OK, plans for the reunion in Olathe, KS are coming together. The hotel is secured, and details for registering will be outlined by Tom McMahon in his presentation to this newsletter. I feel very good about the activities that are planned, and hope everyone will participate in all of them, and PLEASE take the time to do the enclosed survey.

Since the deactivation of LORAN, and, I think, the VOR’S, navigation on land and air will be completely taken over by GPS. And, from what I read, GCA (controller talk down) will be a thing of the past also within a few years. I hope those satellites keep orbiting. I might add, that my experience as a pilot, using both LORAN and GPS, it was hard to differentiate a lot of difference between the two. Lets hope the VOR’S, navigation on land and GPS, it was hard to differentiate a lot of difference between the two. Lets hope and details for registering will be outlined by Tom McMahon in his presentation to this newsletter. I feel very good about the activities that are planned, and hope everyone will participate in all of them, and PLEASE take the time to do the enclosed survey.

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The reason for the above paragraph is our Associations GCA/ATC name. There won’t be any more GCA folks, hence more reason to attend our "last" get together. The reason for the above paragraph is our Associations GCA/ATC name. There won’t be any more GCA folks, hence more reason to attend our "last" get together. The reason for the above paragraph is our Associations GCA/ATC name. There won’t be any more GCA folks, hence more reason to attend our "last" get together. The reason for the above paragraph is our Associations GCA/ATC name. There won’t be any more GCA folks, hence more reason to attend our "last" get together.

Some personal information. I joined the Navy from South Dakota July 1, 1957. I wanted to fly (be a pilot), but, since my education voided that, I became an ACW, radar watcher on Willie Victors (WV-2’s) for my first enlistment. This rating came via Norman Oklohoma for Airman Prep School and NAS Glynco GA for the radar training. Then to VW-11 at NAS Patuxent River. VW (AEWRON ELEVEN) became permanently stationed at Argentina, Newfoundland (Not Argentina) in May of 1958. Our mission: to detect hostile aircraft infiltrating the U.S. (this is the time of the Cold War). I personally flew on 180 Barrier flights in a rectangle between Argentina and the Azores Islands. Others made more trips, but I ended my first enlistment in September 1960, a day before my 21st birthday (Kiddie Cruiser). I personally feel, we in the AEWRON community, did not get our just dues, RECOGNITION, for our part in the cold war. There were many lives sacrificed. At least one Willie Victor never made it back to Argentina, and there were many accidents (crash’s) both in the Atlantic and Pacific. Obviously weather was the main factor (we WENT pretty much whatever), but there were other incidents, mechanical and bizarre. Oh, I met and married my wife Nina in Newfoundland too. Coming on 57 years ago. Who’d of thought! This first enlistment was the highlight of my career!!!

Anyhow, after 11 months of attempting to ranch with my Dad, rejoined the Navy, and got my CTO (Olathe closed, school moving to Glynco) at NAS Patuxent River. Then, NS Keflavik, NS Argentina again as controller, finally GCA and “B” school back at NS Glynco, GA where I had my ACW school in 1957/8. So, I never saw Olathe for school, nor a GCA unit, just RATCC’s. Wound up next at NAS Whidbey Island, attended ADCOP for 2 years at Palomar JC, San Marcus, CA, USS Kitty Hawk for 3 years, 2 deployments, and finally ended my career at NAS Lemoore, CA. July 31, 1982 where we still reside, just outside the town of Lemoore.

That’s my story, and I’m sticking to it!! I know too, that all of you have stories that need to be told and written down and shared with all of us. My story is unique, but so are yours. Lets have a great attendance, and a great time at Olathe, probably the last meeting of this organization.

— Kent

An Irish Joke

Paddy had been drinking at his local pub all day and most of the night, celebrating St Patrick’s Day. Mick, the bartender says, ‘You’ll not be drinking anymore tonight, Paddy’. Paddy replies, ‘OK Mick, I’ll be on my way then’. Paddy spins around on his stool and steps off. He falls flat on his face.

‘Damn’ he says and pulls himself up by the stool and dusts himself off. He takes a step towards the door and falls flat on his face, ‘oh bloody damn!’

He looks to the doorway and thinks to himself that if he can just get to the door and some fresh air he’ll be fine. He belly crawls to the door and shimmies up to the door frame. He sticks his head outside and takes a deep breath of fresh air, feels much better and takes a step out onto the sidewalk and falls flat on his face.

‘Bi’ Jesus... I’m in bloody trouble,’ he says.

