

BRYCE CANYON UPDATE

Volume 8, Issue 4

November 2003

OFFICIAL NEWSLETTER OF USS BRYCE CANYON AD-36



Points of Special Interest

- *Read an account of the reunion in New Orleans and plan to join in the fun next year.*
- *Twenty-two new names for the WELCOME MAT. See page three.*
- *Crime doesn't pay was a lesson learned. See the story in MAIL CALL on page three.*
- *Remember Captain Williamson? A good story about him is on page 4.*
- *See what Tucson has to offer as a reunion site on pages 6 & 7.*

NEW ORLEANS WELCOMES BC REUNION

The 2003 USS Bryce Canyon AD-36 reunion was held in New Orleans, LA on October 24-26. The Best Western Landmark Hotel was the host facility for the reunion which was attended by thirty-eight former crewmen and thirty-six guests.

The reunion began on Thursday, October 24 with registration and the hospitality room opening at noon. At 5:00 PM a welcome reception was held to provide everyone a chance to get together for the first time and become acquainted. After drinks and welcoming remarks, the attendees

enjoyed light hors d'oeuvres and a relaxed, casual atmosphere in which to rekindle friendships. Groups of old friends invited new acquaintances to join them for dinner and the fun had begun!

Friday's daytime planned activity was the Swamp and Plantation Day tour. A really fun time was experienced by all who took the Swamp cruise, narrated by river boat captain Gary. He was a great guide, and his stories added a lot to the experience of seeing a swamp first-hand. Everyone also enjoyed the tour of Laura

Plantation, named by Lonely Planet Travel as the "best history tour in the U. S." Laura Plantation is an historic sugar plantation built in 1805, surrounded by fields of sugarcane and boasts 11 historic buildings on the National Register. Lunch was enjoyed at B & G Seafood, a truly delightful meal!

After returning to the hotel from the tour and a little time for relaxing, Friday evening's activities began at 6:00 PM with the social hour and then dinner at 7:00 PM. A Mardi Gras-themed dinner was just the right touch for the guests who enjoyed the Cajun

(Continued on page 2)

(Continued from page 1)

cooking prepared by the hotel chefs. The rest of the evening was spent in listening to and telling old sea tales. A great evening!

On Saturday morning, everyone was looking forward to today's events. First on the agenda was the visit to the D-Day Museum, which has written histories, maps, timelines, glossaries, quotes and oral histories all about the famous invasion. This museum should be a must see for all Americans. This was certainly a favorite part of the reunion for everyone. After lunch and a riding tour of New Orleans, the group arrived back at the hotel for the annual business meeting to decide on the direction of the group for the next year. John Seagrove was chosen to be the chairman for 2004 and Tucson, AZ was selected as the reunion site.

Soon it was time for the big event of the reunion—the USS Bryce Canyon banquet. The evening started off with a pre-dinner cocktail hour and photo session at 6:00 PM. This was followed by the banquet at 7:00 PM. Welcoming remarks were made by the chairman and everyone enjoyed a delicious meal with those sharing their table. After everyone had finished eating, a memorial service was held to remember all those who had passed away, especially those since the last reunion. Following the memorial service the attendees were entertained by a Dixieland Jazz band for the remainder of the evening. Lively music and lively conversation made for a perfect evening!

For those who did not have early travel plans, the Sunday morning breakfast was the last chance to say good-bye to friends before leaving for home. Plans were already being made to meet again at approximately the same time next year in Tucson for more fun and fellowship. Hope you can be there.

2003 REUNION ATTENDEES

Calvin & Margie Aitch
 Jack & Lori Bach
 Don & JoAnn Banks
 Thomas & Mary Barefoot
 Harry & Wanda Bequette
 Knut & Akemi Berland
 Garry & Lynda Bevier
 Edward & Ellen (Doris) Boaz
 Donald & Pearl Bulanek
 Clarence & Beverly Buse
 Richard & Lila Crinigan
 Joseph & Sandra Dauster
 Richard & Pat Finn
 Louis & Juanita Gardemann
 Ronald & Marian Genuit
 William & Peg Hart
 Harry & Peggy Heppler
 Paul & Dorothy Heppner
 Robert & Louise Hilinski
 Paul & Karen Hunn
 Roy, Evelyn & Melanie Hutchens
 Richard & Donna Ingram
 James Kamler
 William & Jean Kluth
 George & Betty Knight
 Gregory Kruszka
 John & Rita Manley
 Tony & Ginny Manuel
 George & Janet Maxwell
 Charles & Alice Mullan
 Clyde & Mary Lou Patrick
 Donald & Joan Schnirel
 John & Maureen Seagrove
 Roy & Nell Snyder
 Jack & Julia Sweet
 Gayle & Barbara Teachout
 Robert & Madge Thomas
 John Tully

