

ALUMNI NEWS



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Captain John "Cosmo" De Pree, CO, PNS

Commanding Officer's Comments

Greetings Alumni and Welcome to the Winter Edition of your Newsletter!

As winter ushered the great ice storm of 2024 into the Willamette Valley our Midshipmen were well prepared. Leading up to the storm, Officer Candidate Whitney and MIDN Jepsen instructed hands-on labs on how to safely change tires and install chains. This thoughtful instruction uplifted the life skills of our

young MIDN, acclimating them to the region and leaving them ready for inclement weather.

New MIDN Scholarship Activation

NROTC Unit Oregon State University recently activated six scholarships for our current College Programmer Midshipmen. Our latest recipients are MIDN Nolani Jones, Cooper Hurley, Christopher Vanden Brook, Ivakai Heiges, Hannah Moskowitz, and Tyler Van Note. These students have worked hard for this exciting opportunity, and we are very proud of their accomplishments. New to us this year, is a program to expedite side-load scholarships for up to three College Programmers prior to the typical late summer selection board in August, based on grades, aptitude, and physical fitness scores. MIDN Vanden Brook is our first recipient of this expedited scholarship initiative, with two more scholarships to go!

Editor's Note: College Programmer Midn. is a "walk-on" student (Contract student back in our old days) working for an NROTC scholarship. These young men and women may benefit from our Alumni Scholarship Fund prior to being selected.

Veteran's Day Parade and Football Game

On November 11th, the NROTC Color Guard, commanded by MIDN Smart and NROTC Drill Team, commanded by MIDN Hayes, marched in the 73rd Annual Linn County Veterans Day Parade with pride, representing their commitment to serve our great nation. The parade is the largest such observance west of the Mississippi River and winds through over 1000 spectators lining the streets of downtown Albany, OR.



Fall Ball

On November 17th the unit combined the celebrations of the Navy (Oct 13th) and Marine Corps (Nov 10th) birthdays at the Corvallis Country Club. Our Sailors, Marines, and midshipmen jubilantly celebrated their naval and amphibious traditions, to include a ceremonial USMC cake cutting ceremony, and a moment of silence to honor those service members that came before. Our guest speaker was CDR(ret) Diane Vanden Brook, OSU NROTC Class of 1985. The Beaver Battalion enjoyed the opportunity to dine together and a night of tradition, toasting, and dancing.



Army-Navy Annual Flag Football Game

On December 1st, our NROTC MIDN joined in competition with the Army ROTC Cadets in a friendly game of Flag Football in advance of the national televised Army-Navy Football Game, fostering a healthy competitive environment and joint camaraderie. Corvallis High School hosted us on their field and a great game ensued. Unfortunately, this year the victory went to the Army unit, but we'll get 'em next year!



C.O. Comments . . . continued

Fall Commissioning

I am proud to report that two of our MECEP Marines commissioned at the conclusion of the Fall Term on December 15th. Congratulations to 2nd Lt. Huston and 2nd Lt. Southworth! 2nd Lt. Huston hails from Bacliff, TX and shared the experience with his wife Shellby and their five children. 2nd Lt. Southworth hails from Boise, ID and shared the experience with his wife and their two children. Not having orders yet, they have been stashed at the unit and have been a great help in assisting instructors with class preparation, administrative support, and overall aid to the unit.



Christmas at Cascade Hall



Santa also visited the unit this December, giving Battalion members with children the opportunity to celebrate and take part in revered holiday traditions. Our own Human Resource Administrator, YNCS(ret) Tim Hagey, came in as his alter ego and spent time visiting with the children and asking them about their holiday plans.

C.O. Comments . . . continued

Oregon State University Food Drive

The Beaver Battalion student group is participating in the annual Oregon State University Food Drive and is raising money for Linn Benton Food Share and your support would be greatly appreciated. There are always concerns about food insecurity with both students and the community.

The annual NROTC food drive began on February 1st and runs through February 29th. Fundraising will be handled through the unit [Facebook page](#), Venmo donations, and through donating food at local partnered businesses. The Quarter Deck in the unit also has a blue bin for food donations. This year our goal is to raise \$1500 and collect 40 lbs or more of shelf-stable foods.

The culminating event this year will be a Dodgeball Tournament on February 25th in McAlexander Fieldhouse on the basketball courts. A registration fee will be charged to participants and all proceeds will go towards the Food Drive. The winner of the tournament will receive the golden boot trophy!

Editor's Note: I'm hurrying to get this edition out prior to the end of the month so that we alumni can support the food drive. Every dollar helps!

