

U.S. Naval Academy, Class of 1975, Shipmate Column
March - April 2016

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Dear 'mates, Once again (last time—I promise), I return in our column to the 2015 Navy football team and their outstanding year. **Keenan Reynolds '16** and his teammates gave all Navy fans the season of a life time! We will never have the biggest, fastest guys or the most future NFL players, but our team is smart and disciplined. Navy led the country in fewest penalties and fewest turnovers. They never beat themselves. The final act for the 2015 team was their appearance in the Military Bowl—a game that was played in Navy-Marine Corps Memorial Stadium on 28 December. (How do you go to a bowl game in your home stadium?)



Since Nancy and I were planning to be in Maryland and Pennsylvania for Christmas, we decided to get tickets to the Military Bowl. I must say it was the best seat I've had in that stadium since we had folding chairs on the field on 4 June 1975! Our seats were on the 50-yard line, two rows behind the Navy bench. We enjoyed an up close and personal view as Navy trounced Pitt 44-28 and Kennan broke the NCAA DI records for most career touchdowns by any player, most points by any player, and most career rushing yards by a QB. He even caught a pass for a 40+ yard gain. I think that even the Pitt fans were impressed by the performance. By the way, Pitt fans showed up in droves. I'm pretty sure they outnumbered us in our own stadium. I hope they enjoyed the visit.

Photo #1: "Bill Squires and Scribe on the sidelines"

The day after the bowl game, the '75 class officers met with outgoing president **Steve Hubbard** at the Fleet Reserve Club in Annapolis. After a business meeting with Holly Powers of USNAAA, we adjourned to the main bar for a great lunch and some photo ops. New president **Chris Cikanovich** took the "oath of office" on his original 1971 **Reef Points**. Your class officers for the next five years are: Chris Cikanovich—President; **Gary Jones**—VP; **Dave Duffie**—Treasurer; and **Larry Warrenfeltz**—Secretary.

Photo #2: "Duff, Scribe, Hubbs, Gary, Chick, and Holly Powers"



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Photo #3: "Peaceful transition of power"



Photo #4: "Larry and Nancy Warrenfeltz, Maggie and Steve Hubbard, Chris and Diane Cikanovich, Gary and Tammy Jones, Dave Duffie"

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Debbie and **Tom Donaldson** traveled to Kingsville TX in December to see son Alex receive his wings of gold. Debbie's father **Al Kelln '52** made it three generations of graduates at the ceremony. Alex next duty will be flying F/A-18 Super Hornets out of NAS Oceana.

Photo #5: "Proud parents"

Photo #6: "Three USNA generations—'75, '13, and '52"



I borrowed this short article from *Texas Lawyer*. The author is John Council.

Steve DeWolf is in love with WW II-era training planes—especially the distinctive yellow 1942 AT-6 Texan that he stores and flies from Dallas' Executive Airport. But in August when DeWolf was asked to speak at a community meeting at the city-owned airport about plans for a runway expansion, he discovered the airfield's residential neighbors do not have the same appreciation for vintage planes that he does. That's because when his AT-6's huge radial engine fires up, it's just plain loud.

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"I came on and said, 'Yep, you might recognize the plane.' And one guy said 'Yep, that's the yellow plane—the one we hate,'" DeWolf said. He had intended to educate the audience about the history of the AT-6 which trained countless U.S. Navy and Army Air Corps fighter and bomber pilots before they headed off to war (including his own father). Instead he found himself in litigation mode, defending his plane's engine noise in front of 70 angry neighbors. "I'm a litigator. I'm not shy. But they weren't happy campers," DeWolf said. "One guy said I flew over his house continually. And I told him: 'With all due respect sir, that's not true,'" DeWolf said. DeWolf explained that he takes to the sky nearly every Friday morning at 8 a.m. for short flights flown in a tight pattern—in case the engine quits and he's forced to coast in for a landing. In fact, the engine is at idle when he lands he said. "I asked the guy, 'What are you doing at 8 o'clock?' And he said 'I'm at work'" DeWolf said. "Couldn't be bothering you if you're at work."

DeWolf said he probably didn't win over many hearts and minds to the cause of keeping vintage airplanes flying during the meeting. "You know, based on their Facebook comments where they called me an _ _ _hole—and one said I was a character out of central casting—I'm not sure they're going to be mollified by this." And unfortunately for them, DeWolf and his vintage planes (he also stores and flies a 1943 Boeing-Stearman at the airfield as well) soon will be joined by many others. The Commemorative Airforce, an entire squadron of restored WW II planes located in Midland, is relocating to Executive Airport. The Commemorative Airforce's line up of WWII planes includes the world's only operational B-29 bomber—which is powered by four ear-splitting radial engines. History is loud. And so are airport runways, he said.

"When you move near an airport— and I've been there for 24 years—you have to expect some noise," DeWolf said.

Photo #7: "Steve DeWolf and his 1942 AT-6 Texan"



That's it for this issue. Type to you again in the Stewardship issue next month! ----- 75 Sir! Larry