The following article off the inter-net was sent to me by our old friend Dick Armstrong.

With a year to go before it even touches the water, the Navy’s amphibious assault ship USS New York has already made history. It was built with 24 tons of scrap steel from the World Trade Center!

USS New York is about 45 percent complete and should be ready for launch around mid-2007. Hurricane "Katrina" disrupted construction when it pounded the Gulf Coast last summer, but the 684-foot vessel escaped serious damage, and workers were back at the yard near New Orleans two weeks after the storm.

It is the fifth in a new class of warship designed for missions that include special operations against terrorists. It will carry a crew of 360 sailors and 700 combat-ready Marines to be delivered ashore by helicopters and assault craft.

"It would be fitting if the first mission this ship would go on is to make sure that bin Laden is taken out, his terrorist organization is taken out," said Glenn Clement, a paint foreman. "He came in through the back door and knocked our towers down and (the New York) is coming right through the front door, and we want them to know that!"

Steel from the World Trade Center was melted down in a foundry in Amite, La., to cast the ship’s bow section. When it was poured into the molds on Sept. 9, 2003, "...those big rough steelworkers treated it with total reverence," recalled Navy Capt. Kevin Wensing, who was there. "It was a spiritual moment for everybody there."

Junior Chavers, foundry operations manager, said that when the trade center steel first arrived, he touched it with his hand and the, "...hair on my neck stood up."

"It had a big meaning to it for all of us," he said. "They knocked us down. They can't keep us down. We're going to be back!"

The ship’s motto? - "Never Forget."
The Deadline for our Association Reunion Registration
Is August 5th......
PLEASE! Make every effort to mail yours in early.
We need this information to set banquet menu’s, charter bus’s & tours.

Donations to the Associations
Second Quarter of 2006

There were no donations for this quarter.

U.S.S. Mount McKinley Association
Statement of Financial Condition For Period Ending 06/14/2006
(Interim Statement)
Submitted by Edward J. Bannan, Treasurer

<table>
<thead>
<tr>
<th>Income</th>
<th>Expenses</th>
<th>Cash on Hand</th>
</tr>
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<tbody>
<tr>
<td>Bank of America</td>
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<tr>
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<tr>
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</tr>
<tr>
<td>Total Income</td>
<td>$1,271.71</td>
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</tr>
</tbody>
</table>

| Office Supplies         | $ 85.95  |
| Reunion Liab. Ins.      | $ 383.00 |
| Printing                | $ 317.04 |
| Postage                 | $ 374.62 |

| Total Expenses          | $1,160.61|
| Total Income            | $1,271.71|
| Less total expenses     | $1,165.61|
| First Quarter Income    | $ 106.10 |
| Total Assets            | $35,237.94|

Income based on partial second quarter
Hi Shipmates,

President Dave is doing very well, but as you see, has volunteered me again.

Well my lady is getting older but she sure has not stopped doing great things. In fact with just a little help she can accomplish most anything. She is going to have a birthday soon; just about the time you are reading this, on the 4th of July. She was born 230 years ago. Yes, my lady is the United States of America.

Where would we be today if George Washington had not seen the greatness in the lady that was being conceived? What if John Paul Jones the father of the US Navy had cut and run, would we be here now? For all of her 230 years men and women have risen in her time of need to help her grow and stay strong. From the battlefields of Gettysburg, to the trenches of France, to Guadalcanal and Omaha Beach we were there when she needed us. And it continues, from Korea, to Vietnam, to Desert Storm and Iraq we defend this great lady.

She has received greatness from many others. Cyrus McCormick, Eli Whitney, Thomas Edison and Henry Ford helped her grow. There is no end to those who give this lady strength. There are the Wright Brothers, John Glenn and Bill Gates.

There are millions of others who have helped our lady including those of you reading this now. Yes, the shipmates of the Mt McKinley were there when needed. Later they all continued to support and help her grow in their civilian pursuits.

