



ALL AHEAD FULL



THE NEWSLETTER OF THE BALTIMORE COUNCIL, NAVY LEAGUE OF THE UNITED STATES

SUMMER 2018



FROM THE BRIDGE

Spring is often the busiest season of the year for the Baltimore Council

and 2018 was no exception. There were events to attend, awards to present, new members to be recruited, projects to be planned, more than enough to keep us active and involved.

Perhaps most exciting was the debut of the new Baltimore Council web site, now up and running as a 21st Century link to what we do and how we do it. I suggest that you check it out ASAP and advise your friends and associates to take a look. The Internet address is www.navyleaguebaltimore.org. There you will find all the information we have to communicate including electronic issues of this newsletter, both the current and past issues, and links to the national headquarters of the Navy League, the Sea Cadets, and other organizations with which we share common interests.

On the high seas, our Navy is still beset by problems, the result of several years of downsizing in financing, equipment and facilities, and personnel. The second of the Zumwalt Class of super destroyers is "swimming." But the issue of their armament has yet to be fully resolved. And now, the Gerald R. Ford Class of aircraft carriers is undergoing close examination because of difficulties with the propulsion system. The lead ship of the class (CVN-78) was recently forced to return to port because of a malfunctioning bearing. It's one of those "for the loss of a nail the shoe was lost" situations. One relatively small item in an elaborate mechanism

can lead to the kind of failure that could, if undiscovered and unrepaired, might produce a calamitous outcome.

The good news is the announcement by the Chief of Naval Operations that the 2nd Fleet is being reactivated for duty off the Atlantic Coast and beyond. It's a strong indication that the current administration is committed to reversing the policies of the recent past and allow the Navy to more vigorously pursue its mission in defense of the republic. It will also provide opportunities for recruitment and training of new personnel to crew the aircraft carrier, cruisers, destroyers, submarines and support vessels that will form the fleet.

The Sea Cadets units, sponsored and supported by the Baltimore Council, are still growing and maturing. You'll read more about them later in this issue; also about the former U.S. Navy fighter pilot who saved almost all of those aboard a commercial airliner when it was forced to make an emergency landing following the explosion and loss of one of its two engines.

Read on. As always your comments and observations are welcome. We depend on you, our members and friends, to assist us in fulfilling our mission which was, is, and ever shall be "Support of the Sea Services." ⚓

Warmest regards,

*COL (MD) Alan Walden
President and Life Member*

Singled Out

Honors for Special Achievement

Spring is traditionally the time of year when the Baltimore Council presents its special awards to those of the sea services and the Sea Cadets. This year there were celebratory events at the Coast Guard Yard, the NOSC, and several high schools in the Baltimore metro area. And, for the first time ever, the Theodore Roosevelt Youth Medal was presented to a member of the Ft. McHenry Division, United States Naval Sea Cadet Corps.



Franklin, Nuth, Walden

The honoree was (and is) Cadet Chief Petty Officer Jeromy Fajardo who was judged by his superiors to be the best of the best in a unit that has grown beyond expectations over the past several years. For his extraordinary performance, CPO Fajardo received the medal, a ribbon bar with star to be worn with other decorations, and a special certificate to make note

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National Maritime Day Saluting the Merchant Marine



After a week of seemingly endless rain 20 May dawned sunny and unseasonably hot as a crowd gathered at Pier 13 on Baltimore's Canton waterfront for the annual celebration of National Maritime Day. A number of maritime related organizations had set up shop under the welcome shade of a large tent in the shadow of the great white ship on which the official ceremony would take place. N/S Savannah was the only nuclear powered cargo/passenger vessel ever built as a short lived experiment in the use of atomic power for merchant ships. She was named for and began her brief operational life on the anniversary of the date in 1819 when the first vessel named Savannah set sail from the United States for a first ever transatlantic crossing under power. No longer enslaved by the vagaries of nature, wind and tides, S.S. Savannah changed



Lacy, Walden

seaborne commerce forever after. The holiday was created in 1933 to salute that signal achievement.

