helicopter pilot, Bryan served in HU-2 in the early '50s. He commanded HS-8 in 1963 and retired in 1967. He was a member of NHA and an NHHS Plank Owner.

#### **LCDR Walter J. Rohrich, USN (Ret)**

Helicopter pilot #144, passed away October 22, 2002 and will be interned at Arlington National Cemetery.

#### **CDR Eugene B. Gillis, USN (Ret)**

Passed away January 20, 2003. Gene was Maintenance Officer at HSWL from 2 September, 1994 to 16 May, 1997.

#### **Calvin Ranoa**

A computer systems analyst and an NHHS Plank Owner passed away January 8, 2003. Calvin was responsible for much of the innovation and improvement which has taken place in the NHHS Web Site and we extend our appreciation and our sympathy to the Ranoa family.

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## NHHS Membership (cont.)

*(Continued from page 1)*

stories and the memorabilia receive an appropriate place in the annals of history. The initial response to this idea generated by a group of retired Naval Officers, who also were Plank Owners in NHA, has been heartening. Additionally, a significant number of you have elected to donate to Midway, the San Diego Aircraft Carrier Museum, due to arrive in San Diego this summer. In order to continue this valuable work that will be done by no one else, we must have resources provided by membership. Please consider renewing your membership when called upon and spreading the word to friends of Naval Helicopter Aviation to join and support our cause. Our membership structure is provided below. Thanks for your support.

### Membership Structure

#### **Benevolent Giving:**

Council of Ministers	\$25,000 +
Chairman's Round-table	\$15,000 +
Centurion	\$10,000 +
President's council	\$5,000 +

#### **Regular Memberships:**

Life member	\$500
Three Year Member	\$125
Regular	\$50
Student/Active Duty	\$25

*NHHS is a charitable organization pursuant to Internal Revenue Code Section 501 (c) (3). Your donation to the Society is tax deductible since you do not receive any goods or services for your contribution. Additionally, it is important to remember that by your membership in NHHS you will be playing a vital role in amassing the ongoing legacy of Naval Helicopter Aviation for the benefit of the public as well as preserving this major historical segment in aviation for posterity.*

## USS MIDWAY HIGHLIGHTS

The effort to bring USS MIDWAY to San Diego continues to grow. With over 100 volunteers assisting with aircraft restoration, community outreach and fundraising, we have been able to make tremendous progress. A curatorial office has been established and museum artifacts are being catalogued. Work continues on our aircraft collection with 20 volunteers working 4 days per week to ready a historic airwing for display.

Project organizers are developing plans for ship restoration and making arrangements for temporary mooring in Astoria, OR. Our Executive Director, Riley Mixson, met recently with NAVSEA. A project team will follow up in February with representatives from NAVSEA in Washington, DC to complete the program requirements for the eventual ship donation. The revised schedule calls for MIDWAY to arrive in San Diego in fall of 2003.

Restoration of our airwing continues. Aircraft in our inventory include a radar surveillance plane; five jet fighters; a photo reconnaissance plane; two attack bombers; an anti-submarine plane; two ferry and supply planes; and two helicopters. With our E-2C and F-14A complete, our Corsair A-7B is next in line for completion. Our thanks go out to the many hard working volunteers who continue to labor to help restore these naval treasures for opening day exhibition.

### SITE DEVELOPMENT

MIDWAY will be moored in downtown San Diego along the Embarcadero at Navy Pier 11A. Plans are underway for developing the mooring site. The designs for the mooring platforms are complete and a survey for utility service has begun. An environmental consulting firm has been retained to develop the property in South Bay as part of the project's mitigation agreement. The marsh will provide new habitat for San Diego waterfowl and marine plants.

The site on Navy Pier will provide for a museum

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entrance, parking, special events access, and a Museum store. Restoration of the pier is planned to begin in late spring of 2003. The pier will be utilized for Welcome Home festivities upon MIDWAY's arrival.



