

The



BIG E NEWS



USS ENTERPRISE CVAN-CVN-65 ASSOCIATION

WWW.CVAN-CVN-65.ORG

VOLUME 1, NUMBER 2 MAY 2017

Welcome To The Reunion



Oct 4 ~ Oct 7

Cody, WY

MAY 2017

Hello again to all of our shipmates family of the USS Enterprise.

The reunion in Branson, MO was a successful gathering for all of us who were there.

Everyone is looking forward to being in Cody, Wyoming and checking out the area and see just what these sailors can get into without being arrested ! The information is enclosed in the newsletter and your registration form is enclosed. So hopefully everyone is excited about coming and will return their form as soon as they are sure about going.

We have information concerning the disposing of the Enterprise. Seems as if it's not going as easily as they thought it would. But when you think about it, the Enterprise just may have a mind of her own, and just may not want to leave the job she has been in for so long. ! Do you think?

Anyway disposing of the world's first nuclear-powered aircraft carrier is turning out to be more of a challenge than the Navy bargained for.

Officials from Naval Sea Systems Command announced today that they're canceling a request for proposal to perform a commercial recycling of the non-nuclear elements of the USS Enterprise, CVN 65, which was decommissioned after 55 years of service Feb.3.

"The Navy has identified that it requires more information to determine the approach for the disposal of CVN65, including the reactor plans, that is more technically executable, environmentally responsible and is an effective utilization of Navy resources," a spokesman for NAVSEA, William Couch, said in an announcement today.

No decision has been made on a better approach to dismantle and dispose of the Enterprise, according to the announcement. For now, the history-making carrier is completing an "inactivation availability" at Newport News Shipbuilding until August 2017. Following that, the Enterprise is set to enter temporary storage until the Navy can decide how to dispose of it. A storage location for the 1,122 -foot-long, 94,780-ton ship has yet to be determined.

So at this time it's a wait and see game!!! BUT if you do have an extra storage building you need to rent out, you might contact the Navy .

We haven't received very much information from anyone, so you will have plenty to send to us the next newsletter.

As many of you know several of our members have been sick, had surgery, heart attack or some just had a case of can't do's.

Bill Newby has been having a serious time with different health problems.

Ken Ford has had surgery .

Jim Voorhies had trouble with his heart.

Art Dumas a pacemaker replaced .

I am sure that there are others , but I don't have the information on them.

ENTERPRISE CVAN/CVN65 ASSOCIATION
2017 REUNION

This is an e-mail we received from Hayden Evans.

Art, I received the Big E new letter and was saddened to learn about Jess's Wife and Dan Brooks passing. Dan was the reason I was selected to serve on board the ship. He was concerned of the fire hazards on the ship after hearing of the Constellation fire. He found that 3000 young sailors assigned to the Connie was setting in Norfolk with no ship to go to. He and the Personnel Officer (A CWO) screened the record and found forty of us who he thought could get a clearance, and Jan 31, 1961 we were loaded on board a bus and ended up in New Port News. I had heard he had told Rickover he could train his on Nuc's OJT. He sent one of the Chiefs over to Wards and bought each of us two pair of coveralls so we could walk around the ship with a fire extinguisher and follow the welders around. We were assigned to one of the Many I st classes for training. As I had expressed interest in being a diesel mechanic, he assigned me to report to #2 engine room and EN1 Ward. Wayne was one of the three NUC Enginemen . 2 years later , I was advanced to MM-2, and qualified to operate many of the systems assigned to nuc'c. When leaving the ship July 27, 1964, I had to check out with the Reactor Officer who started out yelling at me because with all the schooling I had had, I should be a first class getting ready for chief. After he wound down, I explained that I wasn't a nuc, and had never gone to an A school. He wanted to know how I had gotten qualified on the nuc systems and who had signed off. I pointed to one of the cards signed off two years before and to his name as a LT. His reply was "OH, You were one of Dan's boys". I had heard the Movie "Down Periscope" was based on Dan's career before he was assigned to the nuc. Navy. 2015. I was at the Navy-ND game and ran into Adm. Rickover's aide who ask if I remembered Dan, and after telling him I was one of the forty from the Connie, he told me how he had convinced the Adm. And Navy the need for fire watchers.

This is a very interesting story, and a real one at that. Interesting!!

WELCOME NEW MEMBERS!

