

VWOA NEWSLETTER

Email Issue #68

Francis T. Cassidy Editor

2012



Robert R. Frump, Author

The **VWOA AWARDS LUNCHEON 2012** was celebrated **Sunday, June 10, 2012** at:

DON PEPE RESTAURANT
844 Mc Carter Highway
Newark, New Jersey 07102

Our Guest Speaker was Robert R. Frump who was the maritime writer for The Philadelphia Inquirer where he was awarded the Gerald Loeb Award for his coverage of maritime affairs.

With Tim Dwyer, he wrote stories about the wreck of the SS Marine Electric and they received the George Polk Award for that investigative series.

He was a member of an Inquirer task force awarded the Pulitzer Prize.

He has written two maritime books, *Until the Sea Shall Free Them*, about the wreck of the SS Marine Electric, and *Two Tankers Down*, about the wreck of the SS Pendleton and SS Fort Mercer.

Mr. Frump graduated from Northwestern University and the University of Illinois with degrees in journalism. He continues to work in corporate communications in New York City.

In his Presentation, he provided 23 slides in a Power Point configuration and elaborated on each slide.

The major subjects dealt with:

- How Policy Can Preserve Bad Ship Design.
- Liberty Ships, T-2 Tankers and C-4 Troop Carriers.
- One Big Problem
- What Caused?
- Known Circa 1948
- Did it work?
- Pendleton Fort Mercer “Double Blind” Test
- Reform Seems Obvious
- Doesn’t Happen
- Doesn’t work
- Second Split between board and Commandant
- SS Poet
- Finally, SS Marine Electric
- Marine Board Strongly Asserts Itself
- What Happened?
- Remedy?

It was an interesting portrayal of events during that time period and brought back memories to a number of those attending who served on the type of ships described in the Presentation.

WVOA President Alan Ehrlich made a WVOA Historic Preservations Award Plaque presentation to **Robert R. Frump** for graciously agreeing to be the main speaker at the 87th Annual WVOA Awards Luncheon.



On January 23, 2010 Raymond B. Maurstad became a Veteran Member of WVOA. Upon review of his WVOA file it is very demonstrative of a person who has given his life to Wireless in many wonderful ways. Attached below he has posted a QRZ update description of his background:

Raymond B. Maurstad W3HUV

04/04/28 Born in St.Paul, MN 1943 Box-car run-away. Electrician's Helper Puget Sound Navy Yard at Bremerton WA. Met Maid Marion at U.S.O. teen-hop dance.

1944-45 U.S. Maritime Service training; Catalina Island boot camp and Gallups Island Radio Training School, Boston Harbor MA.

1945 Chief R/O (age 17) Liberty Ship (SS David Lubin) in convoy invasion of Okinawa.

1945 On SS North Sea, Passengers Seattle, Ketchikan, Juneau, Sitka

1946 On SS Typhoon, returning troops from Philippines to U.S.

*1946 A.A.C.S. On Wake Island Pan Am Radio Op
Call letters NCL5.*

*1947 Northwest Airlines Radio Opr. Mpls/StPaul
and Grand Forks, ND.*

1947-49 Ships in Atlantic and Caribbean as R/O.

*1948 Cable Clerk Western Union St.Paul
MN/Married Maid Marion.*

*1949-50 In Korea U.S.Govt mission with Marion.
Caught in invasion by N.Korea; as ham HL1CE
sent first alert to Gen.MacArthur in Daichi
Building Tokyo. Marion evacuated. Murray born
in Tokyo.*

*1951-57 Ships in Atlantic & Caribbean as R/O. 3
years sailing to/from Africa.Crocodile Safari.
Gorongosa Safari.*

*On July 25, 1956 I was the first Radio Officer to
respond to the S.S. Andrea Doria and M.V.
Stockholm in collision; 4th rescue ship alongside
Doria. (Tanker SS Robert E. Hopkins)*

*Deborah born in Brooklyn NY. Mitchell born in
East Meadow L.I. NY 1957-60 Transmitter tech,
Press Wireless L.I. NY.*

*1960 Transmitter tech KOOL/CBS TV Ch10.
Phoenix AZ. Disk Jockey at KBUZ Radio Mesa,
AZ.*

*1960-1989 RemRand Univac,Sperry
Univac,Sperry,Sperry Univac, UNISYS.*

*1960 Founder: Amateur Radio Club, Gillette
Hospital for Crippled Children.*

1963 Univ of MN 3 yrs Engrg night school.

Matthew born in Mpls.1963

*1989-1996 Ships in Pacific and Gulf/East Coast as
Radio Officer for Texaco and Sabine
Transportation.*