When we gather at our reunion, remember this lady gives us the freedom to travel and come together as shipmates. Not everyone has that freedom. So keep her in your prayers and remember to include our troops in Iraq and elsewhere.

Hoping to see many of you in Dayton.

Shipmate Bill
Our **Thursday tour** will begin at 8:30 AM where we will board our Buckeye busses for a tour of Carillon Historical Park. **Carillon Historical Park** showcases Dayton’s rich heritage of creativity, invention, and milestones in transportation that changed the nation and the world. Founded by Colonel Edward and Edith Deeds, the Park is situated on a beautiful 65-acre campus between the Great Miami River and a glacial moraine. The Park shares the region’s history from its founding in 1796 through the important local contributions made during World War II. Visitors learn about these achievements while strolling through the Park’s 25 historical buildings and interacting with hundreds of artifacts and exhibits. Among them is the 1905 Wright Flyer III, the world’s first practical airplane and National Historic Landmark, the 1835 B&O (Grasshopper) steam locomotive, and the first automobile self-starter. Visitors also experience Dayton’s pioneer history and its importance as a major transportation center illustrated by remnants of the Miami-Erie Canal. The Park is home to the Deeds Carillon, one of Dayton’s best-known landmarks, and the largest Carillon in Ohio.

On **Friday’s Tour**, our buses will take us to the National Museum of the United States Air Force. This is the largest and oldest military aviation museum in the world. We’ll leave the hotel lobby at 9:00 AM for a short ride to the museum. This is a very large museum and it’s packed with interesting items from the beginning of flight with the Wright Brothers all the way through today ultra technical craft. The museum has galleries set up for all the major wars including WW II, Korea & Viet Nam so there is something for all of us. This is an un-guided stop, however the museum does have scheduled shows in the IMAX Theatre on the hour. Senior rates are available. We have our buses for five hours, however I am going to have return buses available for return to the hotel starting after three hours if needed. Once a bus is completely filled, we will allow it to leave early. If you choose to stay at the museum longer, it’s only a short cab ride back to the hotel. **Please**, let us know if you are not riding back on the bus so we don’t have to look for you. **WE DO COUNT HEADS!** There is a CAFÉ located on the second floor of the Museum that serves hot sandwiches, soups, salads, desserts and a variety of “fast foods”. It is open from 9:00 AM until 4:30 PM daily. No credit cards accepted. Box lunches are available and there is an additional area outside for a refreshing lunch. This is a place where you can easily lose yourself in the past. Make sure to keep an eye on the clock so you don’t miss the last bus.
In my last issue of the Masthead I made mention that I was wanting to step down as reunion chairman after the 2007 Cruise. Well, we actually had three members step up to volunteer for this important job. After some discussion, and information being past back and forth, Bill Ellis has suggested to Dave Nelsen that Dave Long be our next Reunion Chairman. Dave and I live pretty close together so that should work out well for our transition period. I want to thank Dave for stepping forward, and to welcome him aboard.

Dave will become involved with the land based reunion in Harrisburg/Gettysburg for 2007 if it is needed. As you know we have been working on a 2007 Reunion cruise and there has been a lot of interest in it. However, if there is still enough interest in having the Gettysburg Reunion for those not wanting to go on the cruise, we will still have that option available. If the decision is not to go on the cruise, we will then have the Gettysburg option available.

There will be a rep at the Dayton Reunion to who can give you all the information concerning the 2007 Cruise.

Also at the Dayton reunion, we will be discussing possible reunion sites for the 2009 & 2010 reunions. Normally we select reunion sites in 5 year sets. When the current set was selected we did not have time to do all five so only three were set. Now it’s time to select the remaining two. Dave will need the time so he can effectively do the research required to set up the reunions.

