This Newsletter is dedicated to all the men who served on this extraordinary ship in service to their country whether at times of war or peace.

NASCAR. There I’ve said it. I’ve been a NASCAR fan from the very beginning. I remember when Dale Earnhardt drove the yellow and blue Wrangler car. In 1989 I even met Dale at Pocono and got to watch the race from the #3 pit. Not that you get to see much but the excitement of hearing 43 high horse power engines start is beyond description. The vibration starts at your feet and goes through your entire body. I always envied those drivers.

In October 2006 I remedied that at the Richard Petty Driving School. My Daughter in law decided to surprise my son for his Birthday by setting us up to drive 650 HP NASCAR race cars at Richmond International Raceway. There are 3 classifications of racetrack, the short track, intermediate and the super speedway. Richmond, a ¾ mile oval, is a short track. The class is pretty simple. After getting into the Nomex drivers suit there is a classroom orientation, a ride around the track with your class in a van, a trackside drivers meeting. Next, your helmet and a HANS safety device to protect your head and neck. This is followed by three laps around with a professional driver at race speeds. Up to now the most difficult part is getting in and out the car. There are no doors so in through the window you go. I have to say I bent joints that haven’t bent in years.

Now it’s time to solo. I am in the driver’s seat. It is hard and shaped to wrap around your body. The outside crew secures the five point safety harness and then the HANS device on your shoulders is attached to your helmet and the back of the seat. Next the steering wheel is snapped to the column. The inside of the car is pretty bare. Only the necessary switches, gauges, a fire extinguisher and a huge red oil pressure warning light. The roll bars are all around you. The window net goes up and now I find the time to ask my self, “What the hell were you thinking”? I crank the engine and all 650 horses are under my right foot. Left hand on the wheel, right hand on the shifter I hear my last minute instructions over and over. Stay three car lengths behind the car in front of you. Watch his hand signals and the flag man at the start finish line. I get the GO and I am off. Watching the tachometer and hearing the engine revs I shift up though the gears. I hit fourth gear just as we leave pit road and enter the track. After a warm up lap we pick up speed, each lap brings us faster and closer to the wall. The eight laps count down. We head towards the pits. The net is dropped, the harness released and I worm my way out of the window.

There is no speedometer so I have no idea of how fast I went. I get my “Diploma” and my report card says 101 mph. That’s not bad if you think in terms of minimal banking and a small oval. Kind of like an exit ramp on the Florida Turnpike.

I leave Richmond wondering how the pro’s do that for over three hours without a break? Worse than that, I am totally hooked. Next is Daytona International Speedway. Compared to ¾ mile no banking this is a monster 2 ½ mile tri-oval with 31 degree banking. At 3000 feet plus, the back and front stretches are almost as the total length of Richmond. If you stand at the bottom of the banked turn, the top of the track appears to be at least as high as a two story building. Staring at the banked turn I am thinking that I have bitten off more than I can chew but I am determined to give it my best. The routine of Richmond repeats itself and I am alone in the car. The low rumble and the vibrations are on my mind. I am still not sure I can do this. This is a huge track. Just before my starter gives me the go I think Yes I can. I get the go and I am off. I am on the bumper of my instructor’s car. They said to begin close because as soon as you enter the track there is a “hole” we need to put you in. The hole is a narrow space marked by a paint mark on the track and the wall on the high side of the turn. Last instructions were, don’t touch the brake and give it gas in the turn.

Continued: see THRILL page 8
2008 RENO REUNION UPDATE

Because of the other activities in Reno this coming September, the reunion has to be moved ahead a few days. This year, it will be at Harrah’s Hotel & Casino in Reno on Sunday, September 7th through Thursday September 11th. In doing this, we can get a room rate of $69 per night as opposed to something well over $100 per night, and in some cases, over $200 per night. It just seemed reasonable to change the date this year.

Harrah’s does offer a free shuttle service to and from the airport leaving the hotel every hour on the half hour.