Spring Break Trip to Coronado

Spring Break this year will involve taking 10 midshipmen to Naval Base Coronado from March 23rd and until March 31st. The plan is to visit ships, submarines, squadrons, EOD/SEALS, and Marine Corps activities in and around the Coronado/San Diego areas. This should be a great hands-on learning experience for all midshipmen who take the trip as they explore their future careers as Naval and Marine Corps Officers. We could not offer enhanced student experiences outside of traditional midshipman summer cruises without the generous support that we received from you all in the form of Taffrail and Taffrail Endowment Fund donations. A very big thank you to all of our current donors!!

C.O. Comments . . . continued



Northwest Navy Competition

This year's Northwest Navy Competition will be conducted on **April 12th and 13th** at the University of Utah in Salt Lake City. The events for this year's competition include Marksmanship, PRT/PFT, Weapons Relay, Regulation Drill, Color Guard, Endurance Course, Swim Relay, Soccer, Ultimate Frisbee, Volleyball, and an Academic Excellence Competition.

Northwest Navy is an annual competition conducted between the NROTC units at Oregon State University, University of Utah, University of Washington, and University of Idaho/Washington State University. Northwest Navy provides an opportunity for NROTC students to compete in athletic, physical fitness, military skills, and knowledge events while simultaneously forming connections with other future officers from NROTC programs throughout the Northwest. The Beavers came close to winning last year and are seeking to dethrone Washington as the 2 year running champions. Cheer on the midshipmen as they travel to Salt Lake City in an endeavor to show why we are the best in the west. Follow our journey on [Facebook](#) as we take this journey in April. Go Beavs!

Dam Proud Day

Save the date for the annual [Dam Proud Day](#) being held **April 24th**! Dam Proud Day is an OSU Foundation led, one-day, event to seek donations to benefit current students. This is our fourth year of participating in Dam Proud Day. Last year our wonderful alumni and donors helped us raise over \$14,000 for the Alumni Scholarship Fund. We couldn't have done that without all of you! We're working on changes this year to allow prospective donors to choose between our two endowment funds that support Taffrail and future scholarships in perpetuity, with a goal of increasing the scholarship endowment to \$250,000. Other options would include our current year Taffrail and Scholarship Funds that support the student experience and our spring scholarship goal of three \$3,000 scholarships. Additional information forthcoming.

C.O. Comments . . . continued

Joint Service Review

May 3rd at 1000 is the date and time for our JSR this year. As usual we will be gathering with the rest of the ROTC units in the Memorial Union Quad to do an annual “inspection of the troops.” This is a long-standing tradition here on campus, going back to 1916. Navy ROTC has the lead this year and we are pleased to announce that retired USMC Col. Morgan Mann will be our guest speaker. Col Mann resided in Eugene and was the Commanding Officer of the 25th Marine Regiment prior to his retirement. We are also looking forward to OSU President Jayathi Murthy attending and saying a few words.

Spring Awards

Spring awards this year will be held on **Friday, May 3rd at 1600** in the Horizon Conference Room at the Memorial Union. Spring Awards is an annual event to showcase the accomplishments of the Midshipmen, Officer Candidates, and MECEPS that are a part of Beaver Battalion. The awards include leadership awards and scholarships to deserving members of Beaver Battalion.

In Closing

I’d like to thank you all for your continued support of our program through your time, mentorship, and donations. I’d like to welcome two new additions to my staff – LT Ansel Kilcullen has reported onboard as our new Submarine Officer Instructor and junior class advisor and LT Evan Dahlquist as our newest Surface Warfare Officer and freshman advisor. Evan will officially report late this summer but is with us early in advance of required NROTC training. We also have a new AMOI inbound this spring with GySgt Deboe leaving us this summer for duty in VMU-1 in Yuma, AZ. I’ll close with a traditional farewell and following seas to LT Jeff Ayco, who leaves us this month for submarine department head duty in Groton, CT. Jeff’s hard work in two years aboard saw an impressive 100% student pass rate with their NR interviews! As always, thank you for your continued support and dedication to Beaver Battalion!

Go Beavs and Fly Navy! Skipper sends!



/ Marines (editor)

Buck Naked on the Coral Sea

Vivian Madison Zumstein, USN '80

Imagine being one of only a few women on an aircraft carrier and, in the middle of the night, being confronted by a sea of naked sailors. That was just one of my experiences on midshipman 1/c cruise during the summer of 1979.

I was among the first group of women to spend their summer cruise onboard combatants. This change occurred in large part because the Class of 1980 from the Naval Academy was the first class that included women. Thanks to the gender advances that have occurred since 1980, younger alumni may have difficulty envisioning what a big deal this was, but it truly was a huge attitude and policy shift—that, by the way, many objected to. Still, the Navy had to at least appear to be providing its women with training that was comparable to what it provided its men; otherwise, what was the point in investing an Academy education in women? Although, I will comment, during the summer of 1979 my male counterparts served on ships around the world, while, the Navy limited female midshipmen 1/c to ships that were operating from U.S. ports. No exotic trips to the Med or the Pac for us.