Alan Walden was, as he had been for several years, master of ceremony for the event. The keynote speaker was Rear Admiral Mark H. Buzby, USN-retired, now head of the United States Maritime Administration who spoke of the debt owed by the nation to merchant mariners, the



Walden, Loring

often unsung heroes of the high seas, who keep the goods and, when necessary, the personnel, flowing in peace and war. And he also decried the shrinking of the U. S. flagged merchant services; fewer than a hundred vessels that regularly sail under the Stars and Stripes. Other participants, speakers, and honored guests included CAPT Joe Loring-USCG, newly arrived commander of Sector Maryland-National Capital

Region and captain of the Port of Baltimore; CAPT Tasya Lacy-USN, commanding officer of the Navy Operational Support Center; Dave Thomas, Deputy Executive Director of the Maryland Port Administration; and Mike Reagos, Past-Chairman of the Baltimore Port Alliance. Virtually all paid tribute to the memory of the late Helen Delich Bentley, former journalist, maritime administrator, member of congress, and fervent champion of the Port of Baltimore, its history and its future. The commercial port was renamed in her honor several years ago.

The ceremonies concluded with the dropping of a memorial wreath into the waters of Baltimore Harbor in honor of those merchant mariners who lost their lives in service to the nation. At that moment, eight bells were struck by CAPT Lacy to signify the end of watch. ⚓

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of his outstanding contributions to the unit.

Baltimore Council President Alan Walden made the presentation and offered brief remarks regarding both the Sea Cadets and its historic link to the Navy League of the United States. Also on deck as members of the NLUS contingent were Capt. Eugene Nuth, chair of the council Youth Committee, and LCDR Rolanda

Franklin who serves in a dual capacity as both a member of the board of the Baltimore Council and regional director of the Sea Cadets. Host for the event was LTJG Eric Banks, commanding officer of the units who also presented a series of other awards and promotions.

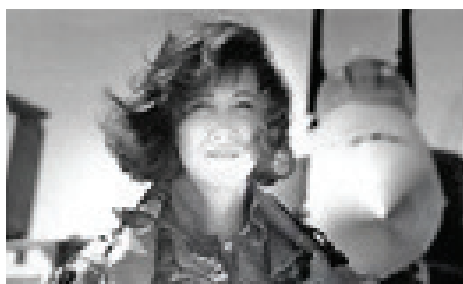
The Baltimore Council is the lead sponsor of the combined Ft. McHenry Division / Training Ship Constellation units of the Sea Cadets. ⚓



Walden, Fajardo, Franklin, Nuth

Bravo Zulu

“Nerves of Steel”



Tammie Jo Schults

by Alan Walden

In a world sadly bereft of heroes it's refreshing when someone like Tammie Jo Schults flies into our lives. A 1983 graduate of MidAmerica Nazarene University in Olathe, Kansas with a degree in biology and agribusiness Tammie Jo always wanted to fly. She tried to get into the Air Force as a pilot candidate and, when they said no, she turned to the Navy where she earned her wings. Tammie Jo was one of its first female fighter pilots. Navy records show she served in VAQ-34, a tactical electronic warfare squadron based at Point Mugu, California that helped train ship crews to respond to enemy missile threats. Later, she was an instructor for the EA-6B Prowler, an electronic warfare aircraft, and for the mighty F/A-18, one of the world's most powerful and lethal fighters.

When she retired from the Navy as a lieutenant commander Schults had no intention of



abandoning her desire to fly and, before long, was at the controls of a Boeing 737, the most commonly used medium range airliner now in service. And on 17 April 2018 she would become a hero in every sense of the word as all the years of training and experience coupled with courage and dogged determination paid off in dramatic fashion.

Southwest Airlines Flight 1380, with Captain Tammie Jo Schults in the left seat, was at 30,000 feet, en route from New York to Dallas, when something went terribly wrong. The port engine exploded, sending shrapnel into the body of the aircraft and fatally injuring a passenger who was nearly sucked out through a ruptured window. It was a catastrophic mechanical failure. But there was no panic on the flight deck; not with Tammie Jo in command. She calmly and coolly reported the problem to air traffic controllers, asked for instructions to the nearest available landing site, bought the



plane down to an altitude where those on board could breathe normally, and prepared for an emergency landing. The plane was badly damaged; she had only one functioning engine and there were holes in the fuselage. But she and co-pilot Darren Ellisor made a textbook approach. “Brace for landing” came the announcement over the PA system. “Brace for landing.” It was rough. Still, in a matter of minutes they were on the ground at Philadelphia International Airport.

Later, passenger Alfred Turnlison told reporters, “She has nerves of steel, that lady. She was awesome.” However, in a joint statement with Ellisor, Tammie Jo modestly shrugged off all the praise. “We all feel we were simply doing our jobs,” she said.

