It’s A Bird! It’s a Plane! It’s…

More powerful than a locomotive,

More fun than a barrel of Monkeys.

Able to renew friendships,

ITS……..

Reunion 2017!!
Sailors assigned to the guided-missile destroyer USS Porter (DDG 78) unload supplies from an MH-60S Sea Hawk helicopter assigned to the "Ghost riders" of Helicopter Sea Combat Squadron (HSC) 28. Porter is forward-deployed to Rota, Spain, conducting naval operations in the U.S. 6th Fleet area of operations in support of U.S. national security interests in Europe. U.S. Navy photo by Mass Communication Specialist 3rd Class Ford Williams (Released) 170402-N-JI086-112
Dear Shipmate,

Housekeeping Items: First. DUES - If you haven’t yet paid your 2017 dues, the Association’s Officers and Directors ask you to please write your check today, made out to USS Mount McKinley Association, and mail it to Association Treasurer WES BRUBACHER. Since this issue of The Masthead contains all the information pertaining to our upcoming Phoenix Reunion, I remind you: If your dues are not fully paid up, your registration for the 2017 Annual Reunion will be denied......and we want you there!!

Second...WEBMASTER – You may recall that last year I put out a call for any shipmates interested in assuming the responsibilities of the Association Webmaster position. Amy Dull, daughter of shipmate Frank Dull, kindly offered to make a serious effort to work with Ken Oxenrider to make website changes and, ultimately, take on the position. Regrettably, due to major changes in her employer’s organization, additional duties and responsibilities prevent her from assuming the webmaster position. I sincerely thank Amy for her effort. This means the Association is back to square one in our search for a replacement for Ken Oxenrider. If you have computer expertise and are familiar with website management, please contact me or any Association officer and convey your interest!

Many of you may have heard about the passing of Andy Ulichney. He passed 12 December 2016 from heart failure. Andy will surely be missed....his kindness, his love of our Association and for our members, his personality and his vocals of “You’ll Never Know” at all our reunions – in person or, as in the past two years, by phone contact at our Reunion Banquets (Andy and Flo attended all but the last two reunions!!) Rest in Peace shipmate.

Now, a more lighter subject - Back to our Reunion.............Dave Long has finalized all the plans for our 2017 Phoenix Reunion. Elsewhere in this edition of The Masthead you will find all the details and arrangements for the Doubletree Suites by Hilton and the two Phoenix area tours. Sounds like there’s some interesting Phoenix and Southwestern history scheduled. Please complete the enclosed Registration Form and mail it with your check (made out to USS Mount McKinley Association) to Treasurer Wes Brubacher. As I informed you in the last issue of The Masthead, our Hospitality Room atmosphere will be a bit different this year. State of Arizona and hotel regulations prevent us from having our “usual” beverages and snacks available. A bummer, I know! There will be a bar and bartender in our hospitality room, our social gathering should be no different---we’re the ones who make the fun! The Ship’s Store will be set up there as well. The rest is up to you....mail the registration, check, make your hotel reservation with Laura in Group Reservations 602-683-9416, and schedule your travel arrangements. See you in Phoenix!!

Yours in Service, Ray Zall
That same day, the ASW carrier Essex (CVS-9) arrived at Guantanamo Naval Base, on Cuba’s southeastern tip, for six weeks of training. The oldest carrier in the Navy, she had been launched in 1942 and soon sailed into the Pacific, where she fought in several battles and survived a kamikaze attack. Overhauled at the Brooklyn Navy Yard, she had departed in September 1962 with up-to-date sonar and electronic countermeasure equipment. She carried two S2F Tracker squadrons and a helicopter squadron.

For some lucky members of her crew, the day after arrival at Gitmo was to have been a liberty day. But their orders had changed. At 0330 on 21 October reveille sounded for a surprised crew, and the Essex steamed toward her quarantine station. She was one of 44 ships in Task Force 136, under the operational control of Vice Admiral Alfred G. “Corky” Ward, commander of the 2nd Fleet. Of the ships heading toward Cuba, Ward was told, at least one “had missiles in her hold” and had to be intercepted.

Ward arrayed destroyers in a crescent shape that encompassed a swath of ocean 500 miles east of Cuba, athwart the routes used by ships carrying Soviet cargoes. At the northern end of the crescent was the guided-missile cruiser Canberra (CAG-2) with two destroyers; at the southern end were the cruiser Newport News (CA-148) and two destroyers. The Essex and five destroyers backed up the quarantine line. Meanwhile Task Force 135, built around the carriers Independence (CVA-62) and Enterprise (CVAN-65) and including 32 ships, took up stations off Cuba’s southeastern shore. The possibility of an invasion was still high, and Guantanamo would be a likely battleground.