Because I too was in the Class of 1980, I was assigned for 30 days on the USS Coral Sea (CV-43) homeported in Alameda, CA. The Coral Sea was by then a vintage carrier—a grand old lady. Her keel was laid during the last year of World War II, and she was commissioned in 1947. Out of a crew of roughly 4,000, I was one of only three women. The other two were a fellow female midshipmen 1/c from Georgia Tech, and an aloof and outright grumpy female lieutenant, who had been dragooned to serve as our “Midshipmen Den Mother.” Other midshipmen on that summer cruise were 2 male 1/c and 18 male 3/c.

Even now, almost 45 years later, I still view my time on the Coral Sea as the single most exciting month of my life. I have numerous sea stories from my cruise, such as getting a catapult launch, tailhook landing, a bolter between the two; directing planes on the flight deck; plotting the approach to an oiler; twice having the con for an hour during underway replenishment. But without a doubt, my most memorable experience was a called man overboard that involved a lot of exposed flesh.

One night at about 0230 while the carrier was steaming off the coast of Southern California, and I was on the bridge under instruction to qualify as junior officer of the watch (JOOW), one of the lookouts reported he had seen “something” fall off the ship. It was very dark, so this lookout was not sure what had fallen, but he had definitely seen a large object fall past him and heard a splash. Without knowing for sure what it was, the ship immediately went to man-overboard operations.

Buck Naked on the Coral Sea (con't)

Within a minute, senior officers swarmed the bridge, and of course, a muster began to determine whether the “something” the lookout saw was a sailor or a bag of trash. Throwing trash overboard was a serious offense (even back in the late 1970s), but it was not nearly as serious as a man overboard. Surprisingly, no one in the training department had thought ahead to let the midshipmen know what to do in this circumstance. With khaki besieging the bridge, my services as a lowly JOOW under instruction were hardly needed. In fact, in the crush, I was struggling to even stay near the radar scope I was supposed to be monitoring for Mexican fishing vessels. When I asked for guidance, the officer of the deck ordered me to go down to the training department office to muster—and he urged me to go FAST.

To get to the training office, I first had to get to the hangar deck—seven levels below the bridge and down a succession of six precipitously steep ladders. I was moving so fast my feet likely touched only two or three of the steps on any of those ladders. Mostly I just slid down using the slick handrails to support my weight. (Awe, the fitness of youth!) I have since heard that the Navy now forbids this practice. Pity. It was so much fun.

When I burst out on the hangar deck, was I ever in for a surprise! Those who have been on a carrier know the hangar deck is a cavernous space, and thus, the perfect place to muster most of the ship’s crew. And there the crew was, more than half of it buck naked.

When man overboard had been called, lots of men had been asleep in their berthing compartments—cramped, stuffy, and notoriously hot spaces (especially on old ships like the Coral Sea). As a result, sailors routinely slept without any clothes on. Clearly in the haste to muster, the majority of the sailors had forgotten there were now women onboard, and they had failed to grab an article of clothing or even a towel on their way to the hangar deck. And once at their muster station, they were not allowed to leave until everyone on the ship had been accounted for. So there the crew stood, in its naked glory.

Good thing the average age of a sailor on the carrier was about 21 years old. If it had been older, perhaps the sight would have been far more unpleasant. But this was also prior to the Navy re-establishing fitness standards in 1980, so many of even the younger bodies were not particularly fit. Not, mind you, that I looked closely after my first unexpected view. I had to skirt the edge of the hangar deck to get to the training department. I kept my eyes down on the deck, but I still noticed that the sailors close to the side of the hangar deck shuffled around to turn away from me, presenting me

Buck Naked on the Coral Sea (con't)

with a rank of naked butt cheeks. To their credit, no one broke ranks or shrieked in shame. Some clothed sailors kindly shifted to shield their naked shipmates.

To make this experience even more awkward, when I finished mustering, the training officer ordered me to go to my stateroom to check for my fellow female midshipman. She had not yet mustered. Unfortunately, my stateroom was on the opposite side of the hangar deck, and the only way I knew to reach it was to cross the hangar deck. This had never been a problem before, but now I chastised myself for failing to better explore the ship so that I would have known an alternate route. So instead of just walking along the periphery, as I had earlier, I would now be compelled to plunge directly into the mass of nakedness.

When I reappeared on the hangar deck, and it became clear that I intended to walk across it, the men parted like the Red Sea before Moses, offering me a clear path about 12 feet in width. Once again, I stared at the deck's non-skid, and men shuffled about doing their best to obscure their naked bodies, hands cupped over their privates.

I found the other female midshipman sound asleep in our stateroom. I, of course, had to return to the training office—once again wading through the naked men—to report that the other female midshipman was safe.