1996 Retired at age 68.

*Four grand-daughters, two grand-sons and three
great grand-sons. Operate CW,SB I am on
7026khz/cw every morning at 0500 thru 0645. I
also monitor 14300/usb Maritime Mobile net from
time to time.*

*W3HUV is ex: HL1CE, W2JNA, EL0C, ZD4CE,
9G1CE, W0BNM, Also portable OQ in the Belgian
Congo (1957)*

*Wanna chat ? Love to ragchew ! Drop me an E-
Mail to schedule.*

*The book: "SOS KOREA 1950" has finally been
published (Dec. 2002). The book is available from
the author, W3HUV, by sending your check or
money order for USD \$20 to R. B. Maurstad
12082 Goldenrod St NW, Coon Rapids, MN
55448. You will be sent an autographed book via
Priority Mail. EMail raymaur@peoplepc.com Rev:
W3HUV - July 16, 2005 “*

In our VWOA Chron files of his background, we
have the following Word Document:

My name is Ray Maurstad (retired Radio
Officer).

I was sitting in my Radio Room on the tanker
SS Robert E. Hopkins that night. I was off
watch and doing the ship's payroll but I had
left the watch radio on instead of switching to
the automatic SOS alarm. The distress signals
came across very loud; loud enough so I knew
that the ships in distress were not very far off.
We were southbound out of Fall River
Massachusetts where we had discharged our

oil and we were headed back to Texas for another load. I fired up my transmitter right away and waited for the distress signals to be completed so I could reply. I quickly answered both ships telling them their distress messages had been received and told them to standby. I delivered the messages to our Captain and he immediately set a course for the collision site. We had to navigate through large fishing fleets which slowed our progress somewhat. We were the fourth ship alongside the Doria. I have both books; Collision Course and Saved.

The following article appeared in a Sperry paper in 1978:

RAY MAURSTAD FIRST TO RESPOND TO SOS FROM ANDREA DORIA By Anne Dewees

=====

10:20 PM ANDREA DORIA TO ALL STATIONS: DISTRESS, DISTRESS. JUST COLLIDED WITH ANOTHER SHIP. WE ARE TOO BENDING, IMPOSSIBLE TO PUT LIFEBOATS AT SEA.

10:21 PM ROBERT E. HOPIKINS TO ANDREA DORIA: YOUR DISTRESS MESSAGE ACKNOWLEDGED. PLEASE STAND BY FOR OUR POSITION.

Ray Maurstad was a young radio officer on the tanker Robert E. Hopkins when he was the first to reply to the SOS from the sinking luxury liner Andrea Doria on July 26, 1956. Except for the sinking of the Titanic, the tragedy was one of the most spectacular in marine history.

The Doria was the pride of the Italian line when she collided with the Swedish liner Stockholm off the New England coast. The Stockholm survived; the Doria sank and 51 lives were lost.

"I believe good, fast communications were responsible for saving the lives of the other 1,655 passengers and crew," said Maurstad, who is now Director of Product Planning and Operations for the Peripherals Division in Blue Bell, PA.

"Indeed, other ships reached the Doria so swiftly and skillfully that it was an epic rescue as well as a nightmare of fear."

"That SOS was the most terrifying sound I ever heard," he recalls. "I could visualize the whole thing--all those people in the water about to drown, frantic for help."

"We were the fourth ship to arrive at the scene although we were only 45 miles away. We were delayed by having to go around fishing vessels."

SIGHTED IN FOG

"As we approached the Doria through the fog, we could see she had a heavy starboard list and looked as if she might capsize any moment."

"We picked up the last passenger off the ship. He was hanging on the stern, stark naked, hollering for help."

"He had been partying and was asleep in his cabin, unaware the ship was sinking. When he awoke, he had to crawl up the bulkhead wall, using the sink and towel racks, to reach the passageway."

That wasn't the first time radio communications figured prominently in Maurstad's life. In June, 1950, he was on assignment to establish a Merchant Marine Academy in Pusan, Korea. It was Sunday morning and Maurstad was relaxing at his ham radio, chatting with a friend in Seoul. The casual conversation abruptly became extremely urgent as Maurstad was informed that a large force of North Koreans had crossed the border and was invading South Korea at Seoul. This attack signaled the start of the Korean War.