On 22 October, Guantanamo’s Navy families were handed notices telling them that “Higher authority has directed the immediate evacuation” of all dependents. The only women allowed to stay were Navy nurses, who might be needed in the darkening future.

“Please do not ask questions or request exceptions,” the notice said. “There is no time for that. . . . Get your suitcases and children and wait quietly.” They were told to get on buses and leave pets behind. At 1630 that day, four Navy ships transported 2,400 people to the Norfolk Naval Station, where service families took them in.

**As the dependent families were sailing away, ships of the Amphibious Force Atlantic arrived to disembark Marines who had been scheduled to stage the Vieques Island exercise. Other Marines were airlifted in, joining a motley defense force that included Seabees from Naval Mobile construction battalions 4 and 7 and Cuban volunteers from the civilian work force.**

By now, people beyond Gitmo knew there was some kind of crisis, but newspapers were not getting any reliable information from Kennedy or the tight-lipped members of EXCOMM. Finally, as the Gitmo refugees packed their suitcases, the White House announced that at 1900 the president would make an important statement that would be carried on television and radio.

President Kennedy told about the discovery of the missiles and said he had ordered a quarantine “on all offensive military equipment under shipment to Cuba.” He also said he had ordered the armed forces “to prepare for any eventualities.” The 18-minute address ended with a thought that had just entered the minds of millions of Americans: “No one can foresee precisely what course it will take or what costs or casualties will be incurred.”

Officially the quarantine did not begin until the next day, but already Navy ships and aircraft watched for the ships heading for the blockade line. In concert with President Kennedy’s quarantine proclamation, the Joint chiefs ordered U.S. armed forces to DeFCON-3, an increase of readiness beyond normal. The U.S. Strategic Air command went to DeFCON-2, a state of readiness short of war that put SAC bombers aloft carrying nuclear weapons—a clear sign to the Soviet Union that the United States was not bluffing.

Meanwhile McNamara requested risky low-level photography, and the Navy got the mission. Six RF-8A crusaders from Light Photographic Squadron (VFP) 62—the “Fightin’ Photo”—took off from the Key West Naval Air Station. Dropping down to 400 feet, they sped across Cuba, then headed for the Naval Air Station Cecil Field, near Jacksonville, Florida. There, Navy photographer’s mates removed film from the Crusaders’ cameras for processing and delivery to the NPIC in Washington.
This Newsletter is dedicated to all the men who served on this extraordinary ship in service to their country whether in time of war or peace.

Commander William B. Ecker, who led the mission, was ordered to refuel and continue to Andrews Air Force Base near Washington. A helicopter flew him to the Pentagon, where he was met by Admiral Anderson and General Taylor. They took him directly to the Joint Chiefs of Staff conference room, known as “the Tank.” When Ecker apologized for his appearance, General Curtis LeMay, the Air Force chief of staff, said: “God damn it, you’ve been flying an airplane now haven’t you? You ought to sweat and smell. Sit down.” Ecker, noting that his flight over the target area had been shorter than 30 seconds, advised the chiefs to wait for the photographs. NPIC interpreters were astonished at the details revealed by the photos, which erased all doubts about the missiles. Kennedy later hung one in his outer office.

McNamara’s hands-on management, as demonstrated by his call for low-level photography, put him on a collision course with Anderson. Accounts vary about their encounter at the Navy’s Flag Plot command center in the Pentagon on 24 October. But what stands as at least a semi-official version comes from an official Joint Staff historian: “McNamara persisted in asking why a destroyer had left the quarantine line.” Anderson, aware that secret information was involved, took the Defense secretary aside and “explained that the destroyer was shadowing a submarine.” When “McNamara asked what would happen if a Soviet ship refused to stop or resisted boarding, Anderson answered angrily: ‘This is none of your goddamn business. We’ve been doing this since the days of John Paul Jones, and if you’ll go back to your quarters, Mr. Secretary, we’ll handle this.’”

As the end of October approached, Khrushchev and Kennedy were nearing agreement on terms for ending the crisis. But aerial photography showed that the Soviets were still constructing missile sites and assembling IL-28 bombers. Then a Soviet surface-to-air missile shot down a U-2, killing its pilot, Air Force Major Rudolph Anderson Jr. Though President Kennedy decided not to retaliate, the NSA wanted proof that the Soviets had done it.

A Navy-NSA hybrid, the USS Oxford (AGTR-1) was the security agency’s first signal intelligence ship—and one of the strangest-looking vessels in the Navy. Three masts, each bearing tiers of antennas, sprouted from a main deck. Square and cylindrical structures studded the deck. On the fantail was a 16-foot dish-shaped antenna that could bounce microwave signals off the moon to a ground station. The system’s signals could not be jammed and defied interception.