He can see his house just a few doors down, and crawls to the door, hauls himself up the door frame, opens the door and shimmies inside.

He takes a look up the stairs and says ‘No bloody way....’

He crawls up the stairs to his bedroom door and says ‘I can make it to the bed’. He takes a step into the room and falls flat on his face. He says ‘damn it’ and falls onto the sidewalk and falls flat on his face.

‘Bi’ Jesus... I’m in bloody trouble,’ he says.

The next morning, his wife, Jess, comes into the room carrying a cup of coffee and says, ‘Get up Paddy. Did you have a bit to drink last night?’

Paddy says, ‘I did, Jess. I was bloody pissed. But how did you know?’

‘Mick phoned ... You left your wheelchair at the pub.’

Contributed by Mike Butcher
**ASSOCIATION DUES**

1 yr - $15  3 yr - $40  5 yr - $60  Life - $130

Checks payable to **USN GCA/ATC Assn**

**Mail to:**  
ED BROWN  
2720 E 4TH ST. APT. 516  
NATIONAL CITY, CA 91950-3082

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**FINANCIAL STATEMENT**  
**12/31/2015**

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

Edward S. Sisson left us Nov. 30, 2015, two days before his 86th birthday. He was born in Pittsfield, Massachusetts, son of Harry D. and Viola S. Sisson. While attending Pittsfield High School, he filled in as a hired hand on two dairy farms because the older men had been drafted for WW II. He also spent three summers before graduation as counselor at a camp for boys, meeting Kathleen Whiting at this time. They married in 1951, a marriage that lasted 64 years, filled with adventure, travels, children and grandchildren.

He joined the Navy in 1948 following high school graduation. After 22 years of active duty service, he retired in 1970 as senior chief. During most of his Navy years, he worked as an air traffic controller and was stationed in Texas, Kansas, Maine, California and Hawaii as well as on the aircraft carriers USS Ticonderoga and USS Kitty Hawk. He was extremely proud of his Navy career, especially enjoying his time and shipmates on the Kitty Hawk. He frequently reminisced about his adventures in the Navy.

After retirement from the Navy, he worked as an air traffic controller for the Federal Aviation Administration in California and transferred to Fairbanks in 1974. He retired from the FAA and worked briefly at the University of Alaska Fairbanks Geophysical Institute.

He pursued many hobbies and activities outside of his professional life. He earned private pilot, commercial and flight instructor ratings. He was an avid photographer and graduated from UAF with a bachelor of arts in journalism in 1981. A skilled craftsman, he made major improvements to the family home wherever assigned; in Alaska, he designed and managed construction of two homes, two cabins and one garage in the Ester area. He was also a skilled woodworker, recently turning his creative energy to models of construction equipment. He was a long-time supporter of Ester Volunteer Fire Department and the Fireplug Sled Dog Race. He is survived by his wife and daughters, Deborah (John) Salvestrin, Karyn Holder, Kathleen (Joe) Nava; sons Bill (Barbara) Sisson, John (Vevy) Sisson, and grandchildren Elang and Scarlett, and sister Sandra Smith. He was predeceased by his parents, son Richard and sister Deborah Sisson.

Husband, father, grandpa, brother, uncle, friend - he is greatly missed. The family plans a celebration of life in the spring. In lieu of flowers, please consider a donation to Ester Volunteer Fire Department.

Published in Daily News-Miner on Dec. 21, 2015

**Robert G. Del Moral**, Master Chief Air Traffic Controller

The following note was received by Chaplain Tom McMahon on 11/25/2015. No obituary has been found.

“IT is with a great deal of sorrow that I pass on to you the word of the passing of Master Chief Air Traffic Controller Robert G. Del Moral.

Please keep his family in your prayers. I have no other details at this time, but will attempt to update you as I hear more.” His daughter Jeanne called me this morning and told me of his passing at 12:02, Wednesday November 25, 2015 after a long battle with Alzheimer’s Disease. Although expected, it is still a shock. He died just 2 minutes into his 80th birthday.

His wife, Noreen, is in a nursing home, suffering the aftermath of a stroke that occurred some years ago.”

Jess Davis, Jr, ACCM, USN (ret)
Larry Bruce Gindling, age 78 of rural Neosho, MO, passed away at 7:50 a.m. on Thursday, August 13, 2015 at Mercy Hospital Emergency Room in Joplin after a sudden illness.

