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Here’s more details: The Hotel is located at 6755 Dorsey Rd, Elkridge Md. about 20 miles from Annapolis right next to the Airport. They provide free shuttle service to and from the airport. The hotel provides a free, complimentary hot breakfast, free parking, and we’ll have our usual hospitality room. All this at a special room rate they’re providing us at $85.00 per night + tax. That’s lower than the last two years. The Dates are set for Wednesday, September 12th, thru Sunday, September 16th. You may make Hotel reservations any time between now and August 20th, 2012 by calling 410-796-3300.
This Newsletter is dedicated to all the men who served on these extraordinary ships in service to their country whether in time of war or peace.

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Don King

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Webmaster
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Ships Store
Bob & Mary Ruth Halas

Chaplain
Ron Kilgas

Master at Arms
Frank Trickle

Elections
Dennis Pilney

Historian
Lee Temanson

Description: The San Antonio-class amphibious transport dock ship USS New York (LPD 21), front, and the Arleigh Burke-class guided missile destroyer USS Porter (DDG 78) transit the Strait of Hormuz.

120610-N-VO377-006 STRAIT OF HORMUZ (June 10, 2012) The San Antonio-class amphibious transport dock ship USS New York (LPD 21), front, and the Arleigh Burke-class guided missile destroyer USS Porter (DDG 78) transit the Strait of Hormuz. New York and Porter transited the strait with the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72). New York is part of the Iwo Jima Amphibious Ready Group with the embarked 24th Marine Expeditionary Unit (24th MEU) and is deployed supporting maritime security operations and theater security cooperation efforts in the U.S. 5th Fleet area of responsibility. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jonathan P. Idle/Released)
President’s Report

Struther Martin famously said in Cool Hand Luke “What we have here, is a failure to communicate!” Every married couple, especially the woman, can identify with that statement. I hope we do not have that problem in our Association, but that is the subject of this report. I don’t hear much from our members between reunions. That may be a good thing. It may mean you are relatively satisfied with the way things are being done. Dave Long has done a good job setting things up in Annapolis, and is already working on Portland, OR, for next year. Our board and officers have made my job easy. Nevertheless, I want to stress that I and the other officers and board members mean it when we say we welcome your input.

Ann and I are getting excited about seeing as many of you as can make it in Annapolis.

Best wishes,
Don
Dking5024@txrr.com

A Tough old Bird!

A mid-air collision on February 1, 1943 between a B-17 and a German fighter over the Tunis dock area became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away.

The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through – connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner’s turret. Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew-miraculously!

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the Bombay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position. (cont. on page 7)
This Newsletter is dedicated to all the men who served aboard these extraordinary ships in service to their country whether in times of peace or war

Plan of the Day 2012
Annapolis (Elkridge), Maryland

**Wednesday September 12th**
- **1300-2300** Registration and Hospitality room (Baltimore/Washington Room 1st floor)
- **1800-1900** Early arrival Deli Buffet (sandwiches, hors d’oeuvres) Baltimore/Washington Hospitality Room

**Thursday September 13th**
- **0700-2300** Registration and Hospitality Room opens in the Baltimore/Washington Room. Morning coffee and doughnuts. Registration closes at 1700.
- **0945-1000** Busses depart for Annapolis Tour @1045. Lunch is at 1245-1345. Lunch will be provided at the Drydock Restaurant and is included in the tour price. Buses will load no later than 1400 for return to the hotel about 1500. Comfortable shoes are suggested as there will be some walking involved.
- **1530-1730** Ladies Tea
- **1530-1630** Officers and Board of Directors meeting. Washington Room (1st floor)

**Friday September 14th**
- **0700-2300** Registration and Hospitality Room open (Baltimore/Washington). Morning coffee and doughnuts. Registration closes at 1700.
- **0945-1000** Busses arrive for the Historic District Tour (1030-1200) and Severn River Cruise. 1215: Severn River Cruise Boarding. Boat departs @1230 for a six mile cruise from 1230 to 1400 on the scenic Severn River. Lunch is included in the tour cost. Busses will board at 1415 to return to the hotel. Arriving back @ 1515.

