

KEAR SAGA^{II}

The Newsletter Of The Kearsarge Association

ISSUE 22

CV, CVA, CVS-33, LHD-3

APRIL, 2002

SCUTTLEBUTT

We finally have some reunion news to share with you regarding the 2002 San Francisco reunion! The date for the reunion is set for October 28th, 29th, 30th, and 31st. The hotel we will be staying at is the Holiday Inn Golden Gateway at 1500 Van Ness Avenue. The phone number is 415-441-4000, extension reservations, and you can call Monday through Friday from 7:30am to 5:00pm PST. On Saturday and Sunday the hours are from 9:00am to 5:00pm PST. **Make sure when you phone in your reservation that you tell them you are with the Kearsarge Association**, in order to get the lower room rates set for the reunion. The special room rates are \$99.00 (plus the tax, which is 14%). This hotel is located on one of the cable car lines and is only one mile from Fisherman's Warf. **Don't wait to get your reservations, as the hotel will NOT hold them thirty days prior to the reunion as they have done at our other reunions.** Instead, the hotel will look at the number of rooms that are unsold ninety days before the reunion and at that time can quit holding them for us. You may also get the same lower room rates for two days before and two days after the reunion, for those of you who like to come a couple days earlier or stay later.

San Francisco is a great town to have a reunion and I really think all that attend will be glad they did. Bob Smeck and I had a great time during our site visit and both of us are really looking forward to going back and seeing more of the city and surrounding area. We met up with our local reunion coordinator Charles Slater and his wife Kristin during our visit and Kristin, a native of San Francisco, thought the tours would be just the sort of thing a visitor would want to see.

When Bob and I did our site visit and looked at all of the options, we agreed this would be a good site. Monday the 28th will be an open day to tour on your own. In addition you can pick up your registration package that day and enjoy an informal buffet that evening. Bob is working with a number of tour companies and will be putting the best package together shortly. We are looking at tours of downtown San Francisco and Alcatraz Island, and tours of the wine country (with tours of one or more wineries and probably a tasting at one). Also, we are looking at a tour of the Presidio, which also goes across the Golden Gate Bridge to the John Muir Woods and then later to Sausalito for some shopping. All tours are still in the planning stage, so the day for each tour, as well as the price, is unknown at this time. Registration forms, as well as details of the tours, prices of the Buffet and dinner dance, will be sent out as soon as we get all of the info together.

Cal Waterbury has informed me that he will no longer be keeping a list of our members' e-mail addresses. Cal sent out e-mails to everyone on the list with members' names, addresses and divisions. Tired of the complaints he received about how he was doing the lists, Cal thinks it's time for someone else to step up and take over the job. All interested parties please send me an e-mail at Jbenn20630@aol.com. See you in San Francisco, John Bennett

TAPS

Thanks to the research done by T. W. Smith, Paul Young, and others we have the following list of departed shipmates. The cause and the year of death are included , where known.

Russell J. Asbell	B Div, 52-53	Cancer	1994
Richard Balstad	R Div		1999
Mike Baratta	R Div, 53-56		1996
Paul Blake	R Div	Cancer	1999
Henry B. Bennett	R Div, 54-55	Cancer	1980
Donald A. Bergstraser	V1 Div, 52-55	Cancer	1998
Arlo Breidenbaugh	Yeoman		1999
"Tinker" Cameron	R Div		
E. H. Clague	OPS, 52-55		
Bruce Covington	M Div		1999
Thomas A. Dekemper	V4 Div, 52-53	Plane crash	1960
Ernest L. Dorrough			1991
Robert G. Derby	VF112, 52-54	Cancer	1991
J. O. Early	VF112, 52-53	Heart attack	1994
Matt Elchuck	R Div,	Heart Attack	2000
Austin Elliott	VF112, 52-55	Heart Attack	1995
Wallace L. Gaarsland	5 th Div, 52-53		
William Gatz	V2 Div, 52-54		1999
Frank Gigliotti	3 rd Div, 48-49		
Gary Greening	VF112, 52-55	Cancer	
Frank Haggerty			1998
Roy Hanson	V7 Div, 52-56		1999
Donald L. Hart	VF112, 52-56	Cancer	1985
Alvin L. Hauge	E Div, 52-53		1996
John Hildebrand	R Div, 54-57		
Delbert M. Hoff	V1 Div, 52-53		1980
Richard Hons	MED, 56		1987
Bob Jones	N Div, 52-54		1989
Robert J. Jones	VA3, 46-47		1998
Robert Karguth	R Div,	Heart Attack	2002
John R. Kearney	V1 Div, 54-55		1993
R. J. Korcha	V4 Div, 52-55		1992
Bob Laqua	R Div, 52-55	Auto Accident	1980
James Looney	V1 Div, 54-55		1969
Donald Malone	H Div, 56-57		2000
Harold J. Mason	Fox Div, 45-48		1998
Kenneth McDaniel	E Div,	Cancer	1994
Eugene T. Moffett			
Charles McGee	R Div, 53-56		1999
Norman B. Minnis	B Div, 54-55	Disappeared in	1985
Eugene T. Moffett	V1 Div, 52-55	Heart Attack	1981