The training officer then told me to go back up to the bridge, because technically, I was still on watch. So, I had to make yet another passage through the hangar deck. Thankfully, during this trip I traversed only along the edge. (This makes FOUR trips total.) One sailor was still missing, so the place remained packed with naked men, but by this time they (and I) were used to the situation and just got on with it. I always wondered if the guys thought I was choosing to repeatedly walk through them to get an eyeful. Believe me, I really was keeping my eyes on the deck. Any view I got was only in my peripheral vision and as unfocused as I could make it.

In the end, what the lookout saw must have been trash. After two long hours, the missing sailor was found sleeping where he shouldn't have been. He was in serious trouble, not to mention he was extremely unpopular with his shipmates who had been standing around all that time.

Fortunately, my mother was Norwegian, so I was raised to not be appalled by an unclothed human body, and this experience did not scar me for life. It just made for a really good sea story!

Buck Naked on the Coral Sea



MIDN 1/C Madison



USS CORAL SEA, CVA-43

Editor's Note: The "Coral Maru" was my first carrier deployment in June 1977 with VMAQ-2 flying the EA-6A, Electric Intruder. The a/c didn't work well then either.

Peers

Bob LaGrone '89 USN

“Who’s your coach?”

A staffer at the U.S. Olympic Training Center asked us this question as we checked in. The Oregon State University“ NROTC Pistol Team had qualified for the National Collegiate Pistol Championships in Colorado Springs. Midn 2/c Donald May was the team’s CO, and I was the XO. Don and I grinned at each other: “Were you the coach last time? No, I think I was. It’s your turn.” We were the only team there without “adult supervision,” competing against the service academies and other elite shooting schools. We held our own. In the free pistol event, I beat the scores of two of the Naval Academy’s four shooters that year, and the previous year our own Midn 3/c John Mikkelson beat everyone in the standard pistol event with a higher score than I had ever seen any of us attain in practice. We may have been the orphans at the society ball, but we were cool under pressure.

So who, in fact, was our coach? Our peers, that’s who. Accepted into the team as freshmen, we formed into squads led by sophomores, while the juniors and seniors provided broader instruction to the team as we practiced almost every weekday afternoon in the old indoor range at the McAlexander Fieldhouse. I stayed on the team all four years and enjoyed teaching the younger mids.

After flight school, I reported to NAS Whidbey Island and learned that the West Coast A-6 fleet replacement squadron was unusual: it allowed its replacement pilots and BN’s to fly together in certain training flights, rather than the more typical arrangement of one instructor and one “student” in the cockpit. Having two students crew up together was known as “flying bug/bug,” for some reason. We felt a lot more important than bugs, though. It was as if our dads had just tossed us the keys to a Ferrari and told us, “Here, son – you’ve earned it.”

The visual weapons phase of our training was geared a little more towards the pilots, who learned to fly manual bombing runs at the ranges near NAF El Centro, California. The flights were fun for us BN’s, of course, but two events were especially rewarding: we flew bug/bug on the deep strike and the coordinated strike. These multi-plane missions were challenging to plan, brief, and fly. Each strike had an instructor in the dash-four jet to observe and grade us all. I got to lead the coordinated strike with my pilot, a guy called “V-12.” What could be greater for two excited kids in a Ferrari? Landing that Ferrari together on an aircraft carrier, that’s what. Soon after completing vis-weps, we took a detachment of A-6’s down to San Diego to qualify the pilots aboard the USS Ranger, and V-12 and I were flying together again. With several replacement squadrons qualifying their crews on Ranger, it was an eventful four days: three Class “A” mishaps; a serious aircraft equipment failure on my very first night launch; and three emergency divers to Miramar and North Island for my pilot and me, including one at just below “bingo” fuel state. The Intruder’s seats were side-by-side, and V-12 and I developed great crew coordination. Rather than being constantly freaked out trying to impress an instructor in the cockpit with us, V-12 and I were allowed to be constantly freaked out working through these

Peers (con't)

new experiences as a team. As I wrote later in my journal, “This was serious fun.”

Where had all this peer training started? Right here at OSU, that’s where. My first memory of Rookie Orientation was of a group of us rookies, showing up on time but unsure of exactly where to line up, and hearing an older midshipman say, quite assertively, “Rookies do not walk. Rookies run!” We still didn’t know exactly where to go, but we got there quickly. Thoughtful squad leadership by Midn 3/c Matt Biondi was a calming influence in the stressful environment. In my later years as a squad leader, platoon XO, and company commander during Rookie-O, I worked to maintain the positive atmosphere that I had experienced as a rookie myself. When not in formations, we company commanders enjoyed roving amongst the troops and joining right in whenever a squad was ordered to do a few push-ups for underperformance. Such participation by the more senior mids emphasized to the rookies that the calisthenics were more for motivation than for punishment.