**Saturday September 15th**
- **0700-1800** Registration and Hospitality Room open. (Baltimore/Washington). Morning coffee and doughnuts. Registration closes from 0900 to 1200.
- **0830-1000** “Show and Tell”. Time to share your photos and memorabilia.
- **1000-1130** Annual Association Business Meeting and Elections (Baltimore/Washington Rm.)
- **1130-1200** Meeting of new Board of Directors
- **1200-1800** Hospitality Room re-opens, afternoon free time shopping, etc.
- **1545-1800** Busses available to Timbuktu Banquet Facility
- **1800-2400** Reunion Banquet. Cash Cocktail Bar, Dinner at 1900. Awards program at 2000 followed by dancing, (DJ) socializing. (Coat suggested)
- **2100-2400** Busses available for return to the hotel

**Sunday September 15th**
- **0800-1000** Farewell breakfast buffet - Anchors Aweigh!
  See you next year in Portland, Oregon.
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.

Registration Reunion 2012
Best Western BWI-Baltimore

(Hotel reservation made separately. Call 410-796-3300 any time before 8/20/2012)

Return this form with your payment by or before August 15th, 2012

Register the following for the 2012 Reunion. Print your Name(s) as you want them to appear, City and State, Ship or staff you served on, your rate/rank, the actual years served (ex. 52-54), and division where you served.

For your name Badges

<table>
<thead>
<tr>
<th>Name</th>
<th>City, State of residence</th>
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(Member)

<table>
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<th>Name</th>
<th>City, State of residence</th>
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(Spouse or guest)

Ship/Staff served on Rate/Rank Years served Division
(Ex. Mt Mac-El Dorado-Phibron 2) (Admiral, Chief, Etc.) (ex ’52’54) (ex. “A” “M” Etc.)

Total # of persons registered @$72.00 Each Sub total Reg. fee $

Banquet will be off site at the “Timbuktu” banquet facility (about two miles from the hotel) busses will be provided for Transport to and from the Banquet.

Banquet menu choices:
1. Roast Sirloin
2. Mediterranean Chicken
3. Seafood Newburg
4. Vegetarian

09/13/12 (Thursday) US Naval Academy Tour: tickets @ $32.00 Ea. = $
(9:45 AM-2:45PM)

09/14/11 (Friday) Historic District/ Severn River Cruise: tickets @ $43.75 Ea = $
(9:45 AM-2:45PM)

Total (reunion+ Tours) = $

Make Checks payable to: USS Mount McKinley Association

Mail to:
Mt. McKinley Association
c/o Mike DeBol, Treasurer
5219 Harper Valley Rd
Apopka FL 32712
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.

New members since 3/31/2012

- Achziger, Charles (OX) # 1197 60-62 OI Div.

Members and Non Members reported deceased since 3/31/2012

- Bond, Troy 50-52 MM3 “E” Div. (engine room)

TD Bank Checking $7189.59
TD Bank Money Market $7715.75
TD Bank CD $22564.79
Ship Store inventory $5074.81
Ship Store Cash on hand $0

Ship Store sales $57.00
Annual Member Dues $2304.00
Life Member Dues $0.00
Donations $33.50
2012 reunion registrations $5080.00
Interest TD Bank $41.90
Total Income $7516.40

Items sold from SS inventory $41.50
SS Advance expense $0.00
Office supplies $149.09
Masthead Printing $1597.76
Masthead Postage $400.50
Other Postage $17.90
Shipping Costs $11.90
Refunds (given) $24.00
Refunds (received) $0.00
Web Hosting expense $0.00
Bank service charges $0.00
Reunion Expenses 2012 $275.00

Total Income 2012 YTD $7516.40
Less-Total expenses 2012 YTD $2517.65
Net + or——2012 YTD $4998.75+

Total Assets 2012 YTD $42544.94
Total Assets YE 2011 $37546.19*
Difference $4998.75+

* misprint in YE Masthead—total above is correct

“I've learned that no matter what happens, or how bad it seems today, life goes on and it will be better tomorrow.”