Born August 12, 1937 in Joplin, he was the son of the late David and Jane Manning and lived in the Joplin area his lifetime, with the exception of his service in the military. He was a 1956 graduate of Joplin High School. Larry was a 20-year retiree of the U.S. Navy holding the rank of Chief Petty Officer. A Vietnam War veteran, he received the Bronze Star. He was stationed in Virginia and abroad on the U.S.S. Independence, an aircraft carrier, as an air traffic controller. In 1975, he began his career with Allgeier, Martin & Associates, retiring in 2008. Larry was an avid nature lover, fisherman and great gardener.

On November 28, 1959, he married Ruth Adelaide Delpriore in Buffalo, NY. She survives.

Additional survivors include two daughters, Gwyn Hartsfield and husband Mike of Bella Vista, AR, Shiela Yingst and husband Stanley of Noel, MO, Larry Robert Gindling and wife Nina of Neosho; six grandchildren, Ashton Whitledge of Sarcxie, MO, Ryan Murray of Gravette, AR, Nicholas and McClay Hartsfield of Bella Vista, Leonard and Maile Gindling of Neosho; nine great-grandchildren; and a stepmother, Yvra Manning of Berkeley, CA.

In addition to his parents, Larry was preceded in death by two sisters, one brother and his stepfather, Guy A. Greenwell. Guy was known as the “bird man of the Ozarks” and was the first man to raise a bald eagle in captivity, as well as 75 other species of birds. Guy was also a curator of the San Diego Zoo and curator of birds at the Smithsonian. Larry held a special place in his heart for him.

Memorial services with military honors will be held 11:00 a.m. Wednesday at Parker Mortuary, after which, the family will receive friends. Cremation arrangements are under the direction of Parker Mortuary. Memorial contributions may be made to either Neosho National Fish Hatchery or the International Water Fowl Association.

Chief Wilbur Lloyd “Red” Finders, 86, of Olathe, KS passed away July 30, 2015 at Vintage Park of Gardner, KS. Funeral service will be held 3:00 pm Mon., Aug. 3, 2015 at Bruce Funeral Home, Gardner, KS (913) 856-7111. Burial at Antioch Cemetery, Spring Hill, KS. Visitation 2:00 pm before the service also at the funeral home. Memorial contributions may be made to the Wounded Warriors Project. Condolences may be left at www.brucefuneralhome.com

Wilbur was born in Illinois on March 16, 1929 to Rev. Alvin and Mrs. Finders. He grew up in Iowa. Red married Patricia Marie Karnes in 1948 and May Bell Finders in 1969. He served in the US Navy during WWII, the Korean War and the Vietnam War. Red was an air traffic controller on the USS Kitty Hawk and the USS Kearsarge. He was instrumental in writing the Navy manual for air traffic control and trained pilots. Red was a pitcher for the Navy softball team and played all over the world. He retired from the Navy on June 3, 1966. After retirement from the Navy, Red worked for the US Postal Service, was a hog farmer and truck driver for Fordyce. He was a member of the Teamsters Union, the Olathe Am. Legion, and the Christian Race Car Drivers Assoc. Red became a member of AA in 1976 and was sober for the rest of his life. He was an avid race car driver with his son Mike.

He was preceded in death by his wives, parents; sons: Frank and Mike Finders; granddaughter Shannon Winters and great-grandson Collin Winters; siblings: Frank, Allen and Ruth Finders. Red is survived by his daughters: Patricia and husband Fred Winters, Gardner, KS and Shirley and husband David Gooch, Olathe, KS; 14 grandchildren; 24 great-grandchildren and 2 great-great-grandchildren.

Richard Nelson Carpenter - Born 12/06/1930, Died 10/01/2012

Richard was born in Detroit, Michigan to Robert and Jennie Carpenter. He grew up in a large and loving family with brothers Robert, Norman and Kenneth and sisters, Kathryn and Harriett. He graduated from Redford High School and began what would be a 28 year career in the US Navy. He served proudly as an Air Traffic Controller at 9 duty stations and on 2 aircraft carriers and attained the rank of Senior Chief Petty Officer.

He met Agnes Wooten in Washington DC and they were married in 1954. They were blessed with three children who survive him: Renee (John) Hotes, Robin (Justine) Carpenter and Russell Carpenter. After 41 years of marriage and countless moves, his partner and supportive navy wife predeceased him in 1995. He joyfully welcomed two grandchildren into the family: JR and Jessica Hotes. He watched with pride as they grew into young adults and he loved them dearly. He is also survived by his sister Kathryn Richardson, brother Kenneth Carpenter and a host of loving nieces and nephews.