Another change that you might have noticed is the way the Masthead just arrived at you home. After talking to the printer I use, she suggested we use another of their services, and that was to have them do the actual mailing too. I was not aware of this service and was very happy to hear that not only would it save me a ton of work, but it would also save the association about $125.00 per mailing. Needless to say, it was a no-brainer!

I hope to see all of you in Dayton. Be sure to call the hotel and make those hotel reservations & return the Association registration form by the August 5th deadline.

Hotel Information

Our Reunion hotel is the Holiday Inn Dayton North located just minutes from the Dayton Airport and Wright Patterson AFB. The hotel has free air port shuttles, just call on the courtesy phone at the air port.

Make sure you make your reservations prior to the August 15th deadline in order to receive the special pricing of $79.00 single double. After that date you will be charged the full price. Check the attached POD/Registration form for additional details, area map, addresses & phone numbers.

Remember, it’s your responsibility to reserve your rooms. The registration form attached is only for items the Association provides at the reunion.

Don’t put it off, call now 1-937-278-4871 and reserve your spot at this years reunion.

Most dust particles in your house are made from DEAD SKIN!
I remember a horrific storm we encountered in 1956. It may not have been a named storm and it seems to have been in the wrong time of the year for a typical Pacific typhoon. Never-the-less, I have vivid memories of it.

We sailed from San Diego about January 6, 1956, headed for Yokosuka by way of Hawaii. The crossing to Hawaii was routine with several liberty days in Honolulu before leaving for Yokosuka. We were to pass near Midway and receive mail by helicopter at that point. As it turned out, a mail transfer would have been impossible. We encountered a violent storm that lasted, with much intensity, for several days. No one was allowed topside and the ship was rolling and pitching like a cork.

As a Teleman (teletype communications) I worked in the message center and saw all of the ship's traffic, incoming and outgoing. At the time I was attached to ComPhibGru One so the admiral was onboard with his staff. You may remember that some of the "liberty hulls" had broken apart in rough seas due to a design flaw that had supposedly been corrected by this time. I think a steel band was added to the hull to strengthen it (don't quote me on this). One night at about 5 minutes before taps the ship took a severe roll which I understood to be about 33 degrees. Everything went dead and guys were scrambling to get above the water line if it were to roll over. Our compartment was forward, about one deck below the main deck and went the full width of the ship. We had about 120 guys living in that compartment. There were two ladders up, one on the port side and one starboard. The ship made a correction and came back up with the lights coming back on. It was a pretty scary time.

The admiral was concerned enough about the stability of the ship to where he arranged for the entire ship's company to leave the ship in Yokosuka, leaving only a watch party onboard. We spent the night on the naval base. The purpose was to see if anything could be done to help the ballast. It is my understanding that any unnecessary weight topside was removed, such as double scuttlebutts in the officers wardroom, extra saluting guns, and anything else that would reduce weight above the waterline. The story was that they found fuel/ballast tanks that they didn't know they had.

From Yokosuka, we sailed for Naha, Okinawa, to deliver a small detachment of Marines, and then went to Iwo Jima for a huge joint Navy/Marine exercise. That's where the pictures were taken that you uploaded for me. The ship rode little better, if any.

We made liberty in Hong Kong, either before or after Iwo Jima (I don't remember) and returned to Pearl. At Pearl the flag moved to one of the other command ships (I think the Mount Olympus) and returned to San Diego. The Mt. McKinley turned back to Bikini for one of the numerous atomic tests.

I noticed in the crew pictures that one of our members, Kenneth Kingston, was onboard during 1956. I wonder if he was the same recollection as me?

I have about 5 black and white photos taken by the ship's photographer of serious water coming over the bow. The captain's gig was all tattered by the end of the storm, and the 5" gun tub on the bow was caved in.

Well, enough of this. As far as I am concerned, that was the "perfect" storm and we were right in the middle of it.