“I've learned that regardless of your relationship with your parents, you'll miss them when they're gone from your life.”

“I've learned that making a 'living' is the same thing as 'making a life'.

“I've learned that even when I have pains I don't have to be one.”

“I've learned that every day you should reach out and touch someone.”

“I've learned that I still have a lot to learn.”

-Maya Angelou

Surprise Ladies Tea

Tentatively scheduled for Thursday September 13th from 3:30 PM to 5:30 PM Location to be announced at the reunion

The Ship Store is open again until 12/31/12 Fill out your order form (from our website) mail the form with your check payable to: USS Mt McKinley ASSN. c/o Mike DeBol 5219 Harper Valley Rd Apopka FL 32712-Be sure to include $5.00 to cover shipping.

The USS Mt. McKinley Association is going to be publishing and selling our own cookbook. You can begin to submit your recipes immediately by using the following information. Go to www.morriscookbookstypensave.com, The user name is mightymac; contributor name is season542. Also, if you'd like to submit a name for our cookbook (let's get creative), give Mary Ruth Halas your ideas. For example, The Parkinson's Association named their Cookbook What's Shaking?

THE DEADLINE TO SUBMIT RECIPES IS JULY 9th. If everyone abides by this deadline, we can have the books at our Annapolis Reunion. Final cost can't be determined until everything is done, but I'm hoping to stay within a $15-$20 cost per book. Should you have any questions, contact: Mary Ruth Halas, 440-396-3992, or mrhalas2001@yahoo.com.
(cont. from page 3) The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown below. They also radioed to the base describing the empennage was “waving like a fish tail” and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from the Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been “used” so five of the crew could not bail out.

He made the decision that if they could not bail out safely, then he would stay with the plane and land it. Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear. When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured.

No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job!
Reunion 2012 Baltimore/Annapolis Maryland
More information-see you there!

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 (commissioned) to March 26th 1970 (de-Commissioned)

Wednesday Evening 9/12. There will be a sandwich wrap buffet for early arrivals. Daily, of course, the Hospitality Room will be open with snacks and beverages and friendly get-togethers with shipmates.

Tours

Tour #1. Thursday, 9/13. Bus will pick up members at approximately 9:45am at the hotel and depart for Annapolis. Group check-in for the tour will be at 10:15am and the tour will begin at 10:30am. 10:30-12:45 PM VIP tour of the U.S. Naval Academy. Lunch will be provided at the Drydock restaurant (you may visit the USNA Gift Shop and visitor center at this time). Wear comfortable shoes because there is some walking involved. Lunch is included in the price of the tour. Members will meet the bus for the return trip to the hotel no later than 2:00 PM. Price per person will be $32 per person.

Tour #2. Friday, 9/14. Bus will pick up members at the hotel at approximately 9:45 AM. Departing for Historic District. A Step on guided tour 10:30-12:00 PM for Historic District Tour from College Avenue bus kiosk to Susan Campbell Park at Annapolis City Dock. Severn River Cruise. Boards @12:15 pm for boat departure at 12:30pm. This cruise is a 6-mile, 1 1/2 hour cruise on the scenic Severn River. Participants will be able to view the historic Annapolis Harbor including the banks of the Naval Academy. Lunch is included in the cost. Cost will be $43.75 per person.

Our Banquet Saturday Evening 6:00 PM to ?? This year with a little different set-up. The Banquet will not be in the hotel, it will be off-site in Timbuktu, no seriously, the Timbuktu Restaurant and Banquet Room, located about two miles from the hotel. Bus transportation will be provided to and from the banquet. The menu selections will offer more variety than past banquets. Music will be provided by a D.J for your listening and dancing pleasure.