Total Members: 38
Guests: 36
GRAND TOTAL: 74

NOTE FROM LYNN DEATHERAGE

I enjoyed my time with all of you in New Orleans this year. I hope you have a wonderful year ahead. God Bless!

Lynn Deatherage
 ML&RS Site Manager

NEW WEB ADDRESS FOR BRYCE CANYON ASSOCIATION

The new web address for the Bryce Canyon is as follows:
<http://freepages.military.rootsweb.com/~ussbyrcecanyon/>

The e-mail address for the ship is as follows:
brycecanyonad36@hotmail.com

Thank you,
 Gary Wiles, Historian/Webmaster

FINANCIAL STATEMENT

Balance from 07/03 issue

Minus \$114.88

Funds Received since 07/03

\$795.00

(Including \$470.00 collected at the reunion)

Funds Available for 11/03 issue

\$680.12

Funds Expended 11/03 issue

\$542.45

Balance Remaining for 02/04

\$137.67

Funds will be needed for 02/04. Send contributions to ML&RS at the address on page three. Be sure to state it is for the Bryce Canyon Update.

SUBSCRIBE ON LINE

To subscribe to the BRYCE CANYON E-mail Roster please send an e-mail to SubscribeMLRS@aol.com, put the phrase SUBSCRIBE BRYCE CANYON in the Subject line and type your name and e-mail address in the body of your e-mail. You will be placed in the e-mail roster and only receive the Update on line, saving postage for the group.

**HAPPY HOLIDAYS
 FROM THE STAFF
 OF ML&RS, INC.**



WELCOME MAT

The USS BRYCE CANYON Association announces the following former crewmen have recently been located. Welcome aboard and we hope to see you at the next reunion.

Due to the amount of letters for this issue, we do not have space for all the addresses. However, if you see a familiar name and would like the address, please drop ML&RS a note, call or e-mail and we will provide it to you. Our addresses are on page two.

*Alvin Weiberg
Richard Cord
Harold Kraft
Paul Smith
Eddie Salamante
Howard Duffly
Rudolfo Antonio
Greg Newton
Timothy Hedgecock (1978-81) BM3
Richard Merrill
James Whaley
Joe Brown
Melvin Wasserman
Joseph Dauster (1975-76) CWO2
Dick Fairbank
Jack Root
Marvin Jungkans
Lyle Pointer (1951-52) FP3 Repair
Clyde Eanes
Ben Baynum
Fred Gibson
Thomas Barefoot (1968-69) Ltjg*

Published By:
Military Locator & Reunion Service, Inc
PO Box 11399
Hickory, NC 28603

828-256-6008 (voice)
828-256-6559 (fax)

Dinamlrs@aol.com (e-mail)
mlrsnewsletters@aol.com (newsletter)
www.mlrsinc.com

"Our Reunions Work So You Don't Have To"

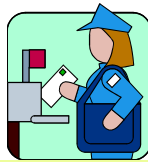


TAPS

The Bryce Canyon Update learned of the following shipmates' deaths since the last newsletter. Every member of the Association sends his heartfelt sympathy to the widow, family and friends of the deceased.

Anyone knowing of, or learning of, the death of a shipmate, please inform ML&RS so his name can be added to the Honor Roll and included in TAPS.

*Richard Cirillo
(1960-62) DT2 Dental
Died February 26, 2003*



MAIL CALL

Bryce Canyon Update,

I served on the Bryce Canyon from January '52 to June of '55. I made three trips to the Orient and back.