## **A Tribute to LT Duane Thorin, USN (Ret)**

October 26, 1919—October 24, 2002

LT Duane Thorin enlisted in the Navy as an Apprentice Seaman in 1939, aiming to earn his wings. Pilot training was available to a limited number of enlisted men with Aviation Ratings.

As test pilot in Carrier Aircraft Service Unit ONE, 1944-45, he flew all carrier aircraft in service at that time. After post-war duty in China flying R4D's, came two years as flight instructor in the N2S biplane and SNJ's at Correy Field.

Designated Helicopter Pilot #216 in December, 1949, he made more than 130 rescues and evacuations from enemy territory in North Korea flying HO3S. Thorin reported aboard the USS Rochester, 23 November, 1951, at Yokosuka, Japan. During one rescue attempt, he fell captive on 8 February 1952. He escaped from a POW camp in July, 1952, but was recaptured. Repatriated in September, 1953, he was tasked by COMNAVAIRPAC to produce classified analysis of communist purposes and techniques in their treatment of POW's and develop a training program for survival, escape and evasion, and resistance in event of capture.

Commissioned an Ensign in 1955, he served as analyst in the National Security Agency, developed materials for Naval leadership training, and reviewed training practices relating to the Code of Conduct for the Department of Defense. His novelized account of experiences while a POW, "A Ride to Panmunjom", published by Henry Regnery Co. of Chicago, 1956, was used by the DoD in that regard.

After retirement in 1961, he provided studies and testimonies to the Senate Armed Forces Sub-committee and Judiciary Subcommittee on Internal Security. He also studied, lectured, and wrote extensively on military affairs; especially regarding misconduct in Vietnam. Architectural design, engineering and construction were also among his activities. Lt. Duane Thorin died on October 24, 2002 in his home state of Nebraska.

## **NHHS MEMBERSHIP**

**NAME** \_\_\_\_\_  
FIRST MI LAST

**STREET ADDRESS** \_\_\_\_\_

**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_

**Telephone** \_\_\_\_\_ **FAX** \_\_\_\_\_ **E-mail** \_\_\_\_\_

**Membership Level** \_\_\_\_\_ **Amount Enclosed** \_\_\_\_\_

### **CREDIT CARD**

**MC** \_\_\_\_\_ **Visa** \_\_\_\_\_ **Card Number** \_\_\_\_\_ **Exp. Date** \_\_\_\_\_  
(Check One)

**SIGNATURE** \_\_\_\_\_

\*We gladly accept MC and VISA. Please mail and make checks payable to NHHS, P.O. BOX 974, BONITA, CA 91908-0974 or FAX 619-472-0315.

## **NHHS "PLANK OWNER" APPLICATION**

In addition to memberships, original personalized **Plank Owner Certificates** (suitable for framing) are available for a limited time only with an additional donation of \$100 or more. If interested, please complete this application and send to: **NHHS, P. O. BOX 974, BONITA, CA 91908-0974**

**Name** \_\_\_\_\_  
Please print, as you would like it to appear on the certificate

**Address** \_\_\_\_\_ **Apt #** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Tel #** \_\_\_\_\_ **Email** \_\_\_\_\_ **FAX** \_\_\_\_\_

Enclosed is my check in the amount of \$100.00 (or more) payable to NHHS or bill my bankcard:

### **CREDIT CARD**

**MC** \_\_\_\_\_ **Visa** \_\_\_\_\_ **Card Number** \_\_\_\_\_ **Exp. Date** \_\_\_\_\_  
(Check One)

**SIGNATURE** \_\_\_\_\_

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**NAVAL HELICOPTER HISTORICAL SOCIETY**

**NHHS**  
**P. O. Box 974**  
**Bonita, CA 91908-0974**



Phone: 619-435-7795  
Fax: 619-589-7442  
Email: [nhhscurator@cts.com](mailto:nhhscurator@cts.com)