

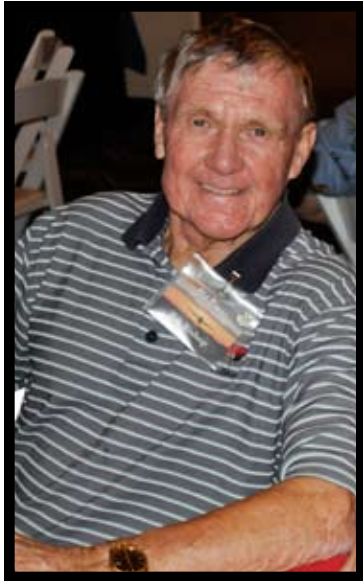


Final Flight Jim Bishop



(from the biography provided by Jim for the October 2010 reunion which celebrated the Old Timers of the 146th Alumni Association)

I enlisted in the Navy after high school on January 12, 1951 for a four year hitch. I served from November 1951 to December 1954 in Underwater Demolition as a member of Team 3. My duty was as a combat swimmer and trained as a deep sea diver, aqua lung instructor, explosive ordnance disposalman, assault boat coxswain, and last, but not least, a very good two-man beach ball player.



While attending college in 1956 a fellow veteran mentioned joining the California Air National Guard to go to flight training and fly the F-86, shooting guns and dropping bombs. Also you got a leather jacket and sun glasses. [I never did get the leather jacket.] In November of 1956 I was selected for pilot training by the 115th. Preflight was at Lackland AFB followed by Primary Pilot Training at Graham AB, Florida. Basic was at Greenville, Mississippi where I received my wings in March 1958 as a member of Class 58J. Cadets was a great experience as I was a Cadet Squadron Commander at all three bases. [It's much more fun being the inspector than the inspectee.] I attended Advanced Instrument School at Ellington

AFB, Texas and Gunnery School at Williams AFB, Arizona. At Van Nuys I flew the F-86 A,E, and F until the arrival of the C-97. The transition was not much fun and I decided to quit the Guard.



During the Berlin call up in 1961 and 62 I went through F-84F transition at Luke AFB and served in the F-84F squadron at Terre Haute, Indiana. [It was a blast to fly but they didn't call it "The Hog" for nothing.] I rejoined the 115th in 1962 and qualified in the C-97. For the next several years I held positions as Flight Commander, Instructor Pilot, Flight Examiner, and Standardization Officer. Over the years I gained a lot of respect and affection for the C-97 and was one of the last crews to fly it to Davis Monthan AFB for storage. I found the C-130 an absolute joy to fly, especially after flying the Electra Jet for Western Airlines.

I retired from the Guard on September 1, 1973 and said good by to truly wonderful period of my life. The Guard provided me with the training to be able to fly airplanes and be exposed me to a great group of individuals and memories I'll cherish forever.

I retired from Delta Airlines on my 60th birthday in January 1993 after a 29 year career, all thanks to the Guard accepting me for pilot training back in 1956.