But what a job it was. Retired Navy flight officer Linda Maloney, who had served with Schults, said she wasn't at all surprised, and added, “That was just classic Tammie Jo.”

Comings and Goings

By Alan Walden

The Baltimore Council is, as most of you know, actively involved with the various commands at the Coast Guard Yard – Curtis Bay where we have worked on various projects through the years. This spring it was time to say goodbye to one of those with whom we have been honored to interact for the past several years. It fell to General Joe Nattans, our Senior Vice President, to represent the council at a Change of

Watch for Sector Maryland-National Capital Region where OSCS Cory L. Gunkel was concluding his tour of duty. General Nattans presented Cory with a special Award of Merit for his service to the unit, the nation and this council. Senior Chief Gunkel has been succeeded by GMCS Laurie A. Kennedy. And, as we welcome Master Chief Kennedy into our midst, so do we also welcome CAPT Joseph P. Loring who succeeds our long-time friend and supporter CAPT Lonnie Harrison as Captain



Gunkel, Nattans, Loring

of the Port of Baltimore and commanding officer of SM-NCR. Joe wasted no time in indicating his desire and commitment to continue the strong partnership with the

Baltimore Council that has evolved through the decades.

Hail and farwell, Cory. Welcome aboard, Joe and Laurie.

A Lifetime of Service

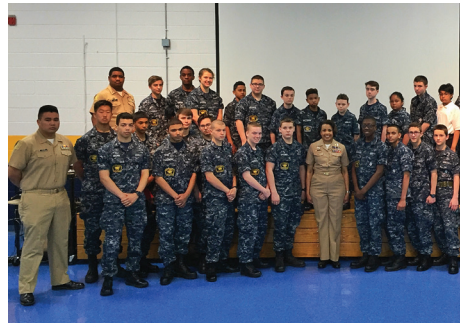


LCDR Rolanda Franklin, RADM Trent-Adams, LTJG Eric Banks

by Maria Fajardo

There are countless benefits to being a member of the United States Naval Sea Cadet Corps. One of my favorites is the opportunity for our cadets to meet high-profile and highly influential members of the uniformed services. During May drill weekend of this year, the cadets of Ft. McHenry Division and TS Constellation had such an opportunity when Rear Admiral Sylvia Trent-Adams, Deputy Surgeon General of the United States, gave an exclusive lecture just for them at NOSC Baltimore.

RADM Trent-Adams shared with the cadets what her responsibilities are as the U.S. Deputy Surgeon General, what her areas of research are focused on, and what the United States Public Health Service is all about. It was a very eye-opening experience for the cadets in many ways, but one particularly interesting



Trent-Adams with Sea Cadets

point is that most of the cadets and adults in the room, including myself, didn't even know what the USPHS was! She was able to share with the cadets and adult Officer Staff invaluable knowledge about one of the most important branches of our nation's Uniformed Services. Not only did she share her educational, professional, and military background, but she also educated everyone about the history of the USPHS and the important roles that branch plays in the safety and security of the United States.

While speaking about her personal background, she impressed upon the cadets the importance of setting goals for yourself, having a plan for your future, along with having a plan B & C & D in case your Plan A doesn't work out. She told her story of growing up in rural Virginia, her ambitions of becoming a nurse in the military, and all about her incredible journey that led her to one of the

highest levels a medical professional can attain in the United States. It was truly inspiring to hear her speak about all the obstacles she had to overcome, why it's so important to never give up on your goals even if your original plan doesn't work out, the importance of balancing a career with family life, and the power of education. The cadets were truly impressed to learn that RADM Trent-Adams was able to earn a Bachelor's Degree from Hampton University in Virginia, then a Masters Degree in Nursing from the University of Maryland, and finally her nursing Doctorate from the University of Maryland as well, all while she served in the USPHS AND while she raised two daughters.