He was blessed again with companionship and love when he welcomed Marian Caulkins into the family. They shared 15+ years in which she stood by him in both joyful and trying times. This relationship expanded his family to include step-daughter Nancy.
(David) Wise, 4 step-grandsons: David (Aubrey), Joey (Alicia), Daniel (Raeleen) and Jacob, and 3 great step-grandchildren: McKenna, Elijah and David. He always cared for his expanded family as if they were his own.

Richard found great pleasure in helping his family, tinkering with cars and trying his hand at building/repairing anything he set his mind to. He loved driving his restored 69 Olds Cutlass convertible, appropriately nicknamed “Ricky”. After his retirement from the Navy, he returned to school and received his bachelor’s degree in Transportation and Logistics from UNF. Post retirement he worked for Purolator Courier and the FAA Hilliard Air Traffic Control Center.

Services will be held at Christ Episcopal Church (400 San Juan Drive, Ponte Vedra Beach) on Thursday, October 4th (Today) at 1:00pm. Graveside services will be at Jacksonville Memory Gardens, 111 Blanding Blvd. Orange Park, FL, Friday, October 5th at 11:00 am. The family requests that, in lieu of flowers, donations be made to the Nease High School NJROTC (10550 Ray Road, Ponte Vedra, FL 32081) in order to support youth in their endeavor to learn about Naval Science, instill discipline and pride in themselves and in their country.

Arrangements by Corey- Kerlin, 940 Cesery Blvd., Jacksonville FL

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**2016 FINAL?? REUNION**

**Embassy Suites and Conference Center**

10401 S. Ridgeview Rd

Olathe, Kansas 66061

The brand new stylish, full-service 4-Star hotel is situated at the intersection of K-10 and I-435, in the heart of Olathe’s business and retail district, just 15 miles from downtown Kansas City, and enjoys convenient highway access to many restaurants, bars, attractions and shopping options. Hotel amenities include suites with microwave, refrigerator, and Wi-Fi; complimentary full service breakfast; free evening happy hour with choice of beverages and snacks.

**September 7 – 11, 2016**

(Hotel check-out on the 11th)

Hotel registration cutoff date August 7, 2016

Our Group Rate is $119 plus taxes per night, but you must use the three-letter Group Code GAC (not a misprint) when you register. Taxes are nearly $20 per night, but the Association will refund all taxes if you register by 7 June.

**NOTE:** Making your hotel reservations early to avail yourself of the tax reimbursement offer is LOW RISK because customary Hilton cancelation policy applies; you may cancel without penalty by 6 PM (1800) 24 hours prior to check-in.

**Hotel Registration**

By phone at (913)353-9280 (direct to hotel) or Hotel Reservations 800 EMBASSY (362-2779) or online at http://www.kansascityolathe.embassysuites.com

Enter the dates of arrival and departure for room reservations. Dates or room types chosen outside of the block will not be available at the group rate.

Click the add special rate codes box and enter the three letter code GAC in the Group code: box.

Click the red Check Rooms & Rates button.

Complete the reservation information and include a credit card to reserve the room(s). A credit card is required to reserve a room. The hotel does not recommend use of a debit card for reservations or charges.

If you have a problem making your reservations by phone or on-line, Contact Rhea Hayes, Sales Manager at (913) 353-9334. Handicap rooms are available upon request.

**Reunion Registration and Banquet Payment**

The Reunion registration cost is $20 per person, and the banquet is $40 per person. To expedite payment of Reunion expenses, please complete payment of $60 per person in advance. (Preferably when you make your hotel reservation.)

ALL monies (checks) should be made payable to the GCA/ATC Olathe Reunion and mailed to:

ED BROWN

2720 E 4TH ST. APT. 516

NATIONAL CITY, CA 91950-3082

**Reunion Activities Survey**

To help Reunion leadership to plan extracurricular activities, we need your input and have developed a survey that will help
determine what your interests are. It is available and free but limited to 100 responses. I is accessed by going to the website Reunion page or by going to https://www.surveymonkey.com/r/HSVV6YW. As a last resort, mail a copy by clicking here for a printable PDF.

If you receive the OGP by mail, there is a copy included with instructions for mailing.

