



ON GLIDEPATH

Vol. 15 no.3

An Association of Dues Paying Members
The U.S. Navy GCA/ATC Association

Fall 09

THE PREZ SEZ

Time to start thinking about the Holidays, family get together's, and of course the sumptuous "Turkey, Ham or BBQ" dinners.

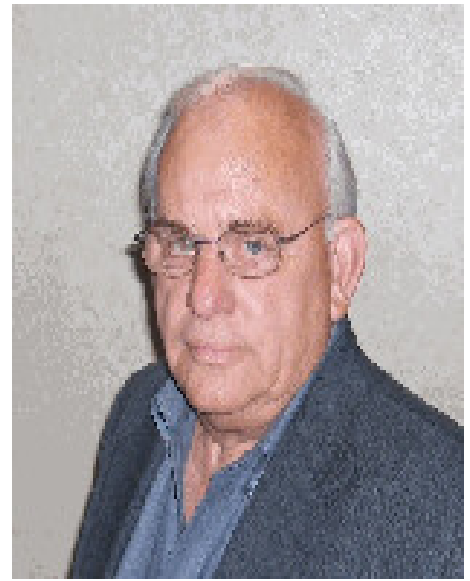
Joyce and I have just returned from a short vacation to Colorado, Wyoming, South Dakota and Nebraska Great time. Visited the Air Force Academy, train to the top of Pikes Peak (elevation 14,110), awesome. Spent some time at Jackson Hole and Yellowstone Park, Mount Rushmore and family reunion in Nebraska. A

great time, lots of wildlife, beautiful scenery. Was good to get home, own bed, shower etc. Enough of that.

Reunion: Plans are starting to gel, will have all the info ready for the next OGP to be published in Feb, 2010.

We have gained some new members and some have exited the local pattern since the last reunion. Welcome aboard to the new members and we hope you will make the San Antonio reunion.

News is scarce, will have plenty



for the next OGP. In the mean time: "Health and Happiness Always"
Gus

GET A HEAD START ON THE REUNION

San Antonio Tourist site With links to:	River Walk	Arts & Culture	Day Trips
Family fun	Major Festivals & Events		Oktoberfest Oct 2-3
History & Heritage	Golf Over 40 courses		Military Bases
Nightlife	Outdoor Adventure	18 listed parks	Spas
Sports	Guided Tours		
Theme Parks: Green Acres Golf & Games	Schlitterbahn	Sea World	Six Flags
San Antonio Free Fun			Splashtown

<http://www.visitsanantonio.com/visitors/play/attraction-details/index.aspx?id=2005>

Buckhorn Saloon & Museum
<http://www.buckhornmuseum.com/index.html>

SEND DUES TO:

Ed Brown
3911 Bonita View Dr.
Bonita, CA 91902

Financial Statement 10/01/2009

Checking	3966.76
OGP	1000.00
Reserve Fund	9848.49

Make checks payable to USN GCA/ATC Assn

14815.25

1 year	\$15
3 years	\$40
5 years	\$60
Life	\$130

MEMBERSHIP REPORT

Current membership

**DEPARTED THE PATTERN
To Re-enter Elsewhere**

Charles Samuel Virden, LCDR Retired, passed away on September 27th, 2009, at Naval Medical Center, San Diego, from complications following heart surgery. Sam and his wife Jean had just celebrated their 60th wedding anniversary on September 10th. Sam had joined the Navy in 1945, and retired as an Air Traffic Controller in 1975...30 great years in the service! Sam's major duty stations included NTC, San Diego, California; St. Louis, Missouri; Port Lyautey, French Morocco; San Diego (Miramar), California; Adak, Alaska; Corpus Christi, Texas; Pensacola, Florida; Olathe, Kansas; Lemoore, California; Naples, Italy; Key West, Florida; Keflavik, Iceland; and finally back to North Island, San Diego for retirement.

