



## PRESIDENT'S COMMENTS APRIL 2012

### REUNION 2012

In a recent mailing concerning the 2012 reunion, I managed to leave out the dates of the event. While the dates were in the December news letter, I should have put them in the letter as well. The 2012 reunion is scheduled for **September 11-14, 2012** in Orlando, Florida. (The hotel is located in Buna Vista). More information is contained later in the news letter. You can also contact Myrna Grady @ 352-726-7061, Jimmy/Sandra Sigler @ 352-748-1422 or Cecil Thompson @ 337-537-7533.

### USS JOHN R PIERCE SAILORS' ORGANIZATION

Here is the status of the organization as of this date. We currently have 188 members, of which 72 are lifetime members. I would like to remind everyone that once you reach the age of 85 and you pay dues on an annual basis, further payment of dues are waived. I recently removed 5 names from the active roll for none payment of dues since the 2008-2009 year. I tried to contact these folks but had no success. There are a few who have not paid dues since the 2009-2010 year as well. For those who have not paid their 2011-2012 dues please do so by mailing \$15 dollars to Carl Cox.

The financial status of the group is excellent. As you can see by the treasurer's report we have \$28,010.62 in the bank. The main source of income is from dues. Expenses mainly consist of; mailings, website hosting, domain name and webmaster. We try to break even on reunions, although the last couple we have spent more than we have taken in. This was an effort to keep the costs down.



### NOTE FROM JOYCE FERRELL

I would like to take this opportunity to offer a big "thank you" to all who have called me and continue to do so, for the cards, notes etc., to check on me and also to express words about my Ben (known to a lot of you as John). He passed away October 6<sup>th</sup>, during the reunion last year.

As most of you know by now, Ben only discovered in September that he had 4<sup>th</sup> stage cancer of the stomach and liver. It had never shown up until this time and he did not suffer long. He had lost a lot of weight, but we thought that was due to him having shingles. He lived 5 weeks after his diagnosis. We used Hospice care and Ben passed away peacefully at home with his loved ones around him. He would not let me cancel our reunion reservations until the last minute, as he lived in hopes of being able to come. His doctor was even going to arrange for treatment there if necessary. He loved his Lord, his Country and his fellow men. May God bless each of you.

My daughter and I are looking forward to seeing you all in September in Orlando.

Joyce Ferrell  
P.O. Box 4852  
Frankfort KY 40604 Telephone 502-550-5513



## NEW MEMBERS

Name	Rate/Rank	Years on Board
Charles N. Yadrosich	BM3	1949-52
Jeffrey A. Ebert	RD3	1964-66
Terry L. Ebert	MMFN	1964-66

Note: Jeffrey and Terry are bothers who were stationed on the Pierce at the same time.

## TAPS

NAME	RATE/RANK	YEARS ON BOARD	DATE OF PASSING
Al See	MMCM	1961-63	01/20/2012
Eugene R. Gallatin	SM3	1955-57	02/20/2012

## USS JOHN R PIERCE DD-753 TREASURER REPORT NOV 30, 2011

Income:		Expenses:	
Annual Dues:	\$340.00	Newsletter	\$160.71
NSF Refund	\$247.00	Letter Mailing	\$88.00
Interest	\$18.18		
Total:	\$605.18		\$248.71

	Nov 30, 2011	Mar 31, 2012
Checking	\$6,135.39	\$6,476.35
Savings	<u>\$21,518.76</u>	<u>\$21,534.27</u>
Total	\$27,654.15	\$28,010.62

## A LITTLE BIT OF HISTORY

Mercury-Atlas 7 was the second American orbital Mercury program manned space mission, launched May 24, 1962. The Mercury spacecraft was named *Aurora 7* and made three Earth orbits, piloted by astronaut Scott Carpenter. A targeting mishap during reentry took the spacecraft 250 miles (about 400 km) off course, delaying recovery of Carpenter and the craft. The mission used Mercury spacecraft No. 18 and Atlas launch vehicle No. 107-D.

The focus of Carpenter's five-hour mission was on science. The full flight plan included the first study of liquids in weightlessness, Earth photography and an unsuccessful attempt to observe a flare fired from the ground. At dawn of the third and final orbit, Carpenter inadvertently bumped his hand against the inside wall of the cabin and solved a mystery from the previous flight. The resulting bright shower of particles outside the spacecraft - what John Glenn had called "fireflies" - turned out to be ice particles shaken loose from the spacecraft's exterior.