Your shipmate, Gene Campbell
NEW MEMBERS

Donald G. Waggoner  #1022
YN-3, X Div., 1957—61
10626 Creekside Woods
Indianapolis, IN 46239

Ronald J Dunkelberger  #1023
DKC, S Div., 1959—62
704 Fisher St.
Know, IN 46534

Correction

In our last newsletter, I spelled new member, Richard Kurland’s name incor-
rectly. In his note advising of the mistake, he also informed me that he and his
identical twin brother served aboard the Mighty Mac at the same time. His brother
is member 887, from OS Division., SM3 Robert Kurland.

Another Missing Member

We’ve lost another of our members. If you know the current address of Mickey
Eases please advise us of his correct address. We currently have him living at 2833
Junction Hwy, lot 13 in Kerrville, TX. We know this is in-correct.

Lady’s

If you have a favorite cup & saucer, bring it to the second annual
“Tea” being hosted by Pat Nelsen & Lynn Ells.
You’ll have time to visit Dayton in the morning and
still be back in time for the 2:30 PM Tea.
The Tea will be held in the Holidome adjacent to the
hospitality room.

Lest we Forget,
These former shipmates who departed us this past quarter:

We offer our sympathy’s to the families
of these shipmates.

BMC Thomas Ochoa  #646
Died, May 23, 2006

YN2 Joe Nunziato  #022C
Died, May, 2006

LI-3 Carroll Tolar  #525
Died, December 4, 2005

Joseph Nunziato (non-Member)
Died, date unknown

RT-2 Joe Malinski  #352
Died, April 27, 2006

Apples, not caff-
eine, are more
efficient at
waking you up in
the morning.
06/03/1956 - USS Mt McKinley AGC-7 - After a yard overhaul in the summer of 1955, the navy amphibious flagship returned to WesPac in January 1956 for a 3 month period. In April, she was press observer ship for further nuclear tests. On 3 June she returned to San Diego and was detached from the Pacific Fleet 1 September. She arrived Norfolk 20 September via Panama Canal.

06/07/1951 - USS Mt McKinley AGC-7 - On 7 June 1951, Mount McKinley sailed from Yokosuka and entered Mare Island Naval Shipyard 3 August for an extensive overhaul. Mount McKinley departed for WesPac, 6 March 1952, returning to the States 30 January 1953. While in Mare Island Navy Shipyard, a helicopter deck was installed on the fantail.

06/08/1944 - USS Mt McKinley AGC-7 - After a brief shakedown cruise, she departed Norfolk on 8 June 1944 for Hawaii, arriving Pearl Harbor navy base 27 June. The new AGC got underway 20 July for the Palan Islands with ComPhibGru 5 embarked. She arrived off Peleliu 15 September with ComPhibGru 5 directing the landing of the 1st Marine Division. She moved to nearby Ngesebus Island on 28 September to provide shore bombardment coordination.

06/19/1957 - USS Mt McKinley AGC-7 - January 9th 1957, AGC-7 deployed to the Mediterranean. While in the Eastern Mediterranean, the navy ship rescued the crew of a burning Greek fishing vessel, extinguished the fire, and towed the damaged vessel into port. After conducting NATO and fleet exercises in the Mediterranean, she returned to Norfolk 19 June. September and early October were spent in NATO exercises in the eastern Atlantic.

06/26/1950 - USS Mt McKinley AGC-7 - On 20 May 1950, Mount McKinley was underway for WesPac to conduct navy training operations with the 8th Army. On 26 June, when North Korea launched their aggression against the South, the ship proceeded from Japan to direct the landing of American reinforcements at Po Han. In early September 1950, General McArthur was on board, directing the brilliant amphibious assault at Inchon which forced the Communist to scurry north in headlong retreat. The next assault was against the heavily mined port of Wonsan.