As we were getting ready to go overseas on one of our tours, we were taking on supplies which were being loaded down through a large hatch and into the heavy machine shop. Cases of things were all coming down on pallets. They were then on-loaded onto roller conveyers that passed right by the Outside Repair Shop and on down the passageway forward. As some of these boxes were going by, we were trying to get a look at them to see if we could tell what was being loaded. They were very generic boxes with just black writing on them. But we could make out fruit cocktail, peaches, pears, etc. And we decided that we could use some of these if we could get them

off the conveyer. So we got organized, got different people busy talking, slipped one case off of the conveyer and passed it through two or three guys to the tool shed, put it in the shed and shut the door. We had someone at the conveyer to move the boxes closer together so it wasn't obvious that something was missing. We sat around and talked for awhile and decided that went pretty smoothly so maybe we should try for another one. We waited about 45 minutes to be certain we didn't get two cases of the same thing. At that point we went back to the conveyer and went through the same routine we had before. We threw the box into the tool shed and shut the door. When we finished loading the supplies, this particular conveyer was taken down and moved. But we didn't want to check on what we had gotten until everything had calmed down and it was later in the evening.

At probably 7:00 or 8:00 we came down to the outside repair shop to check our booty. We couldn't believe it! Of all that good stuff that was going by, we ended up with two cases of sardines in oil. Boy, what a surprise! I probably should say a pretty fishy surprise. However, we did contact the cooks, did a little comesha, and traded the cooks for boxes of crackers. We kinda got in the habit of eating sardines and crackers in the evening, especially when we came back late off of liberty. Some evenings, the Outside Repair Shop sure smelled fishy. We did try to trade some of it off to some of the departments on our ship and on destroyers, but when you're trading sardines, you're at a real disadvantage. There were not many takes, if any.

If I remember right, we finished up the sardines and I don't think I've eaten a sardine since. I'm sure there's a moral to this entire situation, but it may be fishy too.

Don Banks

(Continued on page 4)

(Continued from page 3)

Update,

I served on board the USS Bryce Canyon from January '52 to June of '55.

During my tour we had four different Captains. I won't comment on the first two, but the third one was an awesome individual. I remember his name as Captain Williamson. He grew up in Sterling, CO.

When he came on board, morale was very low from the previous Captain. It didn't take long before Williamson had things tuned up and running very well. He was a bit unusual in that he had a high squeaky voice. It would not be unusual for him to drop in on us while we were working in the engine room of other ships. He always wanted to know what was happening, what we were going to do, when it would be done, or if we needed anything.

One night, Herman Dahm and I were working on the propeller of a Destroyer that was in dry-dock in Sasebo, Japan. The people on the Destroyer thought the nut that held the screw was probably loose on the shaft. They had heard a rumbling noise as they were moving through the water. The Japanese had built a bamboo scaffolding so we could get to the propeller. When we got on the scaffolding, the first thing we had to do was to remove the dunce or cone that cover the propeller. The cone and nut are both brass. So the inside of the cone is packed with lard. When you pull the dunce cap back, you have to scrape out the old rancid lard that's covering the nut. It was about 12:00 midnight when we were clearing the lard off the nut. We were doing our share of complaining about the Navy, the stinking lard, the scaffolding, the weather, the time and whatever else. I heard a squeaky voice behind me say, "Good evening, men. How's it going?" I froze in my tracks, composed myself, turned around and started to salute when Captain Williamson said, "Carry on, men." He then informed us that he was on his way back to the ship and he knew we

were working in dry-dock, so he came over to check it out. It's kind of an amazing scene. The three of us were standing many feet from the ground, on a bamboo scaffolding, in the midst of lard and yuk, discussing the weather, the job, the lard and the Navy with the Captain of the Bryce Canyon, at 12:00 at night. He then wished us goodnight and went on his way back to the ship.

I will inject here, just for general information, after all the work on the propeller, there was nothing wrong with the nut, the cone, the propeller or the shaft. The problem was, there was a small hole in the rudder and it filled clear full of sea water and was dragging heavily through the water creating a heck of a sound.

There came a time for Captain Williamson to leave the Bryce Canyon and move on to his next command. Word had passed around that someone was taking up a nice collection to buy him a nice wrist watch. And if I remember correctly, I think they had the back of it engraved. The day he was to leave, we had a full dress inspection. After the inspection, the Captain moved on down to the Quarter Deck where the Officer of the Day handed him the watch and said, "Sir, the crew took up a collection and bought you a fine watch." At this point, Captain Williamson set the watch down, turned to the Officer of the Day and verbally ripped him up one side and down the other. He said something to the effect of, "How could you possibly do this or be a part of it? You know you can't give a gift to a superior officer. What in the world were you thinking?" As Captain Williamson ripped on the officer, everyone within hearing distance was shocked. They could not believe the dressing-down the officer was getting and seeing a side of Captain Williamson that they had never seen. When he had finished dressing-down the officer, he picked up the box that had the watch in it with his left hand, opened it up, looked inside and said, "I'll be darned, I just found a watch." He saluted the Officer of the Day, saluted the flag and walked down the

gangway to the cheers of the entire ship.