Like Glenn, Carpenter circled the Earth three times. Total time weightless 4 h 39 min 32 s. The performance of the Mercury spacecraft and Atlas launch vehicle was excellent in nearly every respect. All primary mission objectives were achieved. The single mission-critical malfunction which occurred involved a failure in the spacecraft pitch horizon scanner, a component of the automatic control system. This anomaly was adequately compensated for by the pilot in subsequent in-flight operations so that the success of the mission was not compromised. A modification of the spacecraft control-system thrust units was effective. Cabin and pressure-suit temperatures were high but not intolerable. Some uncertainties in the data telemetered from the bioinstrumentation prevailed at times during the flight; however, associated information was available which indicated continued well-being of the astronaut.

Equipment was included in the spacecraft which provided valuable scientific information; notably that regarding liquid behavior in a weightless state, identification of the airglow layer observed by Astronaut Glenn, and photography of terrestrial features and meteorological phenomena. An experiment which was to provide atmospheric drag and color visibility data in space through deployment of an inflatable sphere was partially successful. The flight further qualified the Mercury spacecraft systems for manned orbital operations and provided evidence for progressing into missions of extended duration and consequently more demanding systems requirements.

Partly because he had been distracted watching the fireflies and partly because of his busy schedule, and a malfunction of the automatic alignment system, Carpenter overshot his planned reentry mark and splashed down 402 kilometers from target.

After landing, Carpenter reported a severe list from vertical. An Air Rescue Service SA-16 amphibian aircraft established visual contact with the spacecraft 39 minutes after landing and the USS Farragut, located about 90 nautical miles southwest of the calculated landing position was first to reach the capsule. Carpenter was picked up by HSS-2 helicopters dispatched from the aircraft carrier USS Intrepid (CVS-11) while the destroyer USS Farragut (DLG-6) watched the Aurora 7 capsule until it could be retrieved with **special equipment aboard the USS John R. Pierce** about 6 hours later. A considerable amount of sea water was found in the spacecraft which was believed to have entered through the small pressure bulkhead when Carpenter passed through the recovery compartment into the life raft.

An interesting side note is that during the recovery operation an antenna from the space craft broke off and was kept by the crew. The machine shop made several rings from the antenna which had "Aurora 7" imprinted on the front side of the ring. At some point in time, I managed to lose my ring. I know that Robert "Bob" Wilno still has his. I wonder how many remain in existence?.

For those of you that have internet service, you can go to [www.criticalpast.com](http://www.criticalpast.com) and in the search box at the top of the website type in USS John R Pierce and you should see three clips of the ship recovering and unloading the space capsule. **THANKS TO GENE SLAVING FOR PROVIDING THE WEB SITE.**

**THE FOLLOWING WAS SENT TO ME BY LEWIS RAYBURN.**

### **I Was a Sailor Once**

Sharing a glimpse of the life many so dearly loved...

I liked standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe I liked the sounds of the Navy - the piercing trill of the boatswains pipe, the syncopated clangor of the ship's bell on the quarterdeck, harsh, and the strong language and laughter of sailors at work.

I liked Navy vessels -- plodding fleet auxiliaries and amphibis, sleek submarines and steady solid aircraft carriers.

I liked the proud names of Navy ships: Midway, Lexington, Saratoga, Coral Sea, Antietam, Valley Forge - - memorials of great battles won and tribulations overcome.

I liked the lean angular names of Navy "tin-cans" and escorts, mementos of heroes who went before us.

And the others - - San Jose, San Diego, Los Angeles, St. Paul, Chicago, Oklahoma City, named for our cities.

I liked the tempo of a Navy band.

I liked liberty call and the spicy scent of a foreign port.

I even liked the never ending paperwork and all hands working parties as my ship filled herself with the multitude of supplies, both mundane and to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men from all parts of the land, farms of the Midwest, small towns of New England, from the big cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me -- for professional competence, for comradeship, for strength and courage. In a word, they were "shipmates"; then and forever.

I liked the surge of adventure in my heart, when the word was passed: "Now Hear This" "Now station the special sea and anchor detail - all hands to quarters for leaving port," and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side The work was hard and dangerous; the going rough at

times; the parting from loved ones painful, but the companionship of robust Navy laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the fierce and dangerous activity on the flight deck of aircraft carriers, earlier named for battles won but sadly now named for politicians. Enterprise, Independence, Boxer, Princeton and oh so many more, some lost in battle, and sadly many scrapped.

I liked the names of the aircraft and helicopters; Skyraider, Intruder, Sea King, Phantom, Skyhawk, Demon, Skywarrior, Corsair, and many more that bring to mind offensive and defensive orders of battle.

I liked the excitement of an alongside replenishment as my ship slid in alongside the oilier and the cry of "Standby to receive shot lines" prefaced the hard work of rigging spanwires and fuel hoses echoed across the narrow gap of water between the ships and welcomed the mail and fresh milk, fruit and vegetables that sometimes accompanied the fuel.

I liked the serenity of the sea after a day of hard ship's work, as flying fish flitted across the wave tops and sunset gave way to night.