ALERTED MacArthur

Maurstad relayed the news to Gen. MacArthur's headquarter in Tokyo. For the next two week, until they were evacuated to Japan, he and another ham operator manned the radio around the clock.end

I have been in contact with Mr. Hudson; the man we rescued off the stern. I have made the Doria/Stockholm presentation all over the country; especially to radio groups who have an avid interest in those distress communications. I converted my original radio log from Morse code to plain language ... depicting all of the communications between the Doria, the Stockholm and all rescue

vessels. Most outstanding was the action of the Ile de France.



Raymond B. Maurstad 2012



Awarded 2012 to Raymond B. Maurstad
Marconi Memorial Medal of Achievement



organization, recognized as a grassroots effort to save this maritime treasure. As the public face of Save Our Seaport, you brought the deteriorating conditions of the Seaport to public attention. You were indeed instrumental in “buying time” for the City and the Seaport to negotiate an operational takeover by the Museum of the City of New York and cultural resource to be enjoyed by residents, tourists and maritime interest groups.

President Alan Ehrlich gave the VWOA Historic Preservation Plaque award to Peter Sanford of the Working Harbor Committee with the following introduction by VP Richard Kenney:

The Board of Directors of the Veteran Wireless Operators Association has voted to award you, along with Susan Henshaw Jones and Frank Scieme, a VWOA Historical Commendation for your extraordinary efforts to save New York City’s South Street Seaport from bankruptcy and closure.

Peter Stanford:

As the Original Founder of the South Street Seaport, your foresight resulted in a major maritime historical attraction in the heart of New York City. Through no fault of yours, over the years, fiscal and operational mismanagement nearly resulted in the closure of this vital entertainment and educational attraction. Undaunted, you subsequently formed the “Save Our Seaport” (SOS)

Susan Henshaw Jones of the Museum of the City of New York and Frank J. Scieme of the Frank J. Scieme Construction Company were unable to attend the VWOA Awards Luncheon due to previous commitments for June 10, 2012, but Peter Sanford agreed to accept their Awards as a Proxy.



Susan Henshaw Jones:
Your extraordinary efforts to save New York City’s South Street Seaport from bankruptcy

and closure. Your significant role in “bringing the museum back to life” during this critical time has preserved the Seaport as an historical and cultural resource to be enjoyed by residents, tourists and maritime interest groups.

The Officers and Directors of VWOA thank you for all your efforts in trying to preserve the Maritime History of lower Manhattan for all the world to see, on their visit to New York City.



Frank J. Sciame:
VWOA appreciates your extraordinary efforts to save New York City’s South Street Seaport from bankruptcy and closure.

As a member of the previous Board of Directors of the Seaport, your unsolicited generosity in providing vital funding for salaries and operating expenses over a period of several months was instrumental in “buying

time” for the City and the Seaport to negotiate an operational takeover by the Museum of the City of New York.

Your significant role in “keeping the museum afloat” during that critical time preserved the Seaport as an historical and cultural resource to be enjoyed by residents, tourists and maritime interest groups.

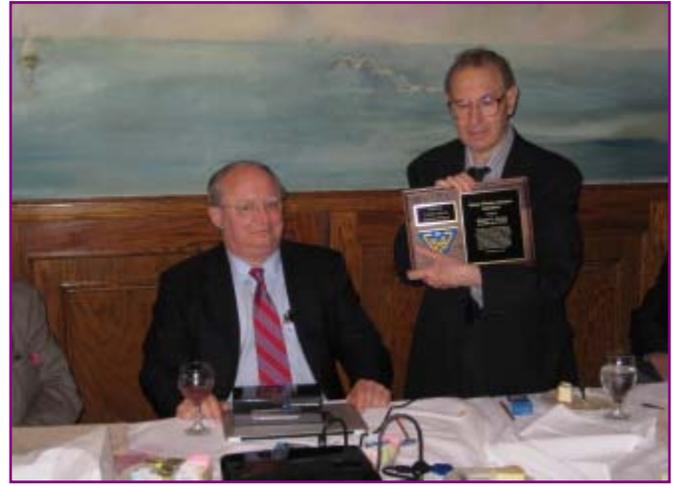
We at VWOA extend our best wishes to each of you and the organizations you represent, in your continuing effort to save our NYC Maritime History. Hope to meet you at some future date.