The Cadets of Ft. McHenry Division and TS Constellation were very fortunate to have had the chance to learn so much from one of our military's highest-ranking Officers and to hear her talk about all that is possible when you have faith, a solid work ethic, and the will and determination to achieve your goals. The USNSCC is an amazing program that encourages its member Cadets to pursue their goals and a life of service, both in and out of the military. The support of our local and national communities is crucial to the success of our program. And for the cadets to know that they have the support of the Deputy Surgeon General of the United States is truly an honor and privilege." ⚓

Blessings On You

Big Doings In Dundalk

The opening of the boating season was something to behold at the Stouten's Bear Creek Yacht Club as, led by the Baltimore Council's "flagship" JAG Leo Ottey's "Sua Sponte," motored majestically (maybe "majestically" is a bit much) through a narrow cove and into the marina for the annual blessing of the fleet. It was the aforementioned Mr. Ottey, Esq. attired in the full dress uniform of Admiral Horatio

Lord Nelson, Baron of the Nile, Viscount Burnham-Thorpe, Vice Admiral of the White, victor at Trafalgar, etc. who attracted the most attention. Having been rather miraculously resurrected after his untimely end at the hands of a French sharpshooter two centuries earlier, and having recovered the use of both eyes and regrown an arm, his lordship explained that, to paraphrase Mark Twain, news of his death had been somewhat exaggerated



– perhaps thanks to the cask of brandy in which his remains had been pickled during a month long transit from the coast of Spain to England back in 1805.

Officiating at this spectacle was The Rev. Canon Guy Hawtin of

St. Stephen's Anglican Church in Lutherville/Timonium who also serves as chaplain of the Baltimore Council. Attired in full clerical garb it was he who blessed the fleet while the admiral was relegated to the role

A Key Event "O Say Can You See"



Each spring the Coast Guard Cutter/Buoy Tender James Rankin (WLM-555), "Keeper of the Bay," sets sail from the Coast Guard Yard to place a special marker at the spot where, in 1814, while on board a truce ship, Francis Scott Key witnessed the bombardment of Fort McHenry at the conclusion of which he wrote the poem that became our National Anthem. Thus it was, on a pleasant Friday morning, the event took place at the entrance to Baltimore Harbor.

Scores of guests who were invited on board the Rankin by Captain (LT) Linden Dahlkemper watched as the great star-spangled buoy was lifted from its cradle on the foredeck, winched over the starboard side, and as members of the crew lined the rail and rendered a sharp salute, lowered into the water to the accompaniment of the Anthem. There it will remain until the fall when it will be returned to shore to await



another changes of seasons.

Baltimore Council President Alan Walden represented the Navy League, and guests

including a number of public officials, military officers, law enforcement personnel, and family members of the crew were also treated to a lively concert by a Coast Guard glee club. ⚓

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of altar boy and/or acolyte since it was he who was required to carry the holy water.

Appropriate music for the occasion was presented by Brian Auer of Historic Ships in Baltimore, a gifted piper, who also filled the role of admiral's coxswain. (Hey, if you're going to do it, do it right!) It should be noted here that most of the festivities took place under a Royal Navy battle flag provided

for the occasion by Baltimore Council President Alan Walden to whom it was presented by the commanding officer of HMS Cumberland during that vessel's visit to Charm City some years ago.

It was an altogether merry event marred only by what his lordship described as "an annoying colonial accent" he seems to have acquired since those heady days of wooden ships and iron men. What the heck: Nobody's perfect. ⚓



Hawtin, Auer, Ottey-Nelson

Into The Sky

Naval Aviation in World War One

By John Barnard

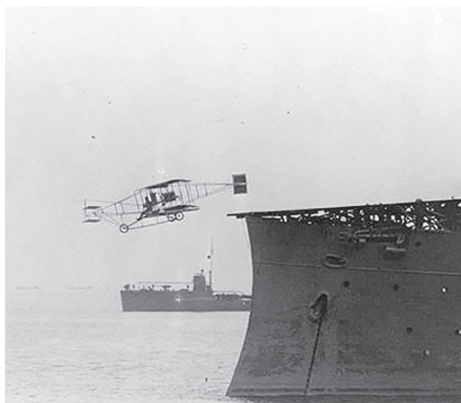
On December 17, 1903, Orville and Wilbur Wright first flew a powered aircraft four times on the coast of North Carolina and, over the next four years, they perfected flying maneuvers; turns, banks, and dives. And in 1908 Wilbur went to France to demonstrate their airplane before huge crowds.

The years 1906-07 saw the beginning of powered flight in Europe, especially in France where interest ran high. Mean like Alberto Santos-Dumont and Henri Farman pioneered flying there. Another American, Glenn Curtiss, flew an aircraft he designed and built in 1908. In July of 1909 the French pilot, Louis Bleriot, flew from across the English Channel from France to England. In France, Italy, Britain, and Germany flying steadily grew in popularity.