Peer training was a great way for rookies to be introduced into military service and for instructors to set examples, show accountability, and even look out for one another. Just before the O-course event during my senior year, the battalion CO, Midn 1/c Vince Swinney, pulled me aside to ask whether I might be risking serious injury to a sore knee I was nursing. I assured Vince that I would be careful, but there was no way I wouldn’t be seen doing everything that my company of rookies had to do. These experiences served me well in later years as a Navy officer and as a business leader. And it made me better at push-ups.



“WHO’S IN CHARGE HERE ?”

Supply Officer 101

Glenn Munkres, USN '56

USS Repose AH16 was an old girl at the Viet Nam conflict, but thanks to the San Francisco Naval Shipyard, she was the most up-to-date Hospital Ship in our, or anyone's navy, equipped with a full blood bank and heart-lung machine for example.

Outside the Hospital, she was still old. When I first arrived she had a milk re-constituting machine – now we have canned whole milk: much better! So that machine was scrapped. We retained the steam-jacketed cooking units still in use by our Navy's newest ships. We were required to have a 90-day supply, but when we loaded that order of food, our holds and freezers and chillboxes looked less than half full, what with modern packaging and marketing. We stowed the canned whole milk in a chill box so it was always cold. Funny thing, milk usage in port always exceeded our "at sea" usage. You see, when in port, the crew "knew" we had loaded fresh milk. (We just kept quiet.)

Anyway, we had chillbox room to spare, so we used Recreation Fund money and bought a goodly supply of beer, which was kept in excess chill box space. We knew, after our first posting just off the beaches of South Viet Nam, that there were safe spots to send small recreation parties ashore and sent cold beer in on the "liberty boats."

So, one fine day, the 1MC squawked: "Lieutenant Commander Munkres, report to the Captain on the bridge!" I made my way up and found the Captain very relaxed. He told me to break out some beer, that he had invited the Captain of the Hospital and some of the Nurses ashore for a break in routine. He told me I was to come with the beer, and join him. Well, I was not about to disobey a direct order like that!

As it turned out, we were just off the beach of the supply landing area at Dong Ha. Well that seemed safe enough! Less than an hour later we had a beer in hand and toasted the Skipper, and then the Nurses!

Not long after we landed, a Marine patrol came by to check us out, but would not accept the offered beer. Shortly thereafter a Supply Corps officer came by too. He accepted the beer! We talked, as Supply Corps officers will do. He told me that he had a foot locker addressed to a woman, but none of the units or the Red Cross had a woman with that name, could she be one of our nurses? So we went to look, and it was for one of ours! So we loaded it on his jeep, and back to the "liberty party." When we were back aboard, she was called to the spot and you never saw anyone happier. Everybody in our liberty party got a hug – I got two.

The life of a Supply Officer is really tough.

Mid-Atlantic Challenges

Jim Simila USN '71

A stiff wet crosswind was gusting across the runway the morning my VP-23 flight crew taxied our P-3B Orion out for a March 1977 ASW mission. Our crew had been briefed at the Tactical Support Center and was tasked on a mission to monitor Soviet nuclear submarines tracking south in the North Atlantic. Our aircraft was fully loaded with sonobuoys and fuel at 135,000 lbs. gross weight.

The VP-23 'Seahawks' (well before Seattle had an NFL team) had a four aircraft detachment at Lajes Field AFB Terceira. This mid-Atlantic Portuguese base in the Azores, was a USAF refueling stop and USN Patrol Squadron deployment site for ASW tracking during the 70's Cold War. The remaining five VP-23 aircraft were deployed to NS Rota Spain.

After the crew's morning preflight checks, I gave a Patrol Plane Commander/Mission Commander [PPC/MC] briefing and our crew of 14 taxied out to the runway. 90 degree crosswinds on the single 15/33 runway were not uncommon especially during winter deployments at Lajes.

With checklists complete and tower clearance, our cockpit crew of 3 began our takeoff roll. It was my rotation in the left pilot's seat for this flight. I advanced 4 throttles calling for full power as the flight engineer provided backup. Our fully loaded aircraft accelerated gradually as I worked the controls against the turbulent crosswind. Co-pilot callouts followed: "airspeed" (indicator alive). "refusal" (not enough runway left to abort).



VP-23 aircraft home based at Naval Air Station Brunswick Maine

Mid-Atlantic Challenges (con't)

Suddenly the corner of my eye caught # 1 engine warning lights that had flashed on, accompanied by the flight engineer's call out "Chips Light #1". Quickly followed came power loss on #1 engine. Full rudder was required as the aircraft swerved on asymmetric thrust. We needed 10 more knots of airspeed for our calculated liftoff speed as the remaining runway began to shrink.

We three mentally pushed the Orion forward towards liftoff as I focused outside to keep us on the runway. Full power on engines #2, #3, #4 kept us accelerating until finally my copilot called out "rotate". I pulled the yoke back and we went airborne as the remaining runway disappeared under the wings. Challenge 1 met.