We have a reception area very similar to the hospitality room in Buffalo, and we are also allowed to bring in our own liquor and snacks. At the price of beer and wine in Reno, this is a real plus and Harrah’s was the only hotel that is allowing us to do this.

Speaking of alcohol, we will be looking for volunteers to assist in the trips to a local liquor store and either Sam’s or BJ’s for beer, pop and snacks. Also, volunteers to help keep the liquor table stocked and keep the snacks on the tables. In Buffalo, Harry and Mary Cox did a great job of keeping up with the snacks for everyone, and while they may be doing it again this year, anyone wishing to volunteer to help, or to take over that job is welcome to jump in.

I have a contact that I will be working with to put together a couple of tours that should be fun and interesting. It looks like we will have a Virginia City tour, and on Tuesday, either a scenic Lake Tahoe tour or a Donner- Truckee tour. Both look good, and if you are interested in history, both of these could prove well worth the cost. I am checking into box lunches for both tours. One tour operator even suggested a restaurant along the way that will easily seat everyone and give us a break from the bus ride. I should have a final answer on the tours either this week, or the week of March 10th.

Monday and Tuesday evenings and Wednesday during the day are free times when you can socialize and visit with old friends, or even take a chance in the casino.

If the menu selection is any indication of how the banquet will be, I think it will be a huge success. There are so many choices, I will try to keep three choices in addition to a vegetarian dinner if needed. For the banquet/dance on Wednesday, your choices are:

1. Chicken Vesuvio.. $26.00 Stuffed chicken breast with provolone cheese, roasted garlic, fresh basil and sun dried tomato topped with rosemary lemon butter sauce.

2. Prime Rib of Beef .. $28.00 Choice portion of aged prime rib, served with creamy horseradish and Au Jus.

3. Shrimp Scampi Provencal . $27.00 Jumbo gulf shrimp sautéed with tomatoes, shallots and fresh herbs.

All dinners will include appetizer, seasonal vegetable, potato or rice, rolls, dessert and beverage.

The welcome reception will be Sunday evening, tours on Monday and Tuesday, the banquet on Wednesday evening and the farewell breakfast on Thursday morning. Same format, just different days.

We will also have a toll free number to call for room reservations along with a reservation number that must be given to the hotel when booking your room. The cutoff date for reservations will be August 8th, 2008. The reunion this year will again be $72 per person. More information will be given in the next newsletter along with the registration form.
Hi Shipmates,

Boy spring is finally coming to all of you northern guys. You had a tough winter.

As you can see from the Masthead you are reading we have a new editor.

Mike and Lynne DeBol have stepped forward have volunteered to take on the editor’s job. She will be working with Mike and doing the setup and getting it ready to be printed. Mike will be gathering material to be included.

Now we need your help, nothing too tough, just sit down and write up something you remember about your time on the McKinley. We all like to read stories that happened to others. This is a time to share your memories. Send to Mike; help him gather stories and memories about the Mac. Hey he volunteered, give him a hand!!

This part of my message is addressed to all of our members who live in California, Arizona, Oregon and all of the other western states. This is your chance to come to a reunion that is not too far for you. We have 46 members in California, the most in any state and a total of 83 members in six western states. So guys, a challenge, get your butts in gear and plan on coming to the reunion in Reno. Many of you came to the San Francisco reunion in 2003 and had a great time. Same can be said about Reno, come and see former shipmates and meet new ones. We will not be out west again until 2013. As you may know we rotate the reunions to 5 regions of the country and the west will not come up again for 5 years.

None of us know the time Bob devoted to his Shipmates, but I know it was significant.

That’s it for now, but one more word. Keep Sailing Shipmates. Bill

George Betts and some was information that Bob had gathered. Much of it was from work he did but a significant amount was from Shipmates who had sent material to Bob.

In going over the material, I could see that Bob had spent numerous hours in sorting and filing the information in an order that made it easier to locate and utilize in the Masthead.