06/27/1944 - USS Mt McKinley AGC-7 - After a brief shakedown cruise, she departed Norfolk on 8 June 1944 for Hawaii, arriving Pearl Harbor navy base 27 June. The new AGC got underway 20 July for the Palan Islands with ComPhibGru 5 embarked. She arrived off Peleliu 15 September with ComPhibGru 5 directing the landing of the 1st Marine Division. She moved to nearby Ngesebus Island on 28 September to provide shore bombardment coordination.

06/27/1950 - North Koreans troop reach Seoul, UN asks members to aid South Korea, Truman orders Air Force & Navy into Korean conflict

Ship’s Store News from Steve

SHIP’S STORE: Steve Shermerhorn, our store operator has informed me the Ship’s Bells previously sold by the store, are no long available. It seems the supplier has taken his last cruise. Steve also advised he will have a larger variety of shirts, etc. at the reunion. (these are not shown in the Masthead or web site). These will be in limited sizes and quantities. If you see one you like, buy early, when they are gone, there’s no more.
Recently, we became aware of a new book published by one of our members, Captain John Kepchar, USN Ret. After contacting Capt Kepchar, we purchased a copy of his book and were given permission to print excerpts for our members. His book is a memoir of his experiences as a young sailor in World War II. John was aboard during the Philippine and Okinawa invasions under Adm. Kiland’s staff. His book is a very interesting recounting of experiences from the Normandy invasion and his tour in the Pacific.

“Leading us into that was against Japan was Admiral Ingolf N. Kiland, Commander Seventh Amphibious Group or ComPhibGru7. The Mt. McKinley was his flagship. Kiland appeared more distant that I remember Admiral Moon, but Kiland was very efficient. It didn’t take us long though to use his initials I.N.K. as a nickname Inky—unbeknownst to him, of course.

Well-known generals and admirals visited aboard the Mt. McKinley from time to time. Among them was General Douglas MacArthur. When I first spotted the General, I thought he was not as tall as the photographers made him out to be with their low angled shots. Yet, despite the bravado associated with his personality, his brilliance as a strategist had made him legendary. Above all, MacArthur was a proud soldier and the Filipinos loved him.

Despite the celebrity status of some army and navy brass who came aboard the McKinley, my shipmates and I normally paid little attention to them. While that may seem unbelievable, we were happy in our own world—focused on our individual jobs. Even if we had wanted to be around them, we didn’t have much opportunity, since our immediate contacts were the junior officers. Doin our own jobs was what our lives were all about, especially since we had been reassigned to a new ship with a new commander.

Originally build for the Maritime Commission, the Mount McKinley was transferred to the Navy and designated AGC-7, an amphibious General Communication ship. It had more sophisticated equipment than did the Bayfield and was manned by an all Navy crew. But like the Bayfield, the McKinley was converted transport, outfitted solely as a command ship.

These new amphibious flagship s, with their accommodations for admirals and generals and their staffs and the necessary war operations rooms, also had photographic labs, as well as cryptographic and cartographic facilities. A command ship of this type coordinated troop movements, gunfire from naval ships, and supported air strikes. Looking like cargo or transport ships, they were only distinguishable from other ships by the array of antennas rising over the bridge.”

The above excerpt was taken from chapter 10, on pages 139 & 140. I will have our copy of this book at the reunion for anyone wishing to review it. I can advise were it is available for purchase.
The day we forget about the sacrifices our Nations Veterans have made for the Freedom we now enjoy... is the beginning of the end of that FREEDOM! Don’t forget, take those lessons to our children.....they NEED TO KNOW!

Dayton, Ohio
Sept. 6 -10th, 2006

February, 2007

MEMBERSHIP SECRETARY
Jerry Critz
10 Euphorbia Ct
Homosassa, Fl 34446-5935

Tacron One
Was there, May 1950 to June 1951

Mount McKinley Departing!

“IN HONOR OF THOSE WHO SERVED”

CHARLES J. WORREL

Remember those deadlines

Hotel Room Registration....August 15th
Call the hotel direct @1-937-4871

Association Registration........August 5th
Mail along with check to Ed Bannan