That strong crosswind now was sliding us airborne off runway centerline. Heavily loaded on 3 engines the rate of climb was sluggish. Challenge #2 was avoiding an oncoming church steeple slightly ahead. That steeple seemed to have grown taller as our aircraft was tracking with the crosswind that direction. I couldn't afford to lose rate-of- climb to slip in a significant turn adjustment. But I managed enough of a heading shift that the 3 remaining Allison turbo-prop engines did get us past and above the church steeple. Challenge 2 met.

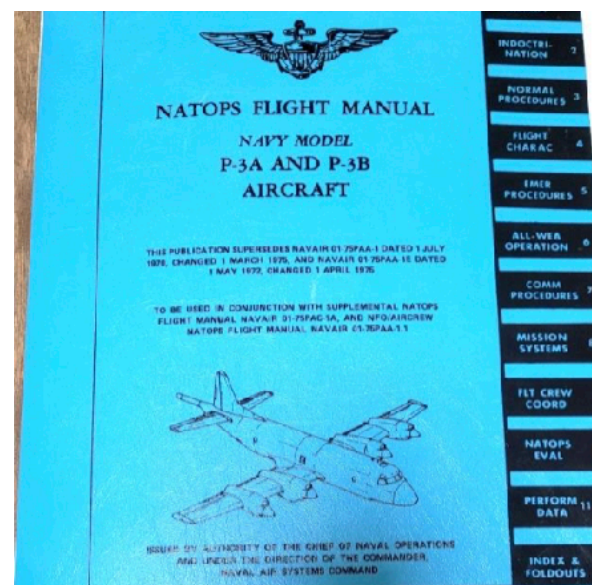
Safely over the open water, we followed NATOPS procedures and completed shutdown of #1 with required checklists and declared an emergency. With #1 prop now feathered, the aircraft had a better rate of climb up to a safe holding pattern altitude. We checked in with our Detachment OPS back at Lajes and gave a status update.

Now a hard decision had to be made.

Option 1 - A 3-engine landing right back at Lajes in that turbulent 90 degree cross wind.

Option 2 – Divert 1150 miles east to better weather NS Rota Spain – our approved military field alternate.

We put our heads together to consider Option 2 and the additional 3 hour over water transit on 3 engines. Not certain what other mechanical/fuel aircraft issues might still occur made it a considerable



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Mid-Atlantic Challenges (con't)

risk also. Another engine problem/failure(s) during a 3 hour over water transit could possibly lead to a required asymmetric 2 engine transit and landing or worse. Back on Option 1, we would need to dump fuel to attempt landing right back here. Once dumped we no longer had enough fuel for a switch back to a Rota alternate option. Then it would be Lajes engine out landing attempts only.

Squadron OPS communicated that it would be my PPC decision. Squadron would support either option as best they could. In the holding pattern, our cockpit and fellow officer crew conferred. We agreed with my decision to not add 3 hours to this emergency flight and instead attempt the 3-engine crosswind landing back at Lajes. It was a moment that I sensed we all had been prepared for by our Training Command and squadron training flights. That confidence was there even knowing the wind and weather that day was no friend to that decision.

Briefed for this emergency landing and with procedures reviewed, we dumped fuel down to a level for a safe landing but allowed for several wave-offs if necessary. It was now just Lajes AFB or bust. Our first approach for landing knocked us about. But with our adrenaline keeping us focused, we made that first attempt at that engine out crosswind landing the only one we needed. There were cheers in the cabin as we bumped along the wet windy runway on rollout and taxied back to the ramp. Challenge 3 met.

That flight was our unexpected check flight for NATOPS procedures, crew coordination, and piloting skills. Navy flight crews know that all flight missions come with risk and possible emergencies. For our crew, it reinforced the need for those NATOPS exams, simulator flights and crew training. When you add in good crew communication and decision making, you see why Naval Aviation for us was a challenging and rewarding way to serve this great country.

I served 8 years on active duty including tours with VP-23 & VP-31. Then I followed with 3 years served in the reserves with VP-69. I left the Navy as a LCDR and turned to a career in engineering at Hewlett-Packard Corvallis. I retired after 31 years with HP and live in Monmouth Oregon with my wonderful Brunswick Maine Navy wife of 46 years.