Peter Stanford of the [Working Harbor Committee](#) receiving his Award and the Proxy Awards of Frank J. Sciame and Susan Henshaw Jones from VWOA President Alan Ehrlich



Peter Sanford, Norma Sanford, Chairman Francis T. Cassidy and President Alan Ehrlich



Robert R. Frump, Author receives award from WVOA President Alan Ehrlich



WVOA 1st Vice President Richard Kenney and President Alan Ehrlich presenting awards



WVOA Director John and Valentina Chooljian enjoying the fabulous food at **DON PEPE**

EDITORS NOTE:

Thanks for the photos of the WVOA received from Mike Shaw and Ray Mullin during our WVOA Luncheon.

WENDELL'S NEWS CORNER

From: Pete

Sent: Friday, March 23, 2012 2:45 PM

To: radio-officers@googlegroups.com

Subject: [Radio Officers, &c] US Coast Guard
Announcement RE: Radiotelephone Distress
Call Watchkeeping

USCG NOTICE: RADIOTELEPHONE DISTRESS WATCHKEEPING

Mariners are advised that due to the aging Coast Guard Medium Frequency radio infrastructure, calls to the Coast Guard on the international radiotelephone distress frequency 2182 kHz may not be reliably received by the Coast Guard. Areas where maritime broadcasts on 2670 kHz are being received satisfactorily by mariners should not be affected. Similarly, mariners using high frequency (HF) radiotelephones equipped with digital selective calling (DSC) capable of operating on the 4, 6, 8, 12 and 16 MHz distress frequencies should not be affected. Coast Guard watchkeeping services on these HF radiotelephone and DSC distress frequencies are posted at:

<http://www.navcen.uscg.gov/?pageName=cgcommsCall>

Mariners who receive a distress alert or call that has not been acknowledged by the Coast Guard are asked to assist if possible and advise the nearest Coast Guard unit using whatever means are practicable.

EDITOR'S NOTE:

If the US laws were changed to let the US Coast Guard, keep a portion of all the funds they are responsible for the USA collecting as a result of Coast Guard interdictions,(just doing their duty protecting the United States), a large majority of our Maritime and Coast Guard infrastructure problems would disappear quickly.

When I brought this news flash to the attention of the "BOATING SIDE" of my extended family, they responded with: We already know that NEWS, and see how we had to adapt to the "aging Coast Guard Medium Frequency radio infrastructure" situation.

Go to the following URL:

<http://www.boatus.com/Towing/>

From: Douglas Stivison

Sent: Friday, March 23, 2012 5:03 PM

Subject: Barry Goldwater Tribute

Dear OMs,

I was approached some time ago by this Arizona ham club that had a situation in which new hams did not know who Barry Goldwater was! So they asked for permission to reprint my VWOA presentation on Barry. They did a very nice job of repackaging it and I thought you all might enjoy it.

73, Doug

Received the following attached Email of April 12, 2012 from David Ring about Robert L. "Bob" Shrader SK 04/11/2012 who was a VWOA award recipient in 2009 of the:

Marconi Memorial Award Plaque

Veteran Wireless Operators Association Honors

Robert L. Shrader W6BNB

Who throughout his lifetime has distinguished himself in educating and informing the public about the history and practice of radiotelegraphy during times of War and Peace.

A Radio Officer, Educator and famous Author of books dealing with electronic circuits and electrical techniques.

EDITORS NOTE:

Visit the following URLs for VWOA Email Newsletter #11 and #12 in 2006:

<http://www.vwoa.org/Newsletters/Newsletter11.pdf>

<http://www.vwoa.org/Newsletters/Newsletter12.pdf>

The following Emails are the best obituary that could be written by VWOA for Robert L. Shrader

From: [D.J.J. Ring, Jr.](#)

Sent: Thursday, April 12, 2012 2:53 PM

To: [Radio Officers &c](#)

Subject: [Radio Officers, &c] Bob Shrader, W6BNB, SK.

I'm deeply sorry to announce that Bob - W6BNB, founder of the SSN, passed away last

night at almost 99 years of age. I just learned the terrible news from his son Doug. Bob was a radio officer during the 1930s published a bunch of articles for "QST", wrote "Electronics Communication" which was in print by Prentice Hall for over 50 years.

He founded the Side Swiper Net on 80 meters which I used to check into when sailing as N1EA/MM. He was a Senior Spark Gap and founding member of the Society of Wireless Pioneers. Sailed for "Dollar Lines" during the 1930s, taught at United States Merchant Marine Academy in King's Point, NY during WW2.e

Worked for the Sheriff's Department was a radio officer - police Morse used 1700 kc/s. Later worked for Fire Department in his home town, retired as chief. Wrote several books now used as text books for fire fighting.