One of the Oxford’s tasks was to sweep the Cuban coast for signals showing that the Soviets had activated the surface-to-air missile systems protecting the ballistic-missile sites. On the day of Major Anderson’s death, the Oxford flashed a short message: Operators picked up signals from Spoon Rest, the NATO designation for Soviet early warning radar. A helicopter picked up the tape of the signal and sent it on its way to the NSA.

With the quarantine working, on 28 October the Soviets agreed to remove the ballistic missiles. On 20 November, President Kennedy announced: “I have today been informed by chairman Khrushchev that all of the IL-28 bombers in Cuba will be withdrawn in thirty days. . . . I have this afternoon instructed the Secretary of Defense to lift our naval quarantine.” The United States agreed that it would not invade Cuba. Eventually details of a secret agreement emerged. They indicated that the United States was dismantling several American air and missile bases in Turkey that had been rendered obsolete by the commitment of Polaris submarines in the region.

Since the cold War ended, Soviet era documents have illuminated the nuclear reality of 1962. We know now that 158 nuclear warheads had arrived in Cuba by the time of the crisis. We also know about a final voyage. The freighter Atkarsk, which had left Soviet waters in September 1960 bound for Cuba and was tracked by the NSA, was back in Cuba during the crisis. And, according to recent revelations, top Kremlin officials ordered the Atkarsk to carry the last tactical nuclear warheads out of Cuba on 20 November 1962.

The Cuban Missile Crisis, part of our Nations History, and the History of the Amphibious forces and the USS Mt. McKinley!
This Newsletter is dedicated to all the men who served on these extraordinary ships in service to their country whether in times of war or peace.

Members and Non Members reported deceased since 12/31/2016

Andrew “Andy” Ulchney
USS Mt McKinley 44-45

Ed McDonald Jr.
USS Mt McKinley 50-54

Report for heavenly duty.

New Members since 12/31/16 NONE.

Reminder for all shipmates

"Please check for your correct e-mail address in the Crew Roster on the www.ussmtmckinley.com website. We are finding several e-mailings being returned for incorrect e-mail addresses. We have no way of keeping changes to your e-mail address up to date without your help."

Reminder: If you have personal remembrances from your time on the Mighty Mac. That you wish to share, please send them to me for consideration in the MASTHEAD.

Mike DeBol Editor
to: archangel.debol51@gmail.com

Thank You

USS Mount McKinley Association Financial Statement First Quarter 2017

<table>
<thead>
<tr>
<th></th>
<th>2016 Y/E</th>
<th>ADDITIONS</th>
<th>SUBTRATIONS</th>
<th>YTD BAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1/1 - 3/31</td>
<td>Since</td>
<td>1/1 - 3/31</td>
<td>Since</td>
</tr>
<tr>
<td><strong>Assets</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wells Fargo Checking</td>
<td>$ 6,604.93</td>
<td>$ 621.00</td>
<td>$ 109.85</td>
<td>$ -</td>
</tr>
<tr>
<td>Wells Fargo Money Mkt</td>
<td>$ 17,224.95</td>
<td>$ 1.27</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Ship Store Inventory Net</td>
<td>$ 2,160.87</td>
<td>$ -</td>
<td>$ 56.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Total Assets</td>
<td>$ 25,990.75</td>
<td>$ 622.27</td>
<td>$ 165.85</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>Income</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ship Store Sales</td>
<td>$ 56.00</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Annual Dues</td>
<td>$ 565.00</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Life Member Dues</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Raffle/Door Prize</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>2016 Reunion</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Wells Fargo Interest</td>
<td>$ 1.27</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Refund</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Total Income</td>
<td>$ 622.27</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>Expense</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office Supplies</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Masthead Print/Postage</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Ship Store</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Postage</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Ship Store Shipping</td>
<td>$ 50.00</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Website</td>
<td>$ 59.85</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Bank Service Charge</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Reunion 2016</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Total Expense</td>
<td>$ -</td>
<td>$ 109.85</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Chkg - to/from MM</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>MM - to/from Chkg</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Change In S/S Inventory</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 56.00</td>
<td>$ -</td>
</tr>
<tr>
<td>Net 2017</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Total 2016</td>
<td>$ 25,990.75</td>
<td>$ 622.27</td>
<td>$ 165.85</td>
<td>$ -</td>
</tr>
<tr>
<td>Total 2017</td>
<td>$ 25,990.75</td>
<td>$ 622.27</td>
<td>$ -</td>
<td>$ -</td>
</tr>
</tbody>
</table>
Dear USS Mount McKinley Association Officers & Members:

The most difficult chore I have been faced with is writing this letter. Andrew passed away December 12, 2016 – heart failure. As you know Andy was a plank owner on the ship and within the Association. His greatest love was to plan his schedule to attend every reunion, a total of 25 years. Sometimes it was a challenge ---we were there. Each year, Andy looked forward to see everyone. Those shipmates loved talking about their experiences they had together. The same show and tell items were just as important as the day they got them. The phone calls he received the last two years when we could not attend and have him sing his song “You’ll Never Know” made him feel like the “Sailor” he always was. From student to sailor, to retired. Grandfather Andy was dedicated to the hat he wore. We made many great friends and I thank you all very much.