Jack Moore	V1&V3, 53-54		1998
C. Murdock	R Div		
Bennie Newton	F Div, 52-55		1987
Leslie W. Noyes	E Div, 47		1998
Kenneth W. Ogwin	VF114, 52-55		1969
Floyd Pickrell	OP Div, 54-54		2000
Robert W. Panning	R Div, 52-53	Auto Accident	1970
William B. Phillips	VF112, 52-55		1987
Roy J. Plaisance	V1 Div, 52-55	Cancer	1996
Charles E. Pridemore	S1 Div, 46-47		1996
Eugene Rankin	CAPT,(C.O.) 62-63	Surgery Complications	2000
Charles "Bud" Reed	V6 Div 57-59	Accident	
Charles Risenhower	MED, 52-55		1997
Donald G. Riebsomer	A Div, 53-55	Cancer	1996
Leo Robertson	R Div		1999
Joe Rosenblom	E Div, 52-53		2001
Donald G. Riebsomer	A Div, 53-55	Cancer	1996
Leo K. Rochette	X Div, 53-55	Lou Gehrigs Disease	1989
Walter C. Roney	R Div, 53-55	Auto accident	1958
Fred F. Schneider	VF113, 52-55	Cancer	1999
Gordon Shaffer	R Div		
Robert Shows	E Div, 49-50		2001
Stanley M. Silloway	V1 Div, 46-47	Heart attack	1997
Harry D. Stombaugh	V1 Div, 52-55		1999
Edwin Stowers	VF113, 52-55	Cancer	1999
James A. Swerengin	V3 Div, 52-54	Cancer	1999
Glen Swick	R Div		
Michael E. Tsongranis	E Div, 52-55	Cancer	1984
R. F. Walding	R Div		
Clifford Weirick	V-4 Div, 52-54		2001
Gayle S. White	R Div		2001

We would appreciate any, corrections, additional names and/or information to make this list more complete. Many have passed away, including the two past presidents of the Kearsarge Association, and we wish to make this list as complete as possible.

Those we remember

My Best Buddy

by Bernie Rubalcava

The United States Navy sure did provide me with many positive experiences during the years, 1955-59. I felt proud to serve my country and since I always had a love for the sea and ships, it was Anchors Away and the U. S. Navy. My first duty station was Naval Auxiliary Air Station, Whiting Field in Milton Florida. That is where I began my Navy experience following boot training in San Diego.

At Whiting I met my share of characters, all good natured sailors of course. But, it was aboard the Mighty Kay that I met Charles "Bud" Reed from Corpus Christy, TX. I came aboard in January 1957 at the Puget Sound Naval Shipyard in Bremerton, WA and was assigned to the V-6 Division, Aircraft Maintenance. There, Bud and I met and developed our friendship.

He was short, but what he lacked in size he more than made up with is wit and an attitude that suggested he was not afraid to talk to anyone. We were both Aviation Structural Mechanics assigned to the Aviation Repair Shop on the Hangar Deck, Bay 3, port side near the fantail. Our main function was to support the Air Group. We operated a comprehensive metal shop that included a tire shop, welding facilities, all types of aircraft aluminum, a hydraulic bench tester, all the jet starters, a parachute loft, electronics shop and a host of other related facilities that supported the various squadrons.

Bud and I made our living quarters in the aviation repair shop that seemed to be the hub of our division. Like Times Square in NYC, everyone seemed to be in and out all hours of the day. Bud and I shared our living quarters and worked as a team on projects, especially arc welding.