73

DRDavid J. Ring, Jr., [N1EA SOWP](#), [VWOA](#), [OOTC](#), [FISTS](#), [CW-Ops](#), [CFO](#), [A1-OP](#), ex-FOC 1271 [ARRL-LM](#)

Bob -- I'm proud to say that I have both your 1950 and 1980 editions of "Electronic Communication"!!

73 from Hawaii, Jeff KH60

On Fri, 22 Jan 2010, w6bnb@aol.com wrote:

My Gosh -

Who and where is this Bob Shrader writer you are talking about?

W6BNB/Bob

In a message dated 1/22/2010 12:28:11 P.M. Pacific Standard Time, n1ea@arrl.net writes:
I have just read a wonderful article written by R/O Robert "Bob" Shrader, W6BNB.

There are two USA authors who write with such excellent expression, description and clarity - one is R/O Shrader and the other is John McPhee - winner of the 1999 Pulitzer Prize and who interestingly enough was a supernumerary on the voyage prior to the one I sailed on when serving on the "mv Stella Lykes/WPHZ". He wrote "Looking for a Ship" which was published in 1990 which featured his adventures on the "Stella Lykes". He even put in some extracts from the Radio Log of WPHZ. I guess good writers spend time at sea in the Radio Room (R/R).

I've never read any other author who speaks with such precision, clarity and beauty than R/O Robert "Bob" Shrader, or John McPhee. They also are the only two authors whom I have identified merely by reading their words - recognizing their hand in the words they have written down.

John McPhee won the Pulitzer Prize for his writing in 1999. If R/O Shrader's books were fiction, he'd certainly obtain the same level of recognition because his achievement is perhaps even greater - at least in this field of radio.

One fellow I know who taught using his "Electronic Communication" textbook for his college course, kneeled down before R/O Shrader - the teacher told him that he was like God when it came to radio. I bet Mr. McPhee never received that recognition.

For those who have never contacted R/O Shrader at sea (few have since he sailed back in the 1930s), or from land - he has operated San Francisco Radio / KPH within the last few years, or on the amateur radio bands where he is very active - almost daily - sending with his beautiful hand key, double speed key - also called a cootie key or sideswiper - or his beautiful Vibroplex semi-automatic. Few have mastered these types of keys as well as he has, and even fewer have been able to send with each one after the other.

Bob's descriptions of the various keys, their history and their use is masterful. He is a master of Morse, words and I'm sure many other things.

Some of the books that R/O Shrader has written are:

Electronic Communication - still in print.
Fire Fighting - How it is Done.
Electronic Fundamentals for the Technician

Good writing I've learned is done with great economy - not a word extra and not a word too few that conveys the meaning.

With best wishes from all of us on this list we congratulate Bob on yet another publication of one of his excellent articles.

I think of Bob every time I fill up my tires (tyres) as the valve that is used is a "Shrader" valve. I wonder if there is any relation to old W 6 Bread 'N Butter ?

73

DR

THIS IS THE "RADIO OFFICERS, &C" MAIL LIST

From: "D.J.J. Ring, Jr." <n1ea@arrl.net>

Date: May 9, 2012 8:56:56 PM EDT

To: "Radio Officers &c" <radio-officers@googlegroups.com>

Subject: [Radio Officers, &c] UK Radio History Page

Reply-To: radio-officers@googlegroups.com

Readers are gently urged (because it is excellent) to look at this remarkable page on history of radio in UK.

<http://www.mds975.co.uk/Content/ukradio.html>

David J. Ring, Jr., [N1EA](http://www.n1ea.com) 73

From: RAYMOND MULLIN

Date: May 9, 2012 3:33:37 PM EDT

Subject: Thank You. - Ray, ai2ia

Ahoy, Wendell !

On May 29th, I will pass fifty years of holding the First Class Radiotelephone Operators License which evolved downward into the modern day GROL, which I still hold. Those were exciting days with bleeder resistors on the big power supplies, Eimac tetrodes, the RCA Radiotron Designers Handbook, slide rules, shorting sticks. grid dip meters, big crystals, and grid and plate current meters.

See you soon, Wendell, and thanks again for your thoughtfulness.