Sam is survived by his wife of 60 years, Jean Virden, his brother Thomas L. Virden and wife Linda, and his daughters Susan Virden-Kwiat, Sandy Dickerson, and Terri Thesken, along with two grandchildren, Jennifer Banks and Charlie Dickerson, and 3 great grandchildren.

Sam's memorial service was Friday, October 2, 2009, with full military honors at Fort Rosecrans on Point Loma in San Diego, overlooking the beautiful San Diego Bay and North Island where Sam spent his last years in the Navy. Sam will be greatly missed by many in the GCA community as well as by numerous friends, co-workers, and family

LCDR CHARLES SAMUEL VIRDEN**July 21, 1927 - Sept 27, 2009**

"Sams" mother and father moved to Los Angeles when he was two. He graduated from Bell High School in 1945 and joined the Navy. This lasted 30 years during which time he married Jean L Henckler, a marriage that lasted 60 years. Three daughters, Susan, Sandra, & Terri gave joy and comfort to their lives.

After Sam saw the light and left the blackshoe Navy for Aviation it was all downhill.

Some of his duty stations included St Louis, French Morocco, Miramar, Adak, Corpus Christi Pensacola, Olathe, Lemoore, Naples, Key West, and San Diego.

Sam was an original member of the GCA/ATC Assn and made all the reunions. He will miss the San Antonio convention the end of September 2010; and he will be missed. Ed Brown

I'm sorry to report that **Don Clyncke** has passed away.

I received a phone call from Don's family who advised that Don died on Sunday, August 30, following a stroke on Wednesday, August 26. There will not be a public service at this time, however, his family plans a military burial at Fort Rosecrans National Cemetery, Miramar Annex, when it opens some time next year. We'll all miss Don and remember his friendship, leadership, and professionalism.

It is with sadness that I send this message, Dean Zeitler

LCDR James Albrecht Vyskocil, US Navy (Ret), 88, of Burlington, an exceptional individual, passed away on October 2, 2009.

James, known to many as "Mr. V," was a 33-year Navy veteran and survivor of the Japanese attack on Pearl Harbor. Mr. Vyskocil fought in World War II, Korea and Vietnam, enduring five sea battles and three aircraft crashes. He was also one of the founders of the Navy's Retired Activities Program, and, in collaboration with Mr. Wally Funk of the Oak Harbor Navy League, founded the Women's Sea Cadet Program in 1972.

The son of James and Minnie Vyskocil, he was born in 1921 in Efectflrafc, now part of Lincoln. At the age of 16, Jim joined the Citizens' Military Training Corps, an offshoot of the Depression-era Civilian Conservation Corps. He spent two years with that organization, training and working in his home state.

Having acquired a taste for military life, upon graduation from high school, he enlisted in the United States Navy. As a young Signalman, he was on duty at the Pearl Harbor Naval Shipyard signal tower on Dec. 7, 1941. He watched in horror as enemy aircraft bombed Ford Island and ship after ship exploded into flames. He and his shipmates gave the first alert of the attack and remained on duty on the open platform, 90-foot tower until the next day, when they descended to recover bodies from the smoldering wreckage. He went on to see heavy combat in the Pacific Theater, surviving five sea battles.

In 1943 he attended flight school and joined the U.S. Navy's lighter-than-air fleet. After the war, he was selected to be a member of Admiral Byrd's 4th Antarctic Expedition to the South Pole.

In 1952 he became an Air Traffic Controller, and three years later, as a Chief Petty Officer, was commissioned to the rank of Ensign. He attended the Naval Postgraduate School, Monterey, CA, and in 1961 took command of the Naval Air Intercept School there. In 1972, while serving at NAS Whidbey Island AIMD, Mr. Vyskocil retired from the Navy with the rank of Lieutenant Commander.

His major sea assignments included the battleships USS NEW MEXICO, MARYLAND and PENNSYLVANIA; the cruisers USS SAN FRANCISCO and BOISE; destroyers USS VESOLE and BORRIE; auxiliaries USS RIGEL, DALTON VICTORY and ARGONNE; and seaplane tender USS CURRITUCK, on which he sailed to Antarctica.