We Miss Him----

Love,

Flo, Carol & Drew Ulichney

Flo, Carol & Drew; Andy was a good friend and shipmate to all of us in the Mount McKinley Association, he will be missed, But never forgotten!

Subject: Naval explanation of a commonly used word:

**Manure:**

In the 16th and 17th centuries, everything had to be transported by ship. It was also before the invention of commercial fertilizers, so large shipments of manure were quite common.

It (manure) was shipped dry because it weighed much less dry than wet, but once the water at sea hit it not only did it become heavier, but the process of fermentation began again, of which there is a by product, methane gas. As the stuff was stored below decks you can imagine what could (and did) happen. Methane began to build up below decks, and when someone went below with a lantern, BOOOM!

Several ships were destroyed in this manner until it was determined what the cause was.

After that the bundles were labeled: “Stow High In Transit” which meant the sailors were to stow it high enough off the lower decks to prevent sea water from touching the manure bundles, starting the dangerous fermentation process.

The “Stow High In Transit” stamp was abbreviated to S.H.I.T. which has evolved to a word commonly used today. You probably did not know the history of this term, I did not, I... had always thought it was a golf term.
USS Mt McKinley Association Our Purpose:
To Promote Patriotism and Camaraderie among those who served on board the USS Mt McKinley during that ship’s 25 years and 10 months active service to the U.S. Navy from May 1st 1944 to (commissioned) to March 26th 1970 (decommissioned)

Phoenix, Arizona our next Reunion location!

PHOENIX TOUR INFORMATION

Tour #1 - Thursday:
An Across Arizona Tours guide will give your group a scenic tour of Phoenix and Scottsdale, a place we call “The Valley of the Sun”. Phoenix was built right in the middle of the Sonora Desert and all of the beauty and lushness that it holds. The highlight of the tour is a stop at the world famous Heard Museum of Native American Culture. The Phoenix, Scottsdale and Heard Museum Corporate Tour lasts approximately 4 hours. Cost will be $50 per person.

Tour #2 - Friday.
The Phoenix Tour with a stop at The Taliesin West Museum (museum ticket $36.00 included in the tour cost). The tour showcases the unique and Southwestern influence of the architecture throughout the city. Many of the buildings in downtown Phoenix have very distinctive style adding to the beauty of the city. The State Capitol features a beautiful copper dome to reflect the copper industry that once thrived here. Cost will be $65 per person.

The reunion hotel is: Double Tree Suites by Hilton ($99.00 nightly)- call: 602-683-6496 ask for Laura for hotel registration only.
Reunion Registration 2017

September 13th-17th

( Hotel Registrations made separately Double Tree Suites by Hilton call Laura (602) 683-9416)

Return this form with your payment on or before August 15th, 2017

Register the following for the 2016 Reunion. Print your name(s) Residing in.. City & State as you wish them to appear on the name badges.

______________________________________________________________________________________
Name City, State of residence
______________________________________________________________________________________
Name City, State of residence
______________________________________________________________________________________
Name City, State of Residence

If you wish your Name badge to include the Ship you served on, your rate/rank and actual years served aboard that ship (ex. 59-62) Please complete the following:

Ship name or Flag staff Rate/Rank Yrs. Served Division

Total # of persons Registered @ $65.00 each ................................................total $_______

Tours are optional

Thursday September 14th Tour #1 Tour Tickets@ $50.00 Each..................total $_______
Tour # 1-The Phoenix, Scottsdale and Heard Museum Corporate Tour lasts approximately 4 hours.

Friday September 15th Tour # 2 Tour _______ Tickets@ $65.00 Each..................total $_______
Tour # 2 -The Phoenix Tour with a stop at Taliesin West Museum showcases the unique and Southwestern influence of the architecture throughout the city.

Total amount enclosed (reunion+ tours).................................................................Total $_______

Banquet meal choices

Sliced Bistro Fillet # requested Rosemary Roasted Chicken # requested
(with cheddar Mashed Potato& Broccoli) (with baby baked potatoes & fried Brussel Sprouts)

Tomato and Artichoke Tart (w/ Mozzarella cheese & Red pepper Hummus)# requested

Make Check to : USS MT McKinley Association

Mail To: USS Mt. McKinley Association Attn: Wes Brubacher P.O. Box 376 Geyersville, CA 95441