1960 on the Mt McKinley

Aboard the Mac in 1960, four “radar heads” enjoy some downtime in the Flag Operations Space (right next to CIC)

When Flag was not occupying those spaces, OI Division, utilized the space to read, write letters, play cards etc.

Pictured here (L-R) is RDSN R.J Kelly, RD3 J. Belcher, RD3 C. Highman, and RDSN M. DeBol.

Right next to the hatch separating CIC and Flag Ops was the Ever important “coffee Pot” Many high level discussions took place here, such as where to go, and what to do on our next liberty.

When Flag was here, they discussed low level stuff, such as operational readiness and completing the Mission.

President Bill Ellis

President Bill Ellis

Welcome!

Willard Munn(1042)
SN 1st Div 1959-62
1217 Lovelace Lane
Hartsville SC

Ryan Fabey (1043A)
Son of Mike Fabey
1944 Thomas Rolston(1044)Ensign
1955 S-1, ET Div Ofcr.
7300 Stone Ct St
Leonard Maryland
20685 2909 Ashley Clifford (1045)
TERM2 OR Div 56-59
838 South Rd
Bradford VT 05033
Leonard Scovish (1046)RD2 OI Div 58-61
1202 Meadow Run Rd
Bear Creek Township
Pa 18702-9635

Don Turcotte (1047)
RM2 C2 Div. 65-68
1697 Morningside Dr
Middlesburg Fl 32068

Timothy R. Natarus
M Division BT 3 56-57
LPD 21 the USS New York

Ship: USS New York is the fifth ship in the San Antonio (LPD 17) class of amphibious transport dock ships.

Hull: Twenty Four tons of steel used in its construction came from the rubble of the World Trade Center, with 7 tons melted down to form the “stem bar” part of the ship’s bow.

Namesake: “New York” in honor of September 11th’s victims—When the enemy brought the fight to our shores—the USS New York will now bring the fight to our nation’s enemies well into the future.

Motto: “Strength Forged Through Sacrifice. Never Forget”

Homeport: LPD 21 is scheduled to be a Norfolk VA based Ship

Christened: March 1st 2008

American Flag: One of the flags flown at the site of Ground Zero, donated to Boy Scout Troop 40 they in turn offered the flag to the US Navy for the USS New York.

Ship Specs:
Length, overall: 684 ft.
Beam, Extreme: 105 ft.
Draft, FL: 23 Ft.
Crew: 361 + 699 Troops

Main Propulsion: 4 Medium speed sequentially Turbocharged Marine Diesels
2 Shafts, 2-Single Reversing Reduction Gears, 2-Inboard rotating( top) Controllable Pitch Propellers.

Weapons: 2-Mk 31 Mod 1 RAM Guided Missile Weapon, 2-MK 46 Mod 2 30mm Gun, 4-Mk 26 17.50 Cal Machine Guns.

Welcome to the Gator Navy!

Memories of the A-Bomb Tests
Frank Potts Weather Observer 1948 USS Mt McKinley

Frank served aboard for the operation Sandstone Test series. He was a weather observer and there were three or four of them on board. They entered weather maps, took upper air soundings and other tasks related to weather forecasts during and before the detonations. There were scientists and many high ranking officers on board, both Army and Navy. Frank writes, “during my time on the Mt McKinley, we traveled to Eniwetok for the bomb tests. This was a period of time for about five months in early 1948. Col Holzman was the staff meteorological officer and Captain Ware was the Mt McKinley’s Skipper at the time The sight of three atomic bomb blasts were memories I will never forget. We had our moments of fun too, but those mushroom clouds were so spectacular.

The Navy Chief and His Parrot

The old Navy Chief finally retired and got that chicken ranch he always wanted. He took with him his life-long pet parrot.

First morning at 0430, the parrot squawked loudly and said, “Reveille, Reveille. Up all hands. Heave out and strike up. The smoking lamp is lighted, now Reveille.”

The old chief told the parrot, “We are no longer in the Navy. Go back to sleep.”