Aviation duty included ZP 31, 32, and 33, VR-8, VAAW-13, Barrier Pacific, and Search and Rescue Pacific, Pearl Harbor. In the early 1970's, Mr. Vyskocil was the first Commanding

Officer of the Golden Intruder Sea Cadet Squadron, and as such, successfully petitioned the late Senators Jackson and Magnuson to change the federal law that prohibited young women from joining the Naval Sea Cadet program. That accomplished, he commanded the first female Sea Cadet squadron in the U.S., based at NAS Whidbey Island, WA.

In 1981 he established the Navy's first Retired Affairs Office (now called Retired Activities Office) at NAS Whidbey Island. Staffed by volunteers, the office continues to help military retirees, their spouses and widows with benefits and services issues.

He loved to hunt, and made many trips to Canada for elk and deer; he also loved to fish especially on the Snake River. Mr. Vyskocil was a life member of Whidbey Island Masonic Lodge 15, Fidalgo 77, and Garfield 41; Scottish Rite of Freemasonry, S.J.; member of Nile Shrine Temple of Seattle; Disabled

American Veterans Chapter 47; Past Patron, Eastern Star, Lei Lebuva Chapter #6, Hawaii; Pearl Harbor Survivors Association North Cascades Chapter 5; the Elks; and Military Officers Association of America (MOAA). He was a beloved friend of Mount Vernon Presbyterian Church and "mascot" of the church choir.

A warm smile, congenial nature, enough stories to fill a book, and sincere concern for his fellow man - this was Jim Vyskocil, Mr. V., Uncle James A. He will be sorely missed.

He was preceded in death by his wife of 58 years, Sally Anne Vyskocil, who made 22 moves with him during his naval career; his sisters Mary Vyskocil and Marjorie Clock; brothers Charles and Allan Vyskocil; and his parents James, and Minnie Vyskocil.

He is survived by his wife of seven years, Gayle Vyskocil; nieces, Gina Amey and Loree Vyskocil and her children James and Jennifer, for whom Uncle Jim was a surrogate father and grandfather, nieces Charyl Anne Glock-Jackson (Gary), Barbara Keeler (Craig) and Marjorie Hoffmann; and nephews, James William Glock (Kathleen), Barry Vyskocil, and Robert Bruch (Nancy); many great-nieces and nephews; and stepsons, Jared (Deb) and Kenneth (Anne) Burdin.

Visitation will be held from 1:00 pm to 7:00 pm, Friday, October 9, 2009 at Evans Funeral Chapel in Anacortes. A graveside service will be held at 11:00 am., Saturday, October 10, 2009, at Maple Leaf Cemetery in Oak Harbor, WA, followed by a memorial service at the Whidbey Presbyterian Church at 12:30 p.m.

In lieu of flowers, you may donate to The Salvation Army, Shiner's children's medical charities, or Skagit Hospice, who helped make Mr. V's last days at home more comfortable.

Arrangements are in the care of Evans Funeral Chapel & Crematory* Anacortes, WA and the San Juan Islands. To share memories of James, please sign the online guest register at www.evanschapel.com

Carol Lynn Connor, beloved wife of **Ernie**, passed away and went to Heaven on Saturday, October 17. She is survived by her husband Ernie, 2 stepchildren, a niece and a cousin in Hastings, where she grew up, and a nephew. I met many of the people she grew up with over the years on my visits with her to Hastings.

There were no services at her insistence. However, the family encourages you to support your local cancer research organizations.

She will be sorely missed by her family and friends whose lives she touched.



From the Chaplain

At our last reunion in St. Louis last year, I was humbled to be elected to follow Phil Gibson in the role of Chaplain of the GCA-ATC Association. As some of you know, I am not an ordained pastor, but I am a Christian who experienced redemption from sin through Christ in September 1959 while stationed at GCA Unit #4, NAS North Island. Since then, I have taught many years and served in a variety of leadership positions in the Church of the Nazarene for 25 years and for the past 25 years in McLean Bible Church (Virginia) where I have continued to teach and have served as an elder for over 20 years. My purpose in telling you this is to give credibility to my service to you as your Chaplain regardless of your personal religion or beliefs.