I never saw Captain Williamson again, nor did anyone else. He was quite a man! And he certainly left his mark on me and other sailors. I personally knew a couple of sailors who were willing to sign a blank check, so to speak. They were willing to sign transfer orders to follow Captain Williamson so they could follow him and serve under his command again.

I think this is a good example that in life we never know who we are going to touch and what impact we'll have on other persons' lives.

Don Banks

Update,

During my days on Bryce Canyon, I was there from Jan 1971 until March of 1973, Capt. Warriner took over from Capt. Ward, Lt. Shields left as Operations officer and Lt. W.R. Bond took over. We also gained Ens Franklin, later Ltjg. Also during that time I went from QM3 to QM2, and the Bryce Canyon went on Westpac cruise for first time in many decades, after which I took my separation from Navy, in March of 1973. I was trying to recollect one person that stuck out in my mind. RMC Stanley Gancarz name comes to the top of my list of people more often than most. Even for quite a few years after I left the service, I stayed in contact with Chief Gancarz. It was only recently that when I tried to contact him in California that I learned he had passed away approximately 9 years ago. Chief Gancarz, in my mind, was a roll model that deep inside I tried to emulate, but could never meet the standards that I held up for his leadership. It seemed like every time I was in a jam, I looked to Chief Gancarz, whether it was while on active duty, or even after. And even now, I often wonder, "How would the Chief handle it?"

Many of you will wonder how I even remember what anyone was like while on the Bryce Canyon. De-

(Continued on page 5)

(Continued from page 4)

tails will be left to others to speculate, but 3 1/2 years ago, a lifestyle change led to a devout feeling that I had been missing something with all of my acquaintances while on the Bryce Canyon. My sincere feelings go out to all of you, because I miss you all. If I had it to do all over again, I definitely would have lived my life in a different way. I am hoping there are many of you that can get my address or contact me as soon as you know I am still around. Thank you.

John Shepherd, former QM2, USN,
AD-36, USS Bryce Canyon
P.O. Box 28243
Green Bay, WI 54324

Update,

In the July issue of the BC Update, someone asked about Johnny Blankenship. I do remember him very well. He and some of the other guys would sit around and play music. Johnny played guitar and was a good singer. Some of us told him he should go into recording when he got out. I got out in November of '68. Have not heard of him since. He also had a younger brother who also was aboard. He was a fireman in the Boiler Room. His name was Charles or Charlie Blankenship. I remember he had a lot of stomach pain for a while. In sick bay they could find nothing wrong with him. But pain continued. Finally I think either in Subic Bay or Sasebo, Japan they sent him to the hospital for an exploratory surgery. There they found a foot long tape worm. That cured him of stomach trouble.

Charles W. Jackson BT3
cbjackson@cei.net

Update,

I really enjoy the Bryce Canyon Newsletter—Update.

The Bryce Canyon was a grand old lady. I was in R-T Division Print Shop from February 1957 to Octo-

ber 1958. I made one WesPac cruise. Many, many good memories.

Thanks,
Jerry Peterson
3335 Hwy 79th N
Paris, TN 38242

Update,

It was in the fall of 1966 and we had just left Hong Kong after five days of R&R and were on the way to Yokosuka, Japan. I was a commissary man third class working in the galley. It was 5:45 AM. The chow line opened at 6:00 AM. Willie Williams CSSN from Chicago was the other cook. Both of us cracked two cases of eggs into a 30 gallon mixing bowl. I asked Willie to go to the store room to get some line so we could secure it to the legs of the grill. I continued to cook the hot cereal in the large copper. In the meantime, the ship took a roll and the mixing bowl tipped over and the eggs were all over the deck. What a slippery mess! We had ten minutes to clean it up and cracked two more cases of eggs and the chow line opened at 6:00 AM. I look back now 37 years later, and it's funny, but at the time I didn't. Willie and I successfully served breakfast without any hold up.