Here is a list of the new members since the 2016 reunion:

Kenneth May
Sacramento, CA
DIV E
1985—1990

James Ackerman
Lawrenceburg, TN
VAW 11
1966—1967

Ken Sawdey wife— Marian

Gary Hoblet wife Yvonne
South Sioux City , Nebraska
DIV V-2
1961—1964

Timothy (wiley coyote) Wiley
Tollesboro, Kentucky
DIV RC
1968—1972

If you have any news you would like to have us put in the newsletter, please let us know. Just send it to Art at his e-mail or me June at my e-mail. We would love to hear from you about your adventures on the Enterprise.

This is dedicated to all that have had the pleasure of working and serving in "The Hole".

The Men Who Sail Below

Now each of us from time to time has gazed upon the sea and watched the mighty warships pulling out to keep this country free. But there's a place within each ship that legends fail to teach. It's down below the water-line and it takes a living toll, that sailors call the "Hole". It houses engines run with steam that makes the shafts go round. Where boilers like a hellish heart, with blood of angry steam, are molded gods without remorse, are nightmares in a dream.

Where turbines scream like tortured souls, alone and lost in Hell, are orders from above somewhere, they answer every bell. The men who keep the fires lit and make the engines run are strangers to the light rarely see the sun. They have no time for man or God, no tolerance for fear, their aspect pays no living thing a tribute of a tear.

For every day's a war down there when gauges all read red, twelve-hundred pounds of heated steam can kill you mighty dead. And people as a general rule don't hear of these men of steel, so little heard about this place that sailors call the "HOLE". They'll fight for ages on till warships sail no more, amid the boiler's mighty heat and the turbine's hellish roar. So when you see a ship pull out to meet a war-like foe, remember faintly if you can, "The Men Who Sail Below."

This is an Excerpt from 'The Snipe's Lament'. Very interesting

Sympathy is for our departed shipmate.

ED HAACK

APRIL 7 AFTER A SHORT ILLNESS.

Big E Plankowner

• **MARK SAFFELLE**

SEPTEMBER 2, 2016

ACTIVE DUTY 76' - 80'

Don't forget as a reminder about the Veteran Services recently informed us to advise our love ones of the location of your DD 214. Some funeral homes require this for the flag.

ASSOCIATION MEMBERS:

Scholarship Chairman Marylee Thiry wants

To remind all association members about our Scholarships.

1) Do you or a family member have plans to go to college this year?

NEED EXTRA MONEY /

2) Did you know you are eligible to apply for the 2017 USS Enterprise Association Scholarship ?

Accepting applications now ! Don't delay and miss your chance for free money . College will be here before you know it.

APPLY TODAY.

2017 Association Officers

Chairman : Jim Voorhies

Vice - Chairman : Ken Ford

Secretary : Art Dumas

Treasurer/Database Administrator:

Jerry Pearson

First Past Chairman : Don Thiry

Second Past Chairman : Chas Folcik

Third Past Chairman : Bill Newby

Director 3 yrs. : Mike Sullo

Director 2 yrs. : Ken Ford

Director 1 yrs. : Tom Reed

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Historian : Bill Slupe

Scholarship Committee : Don Thiry

Ships Store Clerk : Rich Kehoe

Membership Committee : Art Dumas

Newsletter Editor: Art and June Dumas

Nominating Committee: John Curley

PAO/Webmaster: Larry Ragan

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*Don't forget to check out the
U S S Enterprise Association
Web site if you need any information concerning any member.*

Listing of all members are located there and any information concerning the Enterprise.

Let us know if you can't find your name on this list, so it can be corrected.