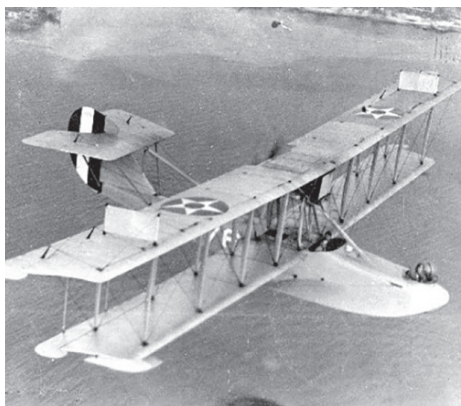
It wasn't long before interest in flying for military purposes began, especially in Europe. From 1908 to 1914 the four nations mentioned above built up army and navy air forces for scouting and reconnaissance. In the United States progress was less rapid. But Orville Wright performed a demonstration flight for the army here which began to slowly acquire aircraft.

In 1910 and 1911 the United States Navy began to embrace aviation. In November of 1910 civilian pilot Eugene Ely flew his plane off a platform installed over the bow of the anchored cruiser USS Birmingham. And, in January of 1911, he landed on a platform on the stern of the cruiser USS Pennsylvania. But, though he had clearly demonstrated that planes could take off from and land on ships, the navy did not follow up. Instead, it focused its attention on floatplanes that took off from and landed on the water, most of them built at the Glenn Curtiss aircraft factory. In April of 1911 LT T. Gordon Ellyson became the navy's first pilot and, in May, contracts for two planes were awarded to Curtiss. In September an "aviation camp" was created at Annapolis and, not to be outdone by the navy, LT Alfred Cunningham soon qualified as the Marine Corps' first aviator.

In the U.S. Navy floatplanes were carried on board a few battleships and large cruisers. Cranes lowered them into the water for takeoff



Ely takeoff

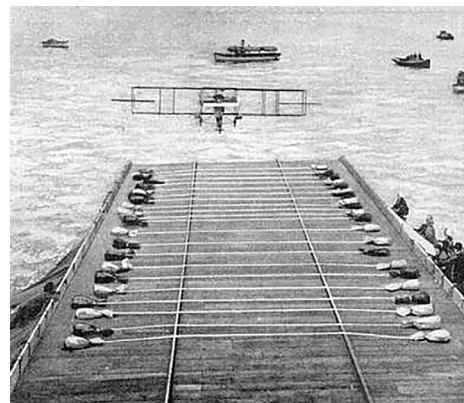


Curtis flying boat

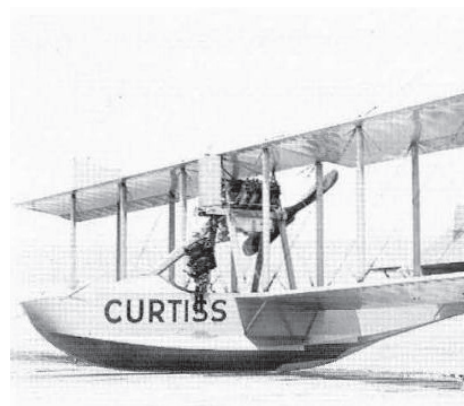
and retrieved them after landing. As more aircraft were added the navy also began to develop large twin engine flying boats for long range scouting ahead of the fleet. And, early in 1914 a large installation for training fliers and ground crew opened at Pensacola, Florida.

Naval aircraft were first used operationally in April 1914 when a large force of marines and sailors land at Vera Cruz, Mexico because of political unrest and to prevent the landing of German weapons in Mexico. When the United States entered World War One in 1917 its naval aviation force consisted of 45 seaplanes, 6 flying boats, 3 landplanes, 239 enlisted men and 48 officers 34 of whom were pilots. The U.S. Army had about 200 training planes, none of which were suitable for combat.

With the nation now at war the navy quickly ordered more aircraft built and more pilots trained. The first aviation unit to arrive in France, in April of 1917, was the 1st Aeronautical Detachment. But it wasn't until November that it flew its first anti-submarine patrols from France



Ely landing



over the Bay of Biscay. Such patrols became naval aviation's chief role in the war – to protect troop and cargo ship convoys arriving in French ports from the United States.