John Lippert, CS3
1966 to 1967
703 Skyline Dr. Apt B
Marion, IL 62959-4872

Update,

I am unable to attend the reunion due to cancer of the left lung. I also have asbestosis and would like to hear from anyone who has this and were they able to get it "service connected."

I was told if one of my shipmates has it, I might be able to get it "connected." Thanks.

Clifford R. Crosby (1954-56) MM3 M Div
P.O. Box 83
Cottage Village, SC 29435
843-835-2859
mesmoak@lowcountry.com

POETRY CORNER

THE CANYON UPON THE SEAS AD-36

By James I. Harris

If I go to sea again
beneath day or night sky
I simply request my tender ship
with a helm to steer her by.

Her bow cuts within windy song
as company sails her breakings
for Navy Gray sail seas long
mist setting upon a sailor's face
at each dawn's wakings.

So...if I go to sea again mates,
let her keel set in running tide
as summons boswine's callings
not one man lacking pride...ever
denied.

I'll ask for a sunny windy life replay
as seas live and sailing clouds fly
flinging spray as stacks spume
recalling days and times at sea.

If I go to sea again and sail
in pride repeated...I feel living
for the Navy Way enriched my life
it gave to me, solely for my giving.

If I feel wind's cutting edge again
as the Ship of "E" taught much to
me
for within my quiet sleeping dreams
I sail upon her dreams remembered.

So mates..."All hands on deck"
if I go to sea again recalling all my
days
I shall remember those times served
and
also those Naval Times of my Dad.

His initials are A.D.H.
died: March 06
-3/6-
SLC, Utah
-AD36-

USS Bryce Canyon AD-36 (Utah)
Destroyer Tender
U. S. Navy

COME EXPLORE TUCSON IN 2004

The Bryce Canyon has chosen sunny Tucson, AZ as the site for its 2004 reunion. As usual we will give you a quick look at the city and its attractions and ask you to choose those that appeal to you for inclusion in your reunion agenda. Read about the area and then fill out the survey at the end. Send it to ML&RS quickly so we can begin planning your activities.

ABOUT THE CITY OF TUCSON

Originally an Indian village, Tucson is one of the oldest towns in the United States. In 1775, Hugo O'Connor established the Tucson Presidio and Spanish settlers arrived in the area in 1776. Tucson officially became part of the United States with the Gadsden Purchase of 1854. Tucson served as the capital of the Arizona Territory from 1867 to 1877.

Tucson boasts the best of both worlds... the progress and innovation of a metropolitan community and the friendly, caring atmosphere of a small town. Tucson's rich cultural heritage centers around a unique blend of Native American, Spanish, Mexican and Anglo-American influences. Blessed with the natural beauty of the Sonoran Desert and an unsurpassed climate of 360 sunny days a year, Tucsonans embrace a rare lifestyle and are committed to preserving that quality of life.

Tucson's climate varies from the 2400 foot desert basin to the 9100 foot forests of the Santa Catalina Mountains. The city's dry desert air and winter sunshine make it a popular health and winter resort.

The Tucson metropolitan area supports over 750,000 residents and continues to grow by nearly 2,000 new residents each month.

ATTRACTIONS IN THE AREA

PIMA AIR & SPACE MUSEUM:

Explore aviation history at the

Pima Air & Space Museum. It is home to the largest privately owned collection of historical aircraft in the country. See everything from a full-scale model of the Wright Brothers' 1903 Wright Flyer, to a mock-up of the world's fastest aircraft, the X-15. More than 130 military and civilian aircraft are here on display, along with engines, flight simulators, uniforms and other aviation memorabilia. You can step right into Douglas DC-6 used by both Presidents Kennedy and Johnson during their terms of office. Some of the aircraft at the Pima Air & Space Museum are on loan from the Smithsonian, the Navy and Air Force Museum, all of them significant from both engineering and historical perspectives. This museum is sure to interest everyone.

Titan Missile Museum:

In May 1986 the Pima Air Museum opened the Titan Missile Museum, located in Green Valley, AZ. It consists of a former Titan II Missile in its underground silo. Guided tours through the complex make it possible for the public to view it exactly as it looked when it was being operated by the Air Force 390th Strategic Missile Wing. All fifty-four Titan Missile sites have been destroyed except for this site, which has been preserved as a museum. It stands today, as it stood on alert for 19 years, accurate in every detail except for the empty booster and re-entry vehicle in the silo.