Once in San Diego we tied up at the foot of Broadway. The week before the Air Department won the Battle Efficiency Award. Bud and I had the duty that week end and were assigned to paint the big yellow "E" on our stack. It gave him and me a great source of pride that we did the job for the rest of the fleet to admire. It signified that what an aircraft carrier is supposed to do! Have your Air Department and Air Group ready to perform. We deployed shortly after for the Western Pacific.

Bud and I left the Navy about the same time in 1959. In 1965 he called me from Corpus Christi inviting me and my wife to visit him and his family. We drove down from Los Angeles just so I could be with my best buddy.

Bud's son joined the Navy and was stationed on an aircraft carrier in San Diego. Bud asked me to visit him, which my son and I did. I visited Bud again and we enjoyed sharing those unique KEARSARGE days.

A few years ago his wife wrote that Bud had a fatal accident. I had lost my best buddy, and remained in a state of shock for a long time. I made another trip to Corpus Christy to say goodbye and to have closure on my good friend, Charles Reed.

At our 1998 reunion in Corpus Christy some of our shipmates from V-6 Division invited LaVerne Reed, Bud's widow, to a dinner gathering. She was our guest of honor. We were proud to have her in our presence and I know that Bud was happy too.

Bernie Rubalclava (AMS2 V-6 1957-59)

P.S. Do you have any "*my best buddy*" stories? Let's hear them! See you in San Francisco.

It's a small World

Dear John,

In the previous newsletter you expressed your experience regarding the long time it took before you ran into another shipmate. Here is my story.

I reported aboard the "K" on the 3rd of July 1954 and was assigned to B Division. A short time later I met a "FULL" Ensign from R Division. We became acquainted and often had conversations about one thing or another.

I left the "K" for separation on June 15th, 1955. Returned home and before long joined the Naval Reserve. I don't know how long I drilled at the Buffalo Naval Reserve Center when I spotted a familiar face. Yes, it was the "Ensign" only now he was a Lieutenant Commander. He was employed by a large insurance company as a Safety Engineer. He convinced me to go into the same kind of work when my third tour of active duty ended at the Naval Reserve Center. I took his advice and joined the Engineering Inspection Department of his company's biggest boiler and machinery insurance and inspection competitor. I might mention that this shipmate became my Reserve Unit Commanding Officer as a Commander. He retired as a Captain USNR, and achieved the rank of Rear Admiral in the New York Naval Militia. While serving in the Naval Reserve in New York State you also have the privilege of being a member of the New York Naval Militia, the forerunner of the Naval Reserve.

Well we continued our careers and climbed the corporate ladders. We finally got together many years later at one of the Ship's reunions.

Rod A. Amelotte, BTCS (USNR-RET) B Division 1954-1955

Here is a rather lengthy story on how I made it to the "KEARSARGE" by Joe Houser.

"Upon my return to San Diego from boot camp leave in Tuscon, I was assigned to the OGU.(Outgoing Unit) until I had a permanent assignment. In a few days I had my "orders" - the USS KEARSARGE (CVA-33)

About 30 of us boot camp grads boarded an American Airlines DC-6 and headed for San Francisco where various ships were tied up. We were a rowdy bunch, getting into the "goodies" in the galley, totally frustrating the poor stewardess.

From the airport we went, with our seabags, to the OGU at Treasure Island, having arrived just hours after the KEARSARGE had gotten underway. After two days at the OGU in Treasure Island, I was taken to Travis AFB, and soon boarded a Pan American Strato Cruiser bound for Honolulu. It was a nice flight, a clear night with the moon shining on the water and on the spinning propellers. There was a lounge down stairs and a bartender, who didn't care what age I was, served me rum and coke. This was the way to go!

After arriving in Hickam Field I was once again temporarily in an OGU since the KEARSARGE would not be in for a week. I had lots of good liberty, from Waikiki, to Hotel Street, and an occasional stop at the YMCA.

Finally, I was told to grab my seabag and a bus would drop me and another sailor off where we could catch a liberty launch to Ford Island, where the KEARSARGE was tied up.

I climbed aboard the crowded boat. A chaplain onboard asked me if we were the two they were looking for. I nodded in surprise. "Well, hopefully, they won't be too rough on you two." As I was leaving the boat I asked a sailor seated near me, "What did he mean?" He said "Well, it seems two sailors jumped ship just before leaving San Francisco."