By late 1918 a total of 27 naval air stations had been set up in Britain, France, Ireland, Italy, and the Azores. Six more bases in northern France supported operations of the Northern Bombing Group. Most of the air stations had flying boat units for long range anti-sub patrols and general reconnaissance. Most of the planes were Curtiss H-12s, twin engine aircraft with a speed of 85 mph and capable of remaining aloft for up to six hours. The H-12 had a crew of four and was armed with machine guns and bombs. Curtiss also built the smaller HS-1 single engine flying boat about 180 of which were based in France with more operating from bases along the east coast of the United States. And, early in 1918, a larger twin engine flying boat, the H-16, entered service. Many were built at a new naval aircraft

Never Forgotten

A Salute to the Fallen



Memorial Day 2018 fell on a cloudy and damp May 28th as hundreds crowded into the Circle of the Immortals at Dulaney Valley Memorial Gardens in Timonium to pay tribute to the hundreds of thousands who gave their lives in service to the nation. Six new names were added to the roll of the fallen as a drum rolled softly in the background and the names were read by Baltimore Council President Alan Walden who, for the last 28 years, has been Master of Ceremony for the event.



Lee and Walden

They keynote speaker was Colonel/Chaplain Sean Lee. It was his last official act in uniform before his retirement after 39 years in the army, most of them with the Maryland National Guard. And he made the most of the occasion with a poignant address about duty, service, and the sacrifices made by those who gave their all for the republic and its people. Among the other speakers was Hon. Dutch Ruppberger who represents the 2nd Congressional District on Capitol Hill. A member of the powerful House Appropriation Committee and a former member of the Armed

Services Committee, Dutch has proven, time and again, his commitment to the men and women of the Armed Forces and their families.

As always appropriate music was provided by the 229th National Guard Band, the Adjutant General's Own, and by Maryland Sings which never fails to inspire those in attendance.

Tribute was also paid by John Mitchell, President of Dulaney Valley, and by other



“Miss Jeannie”

speakers, to the late Jeannie Walden, who rests on a nearby knoll. For many years “Miss Jeannie” was a mainstay of the event when she appeared in the attire of a Civil War widow and placed flowers on the graves of the fallen. There is no doubt that she was there in spirit. ⚓

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factory in Philadelphia and nearly 300 H-16s were used by the navy both during and after the war.

Naval aviators spent many long hours over the water. But, though a number of enemy submarines were sighted and forced to dive there is no evidence that any were sunk by naval aircraft. In late 1918 the Northern Bombing Group (mentioned earlier) was formed,

with navy and marine aircrews, to attack German submarine bases on the coast of Belgium and other military installations. The first raids, in mid-October, were conducted by DH-4 light bombers and numerous day and night missions were flown until November 11th, when the war ended. Other naval pilots, flying fighter, bomber, and reconnaissance aircraft served with British, French, and Italian air units. Planes based

in Italy flew scout missions over the Adriatic Sea where Austria was the principal enemy.

At war's end U. S. naval aviation had grown to 2,107 aircraft with 6,716 officers and 30,690 enlisted personnel. Senior naval officers were finally compelled to admit that flying machines were not just a dangerous novelty and that flying boats and seaplanes had a definite role to play.

Meanwhile, the British navy had pioneered a new concept during the war – large seagoing ships with flat open decks from stem to stern carrying wheeled attack aircraft. By war's end they already had a few of these “aircraft carriers” in service and more were being built. It was something the U. S. Navy also thought worthy of attention even as the nation tried to forget “The War to End All Wars.” ⚓

Coming Up

- 8/4** Purple Heart Day
- 8/6** First atomic bomb dropped over Hiroshima (1945)
- 8/9** Second atomic bomb dropped over Nagasaki (1945)
- 9/2** VJ Day*
- 9/3** Labor Day
- 9/9** Rosh Hashannah begins at sundown
- 9/11** Patriot Day*
- 9/18** Yom Kippur begins at sundown
- 9/21** POW/MIA Recognition Day
- 9/23** First day of autumn
- 9/30** Gold Star Mothers' Day

Remembering Our Mission

The NAVY LEAGUE came into being in 1902 with the express purpose "to enlighten the people on naval matters and tell them what a Navy means to the country and what it ought to mean to them."

We have always conveyed the philosophy of two of our founders, PRESIDENT THEODORE ROOSEVELT and ADMIRAL ALFRED THAYER MAHAN that America is a maritime nation and that a strong Navy is the most cost-effective means of ensuring peace.

PRIDE • SERVICE • PATRIOTISM



Navy League-Baltimore Council
P.O. Box 50307
Hampden Roland Park
Baltimore, MD 21211-9998