With increasing frequency it seems, our membership is experiencing the loss of our shipmates or spouses, the most recent being Carol Connor on 17 October, wife of Ernie Connor, and Sam Virden a few weeks before, husband of Jean Virden. There have been many others this year and our thoughts and prayers go out to everyone, especially the surviving husband or wife, but also to their family and friends. Lest we forget, many are fighting the affects of age: cancer, diabetes, Alzheimer's, and other onerous maladies. We need to remember all in our thoughts, prayers, and support.

The Holy Bible is filled with hope and inspiration for us, but also admonition. One of the latter that I think worthy of repeating is: "***Religion that is pure and undefiled before God, the Father, is this: to visit orphans and widows in their affliction, and to keep oneself unstained from the world***" (James 1:27, English Standard Version). This verse convicts me that I need to do more in remembering those who have been widowed or who are tending to a loved one going through a protracted illness and treatment, and I pledge to do that.

To be more proactive in my ministry as your chaplain, I would like for you to let me know as soon as practicable of the death, illness, or injury of a loved one. This also applies to anyone who has experienced such a loss during the past two years and you have questions about survivor benefits or you are still grieving. My contact information is as follows:

E-mail: mcmahontw@verizon.net

Home phone: (410) 956-8989

Cell phone: (703) 408-0211

Tom McMahon, Davidsonville, MD

Retirees and Vets Allowed to Salute Flag

Traditionally, members of the nation's veterans service organizations have rendered the hand-salute during the national anthem and at events involving the national flag only while wearing their organization's official head-gear. The National Defense Authorization Act of 2008 contained an amendment to allow un-uniformed service members, military retirees, and veterans to render a hand salute during the hoisting, lowering, or passing of the U.S. Flag. A later amendment further authorized hand-salutes during the national anthem by veterans and out-of-uniform military personnel. This was included in the Defense Authorization Act of 2009, which President Bush signed on Oct. 14, 2008.

FIRST CRUISE

The USS John F. Kennedy (CV-67) was on its first cruise, April - December 1969. I was ordered to JFK as a First Class, lucked out and make Chief while in Clynco for CCA School in April 1968, en route to Newport News to join the Commissioning Crew. **ACCS Sam Goble** lucked out and had **ACC Wade "Snake" Gaither** as the Air Ops Supervisor and me as the CCA Supervisor. That gave him plenty of time to be the Leading Chief and take care of all the paperwork and personnel problems. We were about two or three months into our maiden cruise in the Med and I had gone into CCA early one morning to do the daily checks of equipment. The Signal Bridge called down, asking if that Radar Antenna on the aft of the Island was ours. I responded it was and they advised me it had just fallen to the Flight Deck. I and several others out of Air Ops went to the Flight Deck to take a look. The antenna of our SPN-43, I believe it was called, had fallen to the Flight Deck, striking a couple of E-1's tail area. Me, someone or all of us in CATCC came up with the idea of putting one of the E-1's on the Port Side, just forward of the LSO platform, had Soundpower Phone lines ran from the E-1 to CCA and Air Ops, plugged in ship-board power to the E-1, turned on their radar and used it to bring the aircraft from Marshall to the Final Controller. We never missed a recovery and never left any aircraft up there! We told both Final Controllers and Paddles they best not line any of those aircraft up on the left side of the centerline! There was parking space there for aircraft, however, not used all the time since it was not the safest places to park and aircraft. After that at-sea period, and a 10 day in-port visit, we went to sea again, without the SPN-43 and never missed a recovery utilizing the Radar on the broken down E-1. The next time in port they installed a new antenna on the SPN-43. I believe I recall, **AC1 Bob Schafer** was the Marshall Controller, who did not need the radar and continued to preform those duties in CCA. I took **AC1 Ken Babb** and **AC1 Monty Flesher** to the E-1 to be the Approach Controllers and I did the coordinating between the E-1 and CCA, via Soundpowered Phone to get the aircraft into the Final Approach area.