**Current Schedule**

*Some events may be adjusted later based on survey results.*

| Wednesday 9/7/2016 | check in / register  
<table>
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<tbody>
<tr>
<td></td>
<td>(Golfers can check-in a day earlier and play golf on Wednesday as done in the past; the $119 rate and tax reimbursement for the extra day still applies)</td>
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| Thursday 9/8/2016 | continue check in  
<table>
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<tbody>
<tr>
<td></td>
<td>Self-shopping, touring and relaxation, but be back in time for the Complimentary Reception every evening that features free snacks and beverages for guests</td>
</tr>
</tbody>
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| Friday 9/9/2016   | Morning  
<table>
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<tbody>
<tr>
<td></td>
<td>(If there is at least 50 persons who respond in favor on the survey) WWI Museum (the only one in the U.S. and said to be the “Number One attraction in Kansas City”) by bus ($25 per person—bus and senior ticket to the museum—need at least 40 or 50 to sign up (letter or email to Tom McMahon)</td>
</tr>
</tbody>
</table>
|                   | Afternoon  
|                   | Self-shopping, touring and relaxation (but don’t forget the Complimentary evening Reception) |
|                   | Late Afternoon  
|                   | possible Association meeting  
|                   | (possible change because of Johnson County Old Settler Days and the Saturday morning parade at 10 AM (1000) said to be the biggest in Kansas and a lot of activities to follow). |

| Saturday 9/10/2016 | Morning  
<table>
<thead>
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<tbody>
<tr>
<td></td>
<td>GCA/ATC Association meeting if not rescheduled</td>
</tr>
</tbody>
</table>
|                   | 10 AM (1000)  
|                   | Olathe Settler Days Parade(on your own) |
|                   | Afternoon  
|                   | (Open) Olathe Settler Days |
|                   | 6PM (1800)  
|                   | Pictures and Banquet |

| Sunday 9/11/2016  | Check-out |

---

I've had this since last August, waiting for room in the OGP – RonS, editor.

**Birth of Radar and GCA**

Having been bombed by German aircraft in WW1, Britain had done considerable work on detection methods prior to WW2 and had gradually settled on radar as the best method. She had good long range radars by 1940 but they were large and ground based. Radars for ships and aircraft needed a small high power transmitter that was not available.

H A H Boot and John T Randal were working on a detection device and they needed a microwave generator to provide signals for them to detect and they had started to build a magnetron to provide the signals. The magnetron was a crossed field device invented in 1920 by Albert Hull of GE Labs and adapted for micro wave generation by others.

Boot had read of the Hertz loop in or near an electric spark that would oscillate at a frequency that would produce a wavelength 7.94 times the loop diameter. He reasoned that a loop or cavity diameter would behave the same way and the resonant-cavity magnetron was born. Boot and Randal built a magnetron that had six cylindrical cavities, all 1.2 centimeters in diameter, evenly spaced around a cylindrical cathode. Electrons had to travel through a magnetic field to get from the cathode to the anode that contained the cavities. When a negative pulse was applied to the cathode, electrons followed a curved path to the cavity areas and the cavities quickly sprang into oscillation at a frequency determined by the cavity diameters.

Soon after the Boot Randal magnetron, Henri Gutton of France showed up in England with a similar design invented by Maurice Pomte, this just as Paris was falling to the Germans. The Pomte design had an oxide coated cathode that could deliver more
power.

Also at this time, Sir Henry Tizard got permission from Churchill to form a committee to go to America to exchange technical information. His committee carried drawings and a copy of the resonant cavity magnetron. The Tizard committee had much more to offer but the magnetron was the thing that would help most in winning the war, especially the Battle of the Atlantic.

American Vannevar Bush wanted to form a National Defense Research Committee, NDRC, and wrote a one page description which he presented to President Roosevelt and FDR signed it and told Bush to get to work. Bush was president of the Carnegie Foundation and called the presidents of Harvard and MIT and conferred with Alfred Lee Loomis, millionaire inventor who later invented loran navigation. Loomis would be a key man in the NDRC beginning with its’ consultation with the Tizard committee.

The Tizard Committee arrived in Washington on 22 Aug 1940. They showed NDRC members how the cavity magnetron worked at the Loomis laboratory and gave the working copy to NDRC. Bush and Loomis decided that radar would be developed by MIT and the Radiation Lab was created there.