I liked the feel of the Navy in darkness - the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and joined with the mirror of stars overhead. And I liked drifting off to sleep lulled by the myriad noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me safe.

I liked quiet mid-watches with the aroma of strong coffee -- the lifeblood of the Navy permeating everywhere.

And I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.

I liked the sudden electricity of "General quarters, general quarters, all hands man your battle stations," followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war -- ready for anything.

And I liked the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the Navy and the men and now women who made them. I liked the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones and Burke.

A sailor could find much in the Navy: comrades-in-arms, pride in self and country, mastery of the seaman's trade. An adolescent could find adulthood.

In years to come, when sailors are home from the sea, we still remember with fondness and respect the ocean in all its moods - the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. And then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and chief's quarters and mess decks.

Gone ashore for good we grow humble about our Navy days, when the seas were a part of us and a new port of call was ever over the horizon.

Remembering this, WE stand taller and say, "I WAS A SAILOR ONCE!"

**RESERVATION FORM**

**U.S.S. JOHN R PIERCE DD-753 2012 REUNION  
September 11-14, 2012  
Orlando, Florida  
(Please print all information)**

**Shipmate Name (name on tag)**

\_\_\_\_\_ (\_\_\_\_\_) \_\_\_\_\_

**19** \_\_\_\_ **to 19** \_\_\_\_ **Rate** \_\_\_\_\_ **Rank** \_\_\_\_\_

**Spouse Name (name on tag)**

\_\_\_\_\_ (\_\_\_\_\_) \_\_\_\_\_

**City/Town** \_\_\_\_\_ **State** \_\_\_\_\_

**Guest Name (name on tag)**

\_\_\_\_\_ (\_\_\_\_\_) \_\_\_\_\_

**City/Town** \_\_\_\_\_ **State** \_\_\_\_\_

**DINNER  
THREE SELECTIONS – SELET ONE PER ATTENDEE**

**#1** \_\_\_\_ **Atlantic Salmon (with all the trimmings)**

**#2** \_\_\_\_ **Grilled Chicken Breast (with all the trimmings)**

**#3** \_\_\_\_ **Roast Prime (with all trimmings)**

<b>Registration</b>	<b>\$15.00</b>	X	_____	<b>Persons = \$</b>	_____
<b>Disney Tickets</b>	<b>\$52.00</b>	X	_____	<b>Persons = \$</b>	_____
<b>Dinner Banquet</b>	<b>\$28.00</b>	X	_____	<b>Persons = \$</b>	_____
<b>Total</b>				<b>\$</b>	_____

**Make All Checks or Money Orders Payable To:**

**USS JOHN R PIERCE DD-753 SAILORS ORG INC.**

**PLEASE MAIL TO CARL COX BY AUGUST 24 SO WE CAN GET A HEAD COUNT  
TO DISNEY BY SEPTEMBER 1, 2012.**

**CARL COX  
4610 HOMINY RIDGE ROAD  
SPRINGFIELD, OH 45502**

**(THIS SIDE INTENTIONALLY LEFT BLANK)**

## Daily Activities

September 11 – Tuesday  
0800-1700 Registration Open  
1000 – 2200 Hospitality Room Open

September 12 - Wednesday  
1000-2200 Hospitality Room Open

September 13 – Thursday  
0900 Hospitality Room Open  
1000 Memorial Service (On Site)  
1600 Pick up by bus for transportation  
1700 Participate in “Flag Retreat”  
2100 “The Main Street Electrical Parade”  
2200 Fireworks Show

September 14 - Friday  
0930 – Executive Meeting  
1000 – General Meeting  
1200 – Hospitality Room Open  
1700 – Pictures  
1800 – Cocktail hour (Cash Bar)  
1900 – Dinner  
1945 – Speaker  
Drawing for gifts

October 15 – Depart – Good Byes – Have a safe trip home and thank you for coming

## HOTEL INFORMATION

**PLEASE MAKE YOUR RESERVATION BY AUGUST 12, 2012.**



2000 Hotel Plaza Blvd.  
Lake Buena Vista, Florida 32830  
Reservations: 1-800-348-3765

**WHEN MAKING RESERVATIONS PLEASE MAKE SURE YOU CALL 1-800-348-3765 AND THAT YOU MENTION THE USS JOHN R PIERCE REUNION. USING THIS NUMBER ENSURES WE GET CREDIT FOR YOUR ROOM RESERVATIONS.**

The room rate will be \$75 per night (total), with the hotel waving the tax and resort fee.

After 08/12/2012 any rooms not picked-up by the group will be released to the Hotel's available inventory. After 08/12/2012 the Hotel may contract with other parties for the use of such rooms. Hotel will continue to accept reservations from Group's attendees after the cut-off date at the prevailing depending on room availability.