Mid-Atlantic Challenges (con't)



PPC/MC Jim Simila (back row-3rd from right) and VP-23 crew

Sails and Snails

Carl Christensen, USN '68

My service was with the black shoe Navy: *USS Sproston* (DD-577), *USS Renshaw* (DD-499), and *USS Manitowoc* (LST-1180); the highlight was a six-month WestPac deployment on *Renshaw* doing plane guard duty chasing carriers in the Tonkin Gulf, but with a week's duty as station ship in Hong Kong and about ten days on the gun line, mostly shooting at trees in the middle of the night except for one fire support mission for the Marines. *Renshaw* decommissioned and I joined *Manitowoc* in Philadelphia about a month after she commissioned, then took her through the Panama Canal to her new home port in Long Beach; no lengthy deployments, but two quick trips to Danang to pick up Marines and their gear. A shipmate on *Manitowoc* was Phil Janik, who later taught at OSU NROTC. Then grad school (Ph.D. Arizona, 1978) studying land snails in the southwestern US, Mexico, and Australia. Back home to Hawaii as a research zoologist at Honolulu's Bishop Museum, a job that ended in 1985 when the institution ran out of money and laid off most of its research staff. After a period of "What do I want to be when I grow up?" (not a fun task at age 40), I went to law school (J.D. Harvard, 1990), came back to Hawaii, and spent 10 years at a non-profit representing Native Hawaiians in land and water use disputes, mostly suing the State of Hawaii and its agencies and with one successful oral argument before the Hawaii Supreme Court. Then to DC as a staff attorney with Senator Inouye's Indian Affairs Committee (working mostly on Indian tribal water rights settlement bills), followed by a return to Hawaii to teach at the UH law school. I retired from that when the funding for my soft money position ran out and returned to Bishop Museum as a (mostly) volunteer research associate in the malacology (mollusk) section, where I still keep busy on a part-time basis. Biologists like to name new species after friends and colleagues, so there are species of snails named *christenseni* in Arizona (2), Australia (1), and Hawaii (1); my favorite lives among the Douglas Firs at the 8700 ft level in the Pinaleño Mountains of southeastern Arizona. Hardly a traditional career path, and certainly not what I would have predicted as a young ensign in June 1968!

*Editor's Note: Check out Carl's paper entitled "A note on the snail host of *Ascocotyle felippe* Travassos, 1928 (Digenea: Heterophyidae), a parasite of Hawaiian stream fishes 1"*

Just saying as a Marine there are words within that I had to look up!!

***Alumni Coordinator
Doug Neve USN '81***

The 2023 Beaver Battalion – Alumni Tailgater was held on October 14th, homecoming against UCLA. The Beavers carried the day 36 – 24 over the Bruins. Go Beavers! We had a total attendance of 146, up from 88 attendees in 2022. This is the second year we have hosted the event for the unit attendees. Many thanks to the Alumni donors who generously gave to support the tailgater. Thanks also to Midn. Payton Harty and his team for helping with the logistics!

One of our tailgater guests brought his nephew to spark an interest in the program. The young man was impressed enough to apply for acceptance into the OSU NROTC program. The tailgater would be a great way to introduce a young person to NROTC. We are considering making that a focus for the 2024 event.

If you already know of a young person who would be well suited for military service, please help recruit them into Naval ROTC. You can send them to the Oregon State NROTC web page to get started.

Don't forget to send me updated contact information if you move or change email addresses. Quite a few email addresses on file are work or military related addresses which become invalid as careers change.

Hope everyone is in good health and managing to make it through another winter. I hope to see you at a future Beaver Battalion event, such as the Spring Awards Ceremony or Commissioning.

Doug Neve
OSU NROTC Alumni Coordinator

Alumni Funding

Doug Neve

Fellow NROTC alumni and friends,

As an alumni organization, one of our primary missions is to support the NROTC unit. Thanks to the many efforts of Stan Smith, '72 over the years as well as our other alumni volunteer leaders, we've been able to reconnect generations of NROTC alumni with the unit and with one another.

There are **two funds** associated with the NROTC Alumni Scholarships – an **Endowment fund** and a **spendable account**. Both are maintained with the OSU Foundation. The endowed fund releases 4% of the funds annually to the spendable account. The Spendable Account is used to pay out the actual scholarships. The balance in the Spendable Account balance is managed by the Alumni Advisory Committee to provide the scholarship amounts and transfer excess funds to build the endowment fund.

As you may know, we aim to increase the NROTC Alumni Scholarship Endowment Fund to \$250,000. With the OSU Foundation's 4% payout rate, an endowment of this size would generate \$10,000 a year, enough to fully fund three \$3,000 scholarships for our midshipmen. We are currently about one-third of the way to our \$250,000 goal.

We've been successful in raising needed funds to support our midshipmen. The 2023 OSU Foundation Dam Proud Day was the most successful yet, raising \$14,000 from 41 donors including a generous matching gift challenge from RADM. Ret. Mike Sharp, '74. We appreciate the many of you who have participated in Dam Proud Day in the past and hope you will consider participating with a gift on April 26th this year. Together, contributions large and small make a great impact for our midshipmen—thank you.

Contributions may be made outright, over a period of years, or even through your estate. You have the option to contribute directly towards the endowment, or to create your own fund at the OSU Foundation in your family's name or to honor someone meaningful to you that's dedicated to NROTC scholarships.