San Xavier Mission:

Celebrating its 206th birthday in 2003, the beautiful "White Dove of the Desert", Mission San Xavier del Bac, has been claimed as being one of the finest examples of mission architecture in the world. It is a graceful blending of Moorish, Byzantine and late Mexican Renaissance styles. Mission San Xavier del Bac is situated on an elevation in the Santa Cruz Valley, nine miles south of the city of Tucson. From the earliest

times, the Native American settlement in which the Mission is located was called Bac, "place where the water appears" because the Santa Cruz River, which ran underground for some distance, reappeared on the surface nearby. The celebrated Jesuit missionary and explorer, Father Eusebio Francisco Kino, first visited Bac in 1692. Eight years later in 1700, Father Kino laid the foundations of the first church, some two miles north of the present mission. Father Kino named the mission in honor of his chosen patron, St. Francis Xavier, the illustrious Jesuit "Apostle of the Indies."

Biosphere 2:

Situated on 250 acres, amidst the beautiful Sonoan Desert, Biosphere 2 is one of the world's largest living laboratories of the world. A monumental feat of engineering, the glass and metal shell hosts several different land types, or biomes, where scientists use the latest technology to experiment on Earth systems on a relatively large scale. Inside Biosphere 2 is a rainforest, a million gallon salt water ocean, a coastal fog desert, and four other wilderness ecosystems. In 1994 Biosphere 2 was converted from an experiment to test the feasibility of humans living in a closed eco-system to a large scale ecological laboratory and Western branch campus of Columbia University. Explore the eight ecosystems represented here on the "World of Discovery" tour.

Saguaro National Park:

This unique desert is home to the most recognizable cactus in the world, the majestic saguaro. Visitors of all ages are fascinated and enchanted by these desert giants, especially their many interesting and complex interrelationships with other desert life. Saguaro cacti provide their sweet fruits to hungry desert animals. They also provide homes to a variety of birds, such as the

Harris' hawk, Gila woodpecker and the tiny elf owl. Yet, the saguaro requires other desert plants for its very survival. During the first few years of a very long life, a young saguaro need the shade and protection of a nurse plant such as the palo verde tree. With an average life span of 150 years, a mature saguaro may grow to a height of 50 feet and weigh over 10 tons. You may choose either a leisurely drive on one of the scenic loops, or explore the park on one of the many walking trails.

Kitt Peak National Observatory:

Kitt Peak is the home of research facilities for two divisions of the National Optical Astronomy Observatories. The site supports the most diverse collection of astronomical observatories on Earth for nighttime optical and infrared astronomy and daytime study of the Sun. Founded in 1958, KPNO operates three major nighttime telescopes, shares site responsibilities with the National Solar Observatory and hosts the facilities of consortia which operate 19 optical telescopes and two radio telescopes.

Old Tucson Studios:

Old Tucson Studios is southern Arizona's premier outdoor entertainment venue with a full array of live shows, legendary gunfights, thrilling stunts, saloon musicals and stage-coach adventures, plus a variety of rides, food, shopping and fun for the whole family. From western movie heroes like John Wayne to current box-office stars such as Harrison Ford, many of Hollywood's legends have walked these rugged streets, the setting for hundreds of major motion pictures. Sample the mesquite-grilled barbecue and authentic Mexican dishes. Knock down your favorite brew in the Grand Palace Saloon, and head to Main Street for some turn-of-the-century shopping. Get all decked out and gussied up in some old-fashioned duds for an old-time photo, and don't miss Old Tucson Studios' very own "silent" movie

star, The Reno locomotive! Proudly stationed at the north end of town, The Reno has more than 100 films and television credits.

Tombstone, Arizona:

While visiting Tombstone, tourists will find themselves stepping back into the past as they witness reenactments at the O.K. Corral or take a stroll along the boardwalks on Allen Street where they might want to unwind and relax in the Bird Cage Theater, Big Nose Kate's or The Crystal Palace, some of Tombstone's best known tourist attractions and saloons. More of Tombstone's western heritage can be appreciated in its historic buildings, such as the Tombstone Courthouse, built in 1882, which is now a state park. Visit the Rose Tree Inn, where the world's largest rose tree lives or Boot Hill Graveyard where you can read some very interesting epitaphs.