This is what happened on the Navy's newest Aircraft Carrier on its first trip to Med. It was supposed to be a six month cruise, but compliments to Kadafi for the coup in Lybia, we were there nine and one half months. Now look at what we are doing with/for him. If we had been allowed to take him out in 1969, believe many would be better off. We sat off the coast of Libya 30 days or more, poised and ready to eliminate him, but it never happened.

Ray

WEB SITES YOU CAN USE

Burial and Memorial Benefits .. www.cem.va.gov
 Department of Defense .. www.defenselink.mil
 Education Benefits.. www.gibill.va.gov
 Federal Jobs .. www.usajobs.opm.gov/
 Health Care Eligibility .. www.va.gov/healtheligibility/
 Home Loan Guaranty .. www.homeloans.va.gov/
 Life Insurance .. www.insurance.va.gov/
 Records .. www.archives.gov/st-louis/military-personnel/
 Returning Veterans .. www.seamlesstransition.va.gov/
 Veterans Employment and Training .. www.dol.gov/vets/
 Veterans Preference .. www.opm.gov/veterans/index.asp
 Vocational Rehabilitation .. www.vba.va.gov/bln/vre/
 VA Benefit Payment Rates .. www.vba.va.gov/bln/21/Rates/
 VA Facilities .. www.va.gov/directory/guide/home.asp
 VA Forms .. www.va.gov/vaforms/
 VA Home Page .. www.va.gov/

CAR IN DITCH

DRIVER IN TREE

THE MOON WAS FULL

AND SO WAS HE.

Burma Shave

WHAT HAPPENED TO:

Kenneth Obermeyer Newsletter returned, phone disconnected

William Williamson Newsletter returned, phone disconnected

I had this page filled with information about forthcoming changes to the TRICARE system and after thinking about it, figured that I might just wait till after the pending change to the health care system is approved or defeated as the information that I have may no longer apply.

This is your newsletter and should be filled with information about you and your GCA historic events. I would go ahead and put them in the newsletter but I am a bad guesser and would probably get it all wrong. I hate to send out blank pages so am looking for your input. You can send me stuff on a postcard, letter, email, or even scratched on a wooden shingle. It does not need to be formatted, have perfect spelling, or punctuation. It just needs to be sent to me.

You can save the association a significant sum if you receive the newsletter via the Internet instead of snail mail. It also saves me some labor, which is more important to me. I will send notices when the latest newsletter is posted to the web site and/or send you a copy of the web site newsletter instead of the black and white issue that is mailed. You just have to keep me notified if your email address changes. An advantage of the web page one is that old farts like me can increase the size of the print and photos so that I can see them more easily and everything is in color.

Anse Windham

40th of Cold War's Deadliest Hostile U.S. Loss

In the single deadliest hostile incident of the Cold War, 20 U.S. Navy aviators, 10 Naval Security Group cryptologists and one Marine were killed in action. On April 15, 1969, two North Korean MiGs shot down an unarmed EC-121M Super Constellation of Fleet Air Reconnaissance Squadron 1 based at Naval Air Station Atsugi, Japan. Flying 75 miles from North Korean airspace over international waters, the aircraft was part of a recon program code-named Beggar Shadow. Without a fighter escort, the EC-121 was defenseless when the two MiG-17s opened up with their 23mm and 37mm cannons.