Physicist Louis Alvarez of the MIT Radiation Lab conceived and managed design of the Ground Controlled Approach system that I worked on in the Navy. It was a marvelously reliable system when properly maintained and that was my job. A search radar operator would find the aircraft, give it identification turns and direct it around a pattern and turn it into the final approach at about 7 to 10 miles where the final controller took over with precision radar. He gave occasional course corrections then talked continuously from 3 miles on in to the touchdown point. Our aircraft would hit glide path at a little less than 3 miles and start decent. An elevation operator controlled a meter that told the final controller how many feet the aircraft was above or below glide path. Our scopes always showed runway centerline and touchdown reflectors so we knew with certainty where the aircraft should go.

The history comes from THE INVENTION THAT CHANGED THE WORLD by Robert Buderi and he says that the GCA story is told by Arthur C Clarke in GLIDE PATH. Alvarez took a GCA system to Britain and trained British personnel and left the system to Clarke and Glide Path is the story of that system.

It was the physicists who designed the first radars, not radio or electrical engineers as one would expect. Physicists understood radiation and the crossed field magnetron better than other disciplines.

Alvarez was an expert cyclotron operator under its’ inventor Earnest Lawrence. Both of these men received Nobel Prizes for their work in physics, Lawrence for his invention and Alvarez for creating the hydrogen bubble chamber that he used with the cyclotron for high energy experiments. They both worked at U Cal Berkley, Alvarez going to MIT Rad Lab during the war.

Inventing GCA was kind of a sideline for Alvarez. He soon moved on to the A bomb project under Oppenheimer at Los Alamos and flew with the instrument aircraft of the first bomb drop. He learned to fly while inventing GCA and was licensed and owned his own plane. He proved the GCA concept by talking a Navy pilot down by optical methods before constructing the radar system. He solved the side lobe problem with the dipole arrays of the azimuth and elevation antennas. It had been a very difficult problem and he conferred with Loomis on this one. He was a busy man. I got his auto biography from East Jefferson Library.

There is yet another note to the Alvarez greatness: He and geologist son Walter and Frank Asaro and Helen Michel discovered a thin layer of iridium at the 65 million year ago level of the earth’s crust. They published a theory that the iridium deposit was caused by dust kicked up by impact of a big iridium rich meteor and the dust cloud caused the mass extinction that killed so many animals of the K/T extinction. The theory proposed in 1980 has gained wide acceptance. A big impact crater has supporting the theory has been found. The Alvarez group Impact Theory is much discussed in The Mass Extinction Debates assembled by William Glen. There have been many mass extinctions in the history of life on earth.

Wish I had known the radar history while working GCA. I would have been even prouder. The rest of the Navy accused us of believing we were God’s Chosen Apostles. We thought we were really good and we were.

Rex Webb
Navy Boot Company 9-47
Electronic School Company 8-48
Submarine School and duty Becuna SS 319
GCA School NAS Olathe Kansas Feb 49
NAS North Island Radar San Diego Ca
Barbers Point NAS GCA Oahu Hawaii
Hensley Dallas NAS GCA

On the next page, I have included a letter that I received last year from the spouse of Robert Wilber – she also included a couple of pictures of the USS NOBLE APA218, an RD3 patch (yep – Radarman, but he eventually became an AC) PLUS a booklet that I am in the process of converting for inclusion on our web site. I've included a thumbnail of the front and back covers and the inside cover. It is a total of 36 pages + the outside cover, and that block of text on the inside cover is:

ISSUED BY AVIATION TRAINING BRANCH
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
U. S. NAVY - I954 - NAVAER 00—800—45
Dear Ron,

I just received the summer-fall copy of “On Glidepath.” My husband Robert Wilber lost his battle with Lymphoma in July 2007, but I enjoy reading the newsletter and once in a while I see a name I recognize.

Bob was stationed at Atsugi from 1954 to 1956, when we knew Fred and Frieda Green. Our first daughter, Barrie was born at the Olath General Hospital. We actually stayed with the Greens for a couple days when we met Fred’s sister, Flee who eventually married Tom McMahon. We’ve kept in touch all these years.

I have a scrapbook that Bob made as a young sailor. I’m enclosing a few photos. If you’re interested in a sailor’s life in 1949-50 on the “USS Track,” during the Korean Conflict and Inchon Landing, I’ll take the rest of the photos out of the scrapbook and send them to you. Bob wrote the names of the other sailors in the photos.

Sincerely, Thelma Wilber
Final Approach

It’s the year of the Presidential Election

I want to be totally fair, so here’s a couple of political cartoons that I found.

But most important:
GET OUT AND VOTE!!!

Just in time for Super Bowl 50

These two were borrowed from AMERICAN LEGION MAGAZINE.