The next morning, the parrot did the same thing. Chief told the parrot, “If you keep this up, I’ll put you out in the chicken pen.”

Again the parrot did it, and true to his word, the Chief put the parrot in the chicken pen.

About 0630 the morning, the Chief was awakened by one heck of a ruckus in the chicken pen. He went out to see what was the matter. The parrot had about 40 white chickens at attention in formation, and on the ground laid 3 bruised and beaten brown chickens. The parrot was saying, “By God, when I say fall out in dress whites, I don’t mean Khakis!”
Mount McKinley Ship’s Store:

Item # Description | Color / Size / Style | Price
--- | --- | ---
1 Golf Shirt (Short Sleeve, 100% Heavyweight Cotton) | Navy Blue / S, M, L, XL; Navy Blue / XXL, XXXL | 25.00
2 Baseball Caps | White, Khaki, Navy Blue / One Size, Adjustable | 15.00
3 Ship’s Patches | 3” Mountain; 5” Association Mermaid/Turtle; 6” Diesel Gang Patch; Snipe Force Patch; Task Force 90 Patch; Gator Navy Patch | 8.00 each
4 Ship’s Decal | 3.00 each or 2 for 5.00
5 Mouse Pad | | 5.00
6 Laser Engraved Key Tags | | 5.00
7 Master Roster | Red Cover, 1944-1970 (listing of all years); Blue Cover, 1944-49; Yellow Cover, 1950-59; Gold Cover, 1960-70 | 30.00
8 Custom Laser Engraved Plaque | Includes your name, division and years of service. Call Steve Schermerhorn 574-831-2843 for special order form | 65.00
9 “Cruisin’ the Mac” by Ken Boenitz A Chronology – USS Mount McKinley, AGC – 7, 1944-1970 | | 20.00
10 Matted Color Print | 16 x 20 Double Matt Color Print on Canvas | 30.00
11 Ship’s Photos | 8 x 10, Black & White Photos Listed at right (A-C) | 5.00 each

Make Checks Payable to: USS Mount McKinley Association (Sorry No Credit Cards) Please add $5.00 shipping charge to each order.

Mail Order to: USS Mount McKinley Ship Store
c/o Steve Schermerhorn
69272 County Road 23 • New Paris, IN 46553

Please Print Clearly

Name
Street Address
City State Zip

Phone # Email

Subtotal
Shipping $5.00
TOTAL
A soldier, a marine, and an airman
A soldier, a marine, and an airman got into a fight about which service is best. The fight was so heated, that they killed each other. Soon, they found themselves in Heaven. They see St. Peter walk by and ask, “Which Branch of Service is the best?” St. Peter replied, “I can't answer that. But, I will ask God what He thinks the next time I see Him.” Some time later, the three see St. Peter again and ask him if he was able to find the answer. Suddenly, a dove landed on St. Peter’s shoulder. The dove was carrying a note in its beak. St. Peter opened the note and read it out loud to the three Fellows. “Gentlemen: All the Branches of the Service are ‘Honorable and Noble’. Each one of you has served your country well. Be proud of that. (signed) GOD, USN (Ret.)”

Another Bad Joke

This Newsletter is dedicated to all the men who served on this extraordinary ship in service to their country whether at times of war or peace.