If you would be open to further conversation, Terry Robertson and I would like to connect with you along with our representative from the OSU Foundation, Denise Harrison, who helps with scholarships.

Thank you for considering the NROTC unit in your charitable giving plans.

Doug Neve, '82
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Denise Harrison
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WE'VE LOST TRACK

We have unfortunately lost track of the following alumni due to invalid email addresses. If anyone knows or has contact information for those in the list below, please have them contact us at dneve9876@gmail.com or <https://nrotc.oregonstate.edu/webform/update-your-information> to provide an update.

ALBELO, JASON	1996
ANDERSON, STEPHEN D	1975
ANDERSON, TOM	1956
BAIN, RALPH	1954
BORGEN, ARLEN	1956
BURNS, COLBY	2010
DIANOVICH, KENNETH	1989
GRIZZELL, TIMOTHY	1992
GUNZEL, CHARLES	1986
HARDIE, JAMES	1959
HOOD, CHARLES	1969
JACOBSON, CARL	1958
JEE, STUART	1993
KIRBY, NICHOLAS	1974
LAMBERSON, PHILLIP	1965
LEIDICH, RAY	1959
LEWIS, MICHAEL	1989
MCEACHEN, DAVID	1964
NELSON, ROBERT	1965
OLMSTEAD, DEVIN	2015
PERKINS, DANA	1991
PINDELL, TRAVIS	1995
POTTER, NATHAN	1993
ROHRER, TIM	1990
ROULEAU, ROGER E.	1979
STIGER, CLINTON	1965

BEAVER BASEBALL

Stan Smith, USMC '72

Beaver Baseball is returning to Surprise Arizona again! I invite you to the 2nd Annual OSU NROTC baseball tailgater at 2 hours before the kickoff game on **Friday February 18th** (Just a few days AWAY) The tailgater will be in the parking lot adjacent to the Kansas City Royals clubhouse on the 3 rd base side of the field. Look for the US Navy and US Maine Corps flags on our 20' flagpole. It will be drinks and snacks due to the tailgater starting at 1000 and the first Beaver game at 1200 Noon Mountain time. I will provide the soft drinks and munchies and you need to BYOB (alcohol) if you desire. Tickets are all General admission (sit where there is an empty seat) and are available at the gates or:

<https://www.surprisestadium.com/events/college-baseball> We will

attempt to sit in a group behind the Beaver team on the 3 rd Base line if you desire.

Hope to see you at the game.

Stan Smith '72 Marines, srsmith772@gmail.com

Farewell Shipmate

Robert Charles Sanders OSU NROTC Class of 1966

Robert Charles Sanders, was born in December 1942 in Anaconda Montana. After completing his education at Anaconda High School, Robert joined the Navy ROTC and attended Oregon State University, where he graduated with a B.S. degree in Engineering Physics in 1966. Following graduation, he continued his studies, earning a PhD in Nuclear Engineering from The Massachusetts Institute of Technology. In 1970, upon completion of his studies, Robert married his wife of 53 years, Roberta Sanders (Dailey), and reported to duty as a Junior Officer of the US Navy in Washington, DC. Robert would work in Naval Reactors, under the directorship of ADM H.G. Rickover, designing advanced nuclear propulsion plants for future navy submarines, until leaving the Navy in 1975.

Robert passed away in August 2023.



Farewell Shipmate

John Clarence Bowne USN '56

John was born in May 1934 to John and Gertrude Bowne in Aberdeen, WA. He was an only child. John attended a number of schools as the family moved many times around Washington and Oregon. He briefly attended Grant High School in Portland, OR, before the family moved to a farm near Drewsey, Oregon. He attended high school in Vale that year. The next move was to Oregon City where John graduated from Oregon City High School in 1952. John enrolled in the NROTC program at Oregon State College (OSC), joined the Sigma Phi Epsilon fraternity and graduated with Bachelor of Science degree in Electrical Engineering degree in 1956.

It was during his studies at OSC that he met Kathryn Kroeger, his future wife. Making that happen took some years. He spent his service years in the Navy on the USS Helena. As he wound down his service years, he located Kathryn in Albuquerque, NM. They were married in May 1959, a few weeks before he completed his Navy service.

John passed away in January 2024.



OSU NROTC ALUMNI WEBSITE

<http://www.osu-nrotc-alumni.us/>

Editors Note

Following discussions with CAPT. De Pree and the Alumni Group we decided that we will publish 3 Alumni Newsletters each year. These will 'appear' in February, June, and October. I'd like to have your inputs by the start of those months.

Thanks to those who have contributed the articles included within. And "YES" inputs from current midshipmen and especially recent grads are welcome!!!

OK!! I'm officially out of articles for the June newsletter.

Email me at kencollier73@gmail.com

Semper Fi

Ken

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Terry Robertson '67 USN
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[Click here for Alumni Web Site](#)

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