I remember walking up the gangway and looking at a darkened monster of a ship. Taps had already sounded, but a Master-at-Arms lead us below, with only an occasional red light to guide us through the crowded passage. He finally stopped at a compartment that had to be just above a Fire Room. It was HOT! He said, "Grab a rack and you will get your assignments at 0740."

Like it or not, I finally found home."

J. C. Houser, ME3, R Div 1954-56

News from the Fleet

A report from the JOHN F. KENNEDY as she commences action in the war on terrorism. Sent to family and friends by the CAG, CVW-7

Family and Friends,

I am not in the habit of sending out lengthy emails. However, this one is different. Below are the words the Captain of USS John F. Kennedy (CV-67), Captain, "Harv" Henderson, spoke to the Crew of JFK over the ship's 1MC while the Freedom Fighters of Carrier Air Wing 7 were strapping on flight gear for our first missions from JFK, in support of Operation Enduring Freedom. These missions were flown exactly 6 months to the day since September 11th, I am unable to express the feeling of patriotism that swept over all of us as we listened to his riveting words.

As you read this, please imagine CDR Trim Downing, CO of VFA-136, and I zipping up our g-suits, stepping into our torso harness's, hearing the satisfying click of 9MM's as magazines slip home and are stowed safely in our holsters, all the while listening to the Captain's words coming over the 1MC. Helmets on, straps fastened, visors down, sleeves rolled down, we walked to our jets, the Captain's message ringing in our ears. Arriving on the flight deck we witnessed Plane Captains, Troubleshooters and Ordnancemen busily prepping the jets, Yellow Shirts making the final moves, Grapes pulling a fuel hose into place, Catapult Officers making final catapult inspections. Each doing their Duty. These moments I will never forget. You should be very proud of the

youth of America, and be proud to be an American. The ordnance did not come back. Where and how it was expended is another story. The American flag from our change of command was flying from JFK. It will diligently guard it until our safe return.

Good evening onboard John F Kennedy, Carrier Air Wing SEVEN, and Carrier Group Six.

We are currently preceding at best speed to our launch point for tonight's strikes, off the coast of Pakistan, nearly 700 miles south of our targets in Afghanistan. At midnight, CVW 7 will launch into the dark night, and strike their first blows of Operation Enduring Freedom, the war on terrorism. For us this is a culminating point in space, a culminating point in time, and a culminating point in history. Our enemy is a group of religious fanatics, who pervert the peace of Islam and twist its meaning to justify the murder of thousands of innocents at the Twin Towers of New York, at the Pentagon, and in a field in Pennsylvania. They hate us and attack us because they oppose all that is good about America. They hate us because we are prosperous. They hate us because we are tolerant. They hate us because we are happy. Mostly, they hate us because we are free and because we will "pay any price, bear any burden, meet any hardship, support any friend or oppose any foe to assure the survival and success of liberty." Make no mistake - this is fight for Western Civilization. If these monsters are not destroyed they will destroy us, and our children and children's children will live in fear forever. America is the only nation that can stop them and destroy them. Only America has the strength of character and the vast resources to hunt these fanatics down anywhere in the world. We have friends and Allies but we are the leaders of the world our forefathers made and died for. Our Naval power has been the principal weapon of our resolve. Great ships and great crews have gone before us - ENTERPRISE, CARL VINSON, KITTY HAWK, TEDDY ROOSEVELT, JOHN STENNIS. Tonight, our enemies will feel the power of USS JOHN F KENNEDY. It is now our turn to strike for justice and we will strike hard. Millions of Americans wish they could be here tonight with us. They saw the Twin Towers fall, and watched helplessly, wanting to do something to defend America and our way of life. For us tonight, that wait and that helplessness are over. We have reached the point where we are all part of something so much greater than ourselves. For the rest of our lives, no matter whether we stay in the Navy or move on to civilian life, no matter what we do or where we go, we will remember that on 10 March 2002, we came together and struck a blow for freedom. All of us are volunteers. Most of us joined the Navy to serve our country and better ourselves. Tonight and in the nights to come we are given the opportunity of a lifetime, a chance to truly make a difference in the world. Our namesake John F. Kennedy wrote that "a single person can make a difference, and every person should try." Tonight, WE make a difference! We represent America in all its power and diversity. We are men and women, rich and poor, black and white, and all colors of the human rainbow. We are Christian, Jew, and yes, Muslim. WE ARE AMERICA. This war will not be short, pleasant, or easy. It has already required the sacrifice of our firefighters, our policemen, our soldiers, our Sailors, our airmen, and our Marines. More sacrifices will be made. In the end we will win, precisely because we are those things that the terrorists hate - prosperous, happy, tolerant, and most of all, free. Those Americans who wish they could be here with us are, in fact, here with us in spirit. Never before in American history has our nation been so completely unified and resolute in purpose. Every one of them is cheering us on, praying for our safety and our success. Our families are behind us 100%. We will not let them down. We are, and will be, men and women of honor, courage, and commitment. I believe, as Abraham Lincoln said, that "America is the last, best hope for the world". Tonight we hold a shining beacon of that hope. We shall keep it burning brightly. Stay sharp. Stay focused. Stay safe. Use the training that has made you the best Sailors in the world, the best Sailors in the history of the world. Trust in your faith, and in your shipmates. God bless us all, and God bless America.