(Retired Navy commander Richard Mobley, however, who wrote *Flash Point North Korea: The Pueblo and EC-121 Crisis* in 2003, believes it was a MiG-21 "Fishbed" firing an air-to-air missile that brought it down.) At any rate, the plane hit the sea quickly; only two bodies were recovered in the wreckage. "There were no yellow ribbons, no honk-if-you-care-about-our-boys' campaigns," once wrote historian Erol Munoz. "The downed American flyers never had their names on any wall or memorial." (Fortunately, those names are now engraved on the National Security Agency Cryptologic Memorial at Ft. Meade, Md., and the Reconnaissance Memorial on the grounds of L-3 Communications Integrated Systems in Greenville, Texas.) Radio Pyongyang boasted as if this were a great victory. It claimed a "brilliant battle success by shooting down with a single shot and so letting the fires of vengeance descend upon it." US fighters remained on the ground because local commanders were prohibited from taking the initiative. They awaited orders from Washington that never came. Then-National Security Adviser Henry Kissinger wrote in his memoirs, *The White House Years* (1979): "I judge our conduct in the EC-121 crisis as weak, indecisive and disorganized.... I believed we paid in many intangible ways, in demoralized friends and emboldened enemies."

RETIREMENT PLANNING

Don't Wait Until It's Too Late

By Tammy Flanagan [National Institute of Transition Planning](#)
February 6, 2009

At a seminar this week, an employee told me that she was doing some research on Medicare for herself and came across the information regarding late enrollment. She called a former co-worker, but it was too late. Her friend had retired more than a year ago and had not enrolled in Part B.

When her friend, who was 72 years old, contacted Social Security to find out what she could do, she got good news and bad news. The good news was there's an open enrollment period for those who have delayed signing up, held every year from January to March (with coverage effective on July 1). The bad news was that since she had neglected to enroll within eight months of her retirement date, she would incur a stiff penalty -- 10 percent higher premiums for every year past 65 that she had delayed signing up.

The 2009 premium for Part B is \$96.40 per month (or more for wealthier folks). The retiree would incur a 70 percent surcharge to the premium for delaying her enrollment for seven years past age 65. So her premium would be a whopping \$163.88 per month.

Employees covered by an employer-sponsored health plan, like the Federal Employees Health Benefits Plan, usually sign up only for Medicare Part A when they turn 65. (The initial enrollment period for Medicare is three months on either side of the month of your 65th birthday). Usually they are told by Social Security that they can postpone enrollment in Part B until they retire. But they shouldn't wait too long, because of the rule about signing up within eight months retirement.

Parts and Premiums

There is no monthly premium for Medicare Part A for those who have paid Medicare taxes throughout their careers. If you have qualified for Part A, your spouse also qualifies after he or she turns 65. All federal employees have been paying the Medicare Hospital Insurance Tax (currently 1.45 percent on all wages) since 1983, and all who have retired after paying the tax as federal employees are qualified for Medicare.

I can't think of any reason why a person wouldn't enroll in Part A when eligible. Part A coverage can help with out-of-pocket hospitalization expenses. After you retire, Medicare becomes your primary insurance. By having the combination of Medicare and FEHBP, you save your FEHBP plan most of the expenses of your hospital stay -- and that helps all FEHBP participants by holding down premiums.

If you already are collecting Social Security retirement benefits at 65, you will receive Medicare enrollment information in the mail. If you have not yet retired, or are not eligible for Social Security retirement, you will have to contact Social Security to enroll in Medicare. Call 800-772-1213, or visit www.ssa.gov.

For More Information

Here are some references for Medicare information:

[General information](#)

[Signing up](#)

[Medicare and You 2009](#)

And here are some previous Retirement Planning columns on the subject:

[Part B, Part Three](#) Dec. 11, 2008

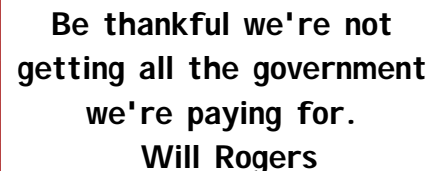
[Medicare, Part B](#) Dec. 4, 2008

[Medicare Mysteries](#) Nov. 21, 2008

[Part B or Not Part B?](#) Sept. 28, 2007

[More on Medicare](#) April 28, 2006

[Medicare ABCs](#) April 21, 2006



Be thankful we're not
getting all the government
we're paying for.
Will Rogers