Tubac, Arizona:

Explore the art colony and historical site known as the Village of Tubac! Founded in 1752, Tubac is the first European settlement in the region that later became Arizona. The area is rich in history, with the Tubac Presidio State Historic Park and the nearby Tumacacori National Historical Park providing visitors a glimpse into the ancient roots. Today the community is known as a haven for artists and craftspersons, and the village offers over 80 shops, studios and galleries. In addition, the Tubac Center of Arts features year-around exhibits of some of the southwest's finest art.

Davis-Monthan Air Force Base:

Aerospace Maintenance & Regeneration Center, Davis-Monthan Air Force Base supports customer's storage, regeneration, reclamation and disposal needs in war and peace. Today AMARC is where the U.S. Air Force mothballs planes until they either need them again or it's time to salvage them for parts. Whenever the U. S. sells surplus planes to foreign governments part of the sales pitch is that there will always be a ready sup-

ply of spare parts. Some are turned into pilotless drones and used for missile target practice. You can think of it as a huge warehouse for all types of spare parts which saves taxpayers millions of dollars every year. There are over 4,500 planes in storage, most now from the Vietnam era. Almost 70 different types of aircraft are currently stored at AMARC, ranging from U. S. Army and Navy helicopters to the Air Force's Vietnam War era F-4s.

Arizona-Sonora Desert Museum:

Opened in 1952, the museum consists of six areas representing the Sonora's different climate zones. The interpretive displays are alive and the animals live in their natural desert setting. There are almost 2 miles of trails in 21 acres of exquisite Sonoran Desert. Along the way, there are docents to answer your many questions about the museum itself and the wildlife that abounds in this part of the Southwest. The museum is divided into sections, so you can easily head for your favorite animals or plants.

Some of the divisions include the Cactus Garden, the Hummingbird Aviary, the Cat Canyon, the Bighorn Sheep, a Walk-in Aviary, Reptiles and Invertebrates, Life Underground, Caves and Minerals, Riparian Corridor, Desert Garden, Desert Grassland, Arizona Upland, Mountain Woodland, and the Overlook with a breath-taking view of the Sonora Desert. There's something that everyone will enjoy.

As you can see, Tucson has a lot to offer, so we need your help in choosing your activities. Return your surveys to us at the address on the survey. Dates will be announced in the next newsletter.

STATEMENT OF PUBLICATION

The UPDATE is the official publication of the USS BRYCE CANYON Association. From now on it will be published quarterly in January, April, July and October, *subject to receiving sufficient funding*. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the BRYCE CANYON. A financial statement appears in each issue of the newsletter.

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

Military Locator & Reunion Service, Inc. is not responsible for the accuracy of article submitted for publication. It would be an impossible task to check each story. Therefore, we rely on the submitter to research each article.

The editor reserves the right to edit letters to conform to space limitations and grammar.

You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.

USS BRYCE CANYON 2004 REUNION SURVEY TUCSON, ARIZONA

In order to provide the kind of reunion you want, not what we "think" you'd like, please take a few minutes to look over, complete and return this survey to ML&RS, Inc. right away. The reunion agenda will be created from the responses and the Chairman's input. Let your voice be heard, return the survey to:

Military Locator & Reunion Service, Inc.
P O Drawer 11399
Hickory, NC 28603-6402
OR
FAX: 828-256-6559

Reunion format:

Do you want a welcome reception the first evening? yes no;
 If yes, would you prefer only an hors d'oeuvre platter
 or a hamburger/hot dog or soup & sandwich type dinner ?

Do you prefer breakfast all three mornings as a group
 or just a farewell breakfast on Sunday ?

Do you prefer a Mexican theme dinner on Friday night
 or have the evening free ?

Do you want entertainment after the Saturday night banquet yes no?

Please indicate which activities you would like to see on your reunion agenda:

Old Tucson Studios Pima Air & Space Museum

San Xavier Mission Titan Missile Museum

Arizona-Sonora Desert Museum Biosphere 2

Tombstone Saguaro National Park

Kitt Peak National Observatory Tubac

Davis-Monthan Air Base

Your comments and suggestions are welcome: _____

World War I ended at the 11th hour of the 11th day of the 11th month.

RETURN THIS SURVEY BY JANUARY 19, 2004