Editors Note:

I received a phone call from Sonny Richardson (R Div 67-68) suggesting that we publish the E-mail addresses of

those shipmates who would like to be listed.. As a start, we are including Sonny's and my E-mail addresses.

Sonny Richardson, R Division 1967-68 hsrjr@home.com
Paul Czesak, R Division 1952-56 [PAUL_CZESAK @prodigy.net](mailto:PAUL_CZESAK@prodigy.net)

If you are reluctant to use snail mail to send your sea stories to the *KEAR SAGA*, consider using the convenience of E-mail. We need more of your input to make this an interesting news letter. Let's here from **ALL** Divisions.

In our next issue, we will have a "CHOW LINE" and publish some prize winning recipes submitted by Phil Molinaro, R Division FP2 1954-56) If any of you have favorite recipes please submit them. After all, it isn't just the Army that travels on its stomach.

SHIPS STORE

Blue Watch Caps CV, CVA 33	\$12.00
USS Kearsarge Hats, White CV, CVA, CVS 33	\$14.00
USS Kearsarge Hats, Blue CV, CVA, CVS 33	\$14.00
USS Kearsarge Hats, Blue with "The Mighty Kay" CV, CVA, CVS 33	\$14.00
USS Kearsarge Hats, with "50th Anniversary" CV 33	\$14.00
USS Kearsarge Hats, Red with "Marines"	\$14.00
USS Kearsarge Hats, Blue with Gater and Ship LHD 3	\$14.00
USS Kearsarge Hats, Blue with Ship LHD 3	\$14.00
USS Kearsarge Hats, Blue with Ship Crest LHD 3	\$14.00
Magnetic Ships Crest 3" (for you refrigerator, etc.) CV, CVA, CVS 33	\$ 3.00
Seventh Fleet UN Patch	\$ 6.00
Ships Crest Patches Cloth, 4 1/2" CV, CVA, CVS 33	\$ 5.00
USS Kearsarge Tie Bars	\$10.00
Ships Lighters (Zippo) 3 color, straight and round design	\$21.00
USS Kearsarge Golf Shirt, White, M-L-XL CV, CVA, CVS 33	\$29.00
USS Kearsarge Golf Shirt, Navy Blue, M-L-XL CV, CVA, CVS 33	\$29.00
USS Kearsarge Sweat Shirt, White, M-L-XL CV, CVA, CVS 33	\$35.00
USS Kearsarge Sweat Shirt, Navy Blue, M-L-XL CV, CVA, CVS 33	\$35.00

ALL PRICES INCLUDE SHIPPING ANT) HANDLING

Make checks payable to the Kearsarge Association and order from Art Killian, 3632 Springhill Lake, Tuscaloosa, AL 34305, Phone (205) 553-2710

KEAR SAGA^{II}

The Newsletter Of The Kearsarge Association

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Dues & Membership

The yearly dues for the Kearsarge Association is \$10.

Check your label to see when your dues expire.

To pay your dues, send a check payable to *The Kearsarge Association* to John Bennett.

To sign up a new member, send information to John Bennett.

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Honorary President Kenneth McDaniel (Deceased)