Statement of Financial condition from 01/01/08 to 03/31/08

<table>
<thead>
<tr>
<th></th>
<th>Income</th>
<th>Expenses</th>
<th>Cash/Asset</th>
</tr>
</thead>
<tbody>
<tr>
<td>AmericanFirst Ckg</td>
<td></td>
<td></td>
<td>$5426.76</td>
</tr>
<tr>
<td>AmericanFirst MM</td>
<td></td>
<td></td>
<td>$7568.16</td>
</tr>
<tr>
<td>AmericanFirst CD</td>
<td></td>
<td></td>
<td>$20250.86</td>
</tr>
<tr>
<td>Ships Store Inventory</td>
<td></td>
<td></td>
<td>$4155.22</td>
</tr>
<tr>
<td>Ship Store Cash</td>
<td></td>
<td></td>
<td>$0.40</td>
</tr>
<tr>
<td>Ship Store Cash Sales</td>
<td>$190.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Membership Dues</td>
<td>$2914.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Life Membership dues</td>
<td>$960.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donations</td>
<td>$54.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>'08 Re-Union Registration</td>
<td>$144.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest AmericanFirst Bank</td>
<td>$286.54</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Income</td>
<td>$3458.54</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ship Sore Expense</td>
<td></td>
<td>$38.97</td>
<td></td>
</tr>
<tr>
<td>Office Supplies</td>
<td></td>
<td>$21.83</td>
<td></td>
</tr>
<tr>
<td>Masthead Exp 07/Winter08</td>
<td>$2411.55</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Re-Union Expenses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Postage</td>
<td>$207.98</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refunds-dues Reunion Etc.</td>
<td>$40.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bank Fees</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$2719.93</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Income</td>
<td>$3458.54</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Total Expenses</td>
<td>$2719.93</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gross Income YTD</td>
<td>$738.61</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Assets*</td>
<td></td>
<td></td>
<td>$37,401.40</td>
</tr>
</tbody>
</table>
USS Mount McKinley Association

LIFE MEMBERSHIP

I Hereby Make Application to the USS Mount McKinley Association for life Membership

Name________________________________________ Today’s Date_______________________________

My Date of Birth _______________________________ Age as of today_____________

(contact Gerry Critz or Mike DeBol for your “dues paid to” date if you’re not sure)

Total, Life Membership AMOUNT PAYABLE based on my age is $___________________
(See schedule below for correct amount pd life dues payable based on your age as of this application date.)

I understand that there will be NO REFUND of any portion paid for life memberships.

You may pay the amount due in 2 installments, with the second payment due no later than 6 months from date of this application.

Yes, I wish to pay in 2 installments the Second payment will be made on__________________
(in the event the second payment is not made, other amounts will be applied to regular dues.)

Make Checks Payable to: USS Mount McKinley Association

Mail To : Mike DeBol, Treasurer
5219 Harper Valley Rd, Apopka Fl 32712-5141

Signature_______________________________________________________________________________

City/State/Zip___________________________________________________________________________

E-Mail_________________________________________________________________________________

Life Membership card will be issued and mailed to you.

Associate members will receive a Life Associate Membership card.

Paid up dues Schedule

<table>
<thead>
<tr>
<th>Age 30-54</th>
<th>Age 55-79</th>
<th>Age 60-64</th>
<th>Age 65-69</th>
<th>Age 70-74</th>
<th>Age 75-79</th>
<th>Age 80-84</th>
<th>Age 85+</th>
</tr>
</thead>
<tbody>
<tr>
<td>$222</td>
<td>$198</td>
<td>$173</td>
<td>$146</td>
<td>$120</td>
<td>$97</td>
<td>$76</td>
<td>$70</td>
</tr>
</tbody>
</table>
Next I drove Homestead-Miami Speedway. It is 1 ½ mile intermediate track. The turns have less banking and a shorter radius. Even though you drive a lower speed you feel the speed here more than Daytona. Especially the "G" force in the turns. Next I am going to drive Talladega. Once you've done a super speedway there is no going back.

I have some great videos thanks to my son-in-law and some in car video that I watch over and over. Next time I expect to go my age + 100 mph. By the way I was 70 last August.

By: Ed Bannan
Mt McKinley Association
Immediate past Treasurer

A Final Laugh

Quizzing a young naval student
The grizzled old sea captain was quizzing a young naval student. “What steps would you take if a sudden storm came up on the starboard?”
“I'd throw out an anchor, sir.”
“What would you do if another storm sprang up aft?”
“I'd throw out another anchor, sir.”
“But what if a third storm sprang up forward?”
“I'd throw out another anchor, captain.”
“Just a minute, son. Where in the world are you getting all these anchors?”
“From the same place you’re getting all your storms, sir.”