**Exerts from Capt. J.L. Holloway 111, report to CNO on Enterprise operations
March 1966 and June 1967**

March 1966

The planes that did get through the bad weather found extremely heavy enemy anti-aircraft fire over the targets. A few crewmen were lost with their planes during the first few days. Some managed to escape; a typical adventure was that of Lt. Greenwood, of Fighter Squadron 92, whose experiences Captain Holloway recounted in his April family newsletter: "Lt. Greenwood was making a high-speed, low-altitude attack on a bridge in North Vietnam when his jet was hit by enemy anti-aircraft fire and burst into flames. Realizing that his aircraft was flyable but mortally damaged, he climbed through the overcast and turned eastward to the Gulf of Tonkin. His intentions was to remain with the plane as long as possible in an effort to get well out over the gulf when he bailed out, as the low cloud cover prevented him from seeing whether he was over land or water. When he could no longer control his burning aircraft, Lt. Greenwood ejected, and after descending through the low clouds in his parachute, found himself entering the water just a few hundred yards off the hostile shoreline. He could see armed men putting to sea in powered junks and sampans and heading for his position. "As soon as Greenwood's plane had been hit, the rescue forces had been alerted and they now were converging on the location of the downed pilot. It was late in the day and in the gloom of the low overcast, Lt. Greenwood's position in the water was difficult to pinpoint. One rescue plane had him in sight but was driven off by the heavy fire from shore and from the boats closing in on the downed pilot. As Lt. Greenwood lighted his last flare, a helicopter spotted him and approached for pickup. The nearest enemy boat was only 150 yards away, and firing at Greenwood and the helicopter. With the waist gunner using his 50 caliber machine gun, and the pilot firing his tommy gun, the helicopter held off the armed sampan long enough to hoist Lt. Greenwood to safety.

JUNE 1967:

For months it had been the unsung task of the RVAH-7, the "Peacemakers" to fly unarmed photo reconnaissance missions in the wake of ENTERPRISE attack aircraft and face the same heavy defenses as their armed counterparts. On 6 June, some 35 miles southwest of Hanoi, a "Heavy 7" Vigilante produced picture which revealed several SAM missiles on trailers, all heavily camouflaged-- but not quite well enough. The next day, 7 June 1967, an Enterprise strike force set out to destroy the missiles. Captain James L. Shipman, Carrier Air Wing Nine, led the strike which he described rapturously as "beautiful, great and satisfying." Fighter Squadron 96 Radar Intercept Officer, Lt.(jg) Charles Boehmer was more explicit: you should have seen what we left behind, great big Sams curling all over the place. They were all sizzling SAMs, says Squadron 113's Lt. Commander Jerry Taylor. Our rockets ignites several fires. The strike was a total success. Very few pilots had escaped being menaced by one of these terrifying missiles as it chased them through the air.

CODY WYOMING—FULL OF WESTERN CHARM*****THINGS TO DO , PLACES TO GO

BUFFLO BILL CENTERS OF THE WEST:

Five museums in one; shares stories, facts, and legends of the West. Find your true West in one place, for one price. From personal experiences, I have had, the pleasure of visiting the museums and in each wig I was continuously in awe. I highly recommend this tour if you are interested in our history , Lewis and Clark to guns.

HEART MOUNTAIN WW 11 INTERPRETIVE CENTER:

Tells the stories of Japanese Americans confined there during WW 11.

WYOMING VETERANS MEMORIAL :

TWO P G A STAFFED GOLF COURSES:

FLY FISHING:

K3 HALF DAY RANCH, AREA TOUR AND SHOOTING:

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YELLOWSTONE NATIONAL PARK ;

The World's first National Park contains more than two million acres of streaming geysers, crystalline lakes, thundering waterfalls, panoramic views, as well as a remarkable diversity of mammals, birds and fish.

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FOR MORE INFORMATION ON YELLOWSTONE NATIONAL PARK , VISIT THE WEBSITE.

INTERAGENCY PASSES ARE AVAILABLE ON LINE OR AT U S OPERATED PARKS. SOME STATES HONOR THIS PASS FOR ENTRANCE.

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USS ENTERPRISE ASSOCIATION

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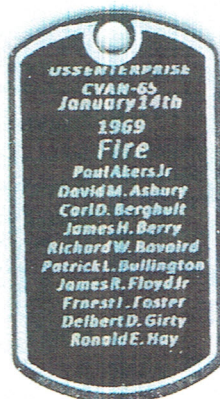
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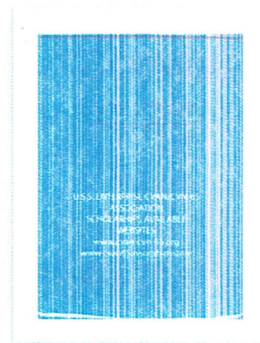


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USS ENTERPRISE CVAN/CVN-65
ASSOCIATION
Scholarships Available
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www.cvan65assocshipsstore.org

Refrigerator
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Note Pad

New 30oz Yeti type Tumblers

Some of the new Items in our Ship's Store

*Please remember we only bring 3 clothing items of each size so to be sure
you get what you want, we suggest you preorder from the ships store ahead of time.*

Our scholarships are mostly funded by donated items from members and their spouses that attend the re-unions, We, in turn, auction the Items off either in a silent auction or a live auction at our final banquet.