Vy 73,
de Ray, ai2ia

From: k2lre@aol.com

To: Capt. Jonathan Boulware
Waterfront Director

South Street Seaport Museum

Sent: Sunday, May 13, 2012 8:15 PM

Subject: Our AMBROSE

Jon,

The Veteran Wireless Operators Assoc, hit the AMBROSE today to spruce up the radio shack.

We attached new equipment placards, rearranged the static display, cleaned windows (don't tell our wives) and installed a new Inter-Active function we hope you approve of.

See the photos attached.



The RED button activates a marine weather radio for NOAA continuous broadcasts about the New York area. A speaker is mounted above the radio room door. The equipment is pre-tuned and doesn't require any manual operation. As long as AC power is on in the radio room, it's good to go.



Let us know how you like the improvements. You may advise Jay Amster and Beth Childs if you want to.

Hope you received the AMBROSE video I sent you last week. Let us know what you think of it.



Keep in touch, or as we radiomen say, stay tuned in.

Mike Shaw K2LRE
VWOA Treasurer

From: Jonathan Boulware
Sent: Wednesday, May 16, 2012 11:12 AM
To: k2lre@aol.com ;
Subject: RE: Our AMBROSE

Many thanks to all who made this work happen. I have been into the radio shack and seen what's been done. In fact I noticed the clean windows immediately (not a word!) It's great to see the shack tuned up and ready for visitors. I do like the red button, too. I'll look forward to a chance to meet the many hands that made this happen and will also look forward to continuing our conversation about breathing new life into Ambrose. Work is ongoing there now, mostly in getting rot repaired, rust removed, and leaks stopped. Once that's done we'll be able to work on cosmetics.

In the interim, we have a real need for volunteer docents to man the vessel during the days (1000-1800 hrs) when she's open. If there are those among your number who might like to stand a regular watch in Ambrose as docent, please get in touch with our volunteer coordinator, Beth Childs.

Next time you're coming to visit the radio shack, please do let us know you'll be on site. You may email me and Jay Amster at to let us know. We're happy to have you at any time, but it's helpful to know when you're here. Again, many thanks for the hard work, both historically and now. We look forward to having VWOA involved here at the museum once again!

Best,

Captain Jonathan Boulware
Waterfront Director

South Street Seaport -Museum

From: [Wendell R. Benson](mailto:Wendell.R.Benson)
Sent: Wednesday, May 23, 2012 9:27 AM
To: [Francis T. Cassidy](mailto:Francis.T.Cassidy) ;
Subject: Steve Mendelsohn W2ML (SK)
The VWOA presented Steve Mendelsohn the 2004 DeForest Audion Gold Medal
Begin forwarded message:

From: "ARRL Members Only Web site"
<memberlist@www.arrl.org>
Date: May 23, 2012 8:58:16 AM EDT
To: wenben@nyc.rr.com

Subject: Steve Mendelsohn W2ML (SK)
I just received word that Steve Mendelsohn W2ML has lost his long battle with cancer. He became a Silent Key this morning with his family at his side.

I have no details yet as to the funeral. I will pass those on to the Section as soon as I have that information.

ARRL New York City-Long Island Section
Section Manager: Mike Lisenco, N2YBB



James M. Rucker SK

James Mason Rucker, 85, born in Petersburg, VA, May 18, 1926 died November 25, 2011. He was the son of the late Claude L. and Mildred L. Rucker.

He was a U. S. Merchant Marine Veteran of three wars serving in the Pacific, Atlantic and Mediterranean war zones in World War II, Korea and Vietnam during those wars. At various times he was a member of the State Guard of North Carolina, Maryland and Virginia. He was retired from the U. S. Merchant Marine and Bethlehem Steel Corp. He was a member of American Legion Post 16 Honor Guard. Survived by his wife, Renee.

Memorial contributions may be sent to American Legion Post #16, PO Box 10216, Lynchburg, VA, 24506; or Wounded Warriors of Virginia, 900 East Main St. 6th Floor West Wing, Richmond, VA, 23219.

DEATH NOTICE

James S. "Jim" Fariior, age 92, of Fernandina Beach, one of the first NASA rocket scientists, died Tuesday morning, May 29, 2012. Arrangements were incomplete at time of publication.

For those of you who want to know more about James Spurlock Fariior, W4FOK SK read the VWOA Newsletter #34 and #35 which was published in 2008.

He was the featured Author of those Issues of the VWOA Newsletter.

The URL is:

<http://www.vwoa.org/Newsletters/Newsletter34.pdf>

<http://www.vwoa.org/Newsletters/Newsletter35.pdf>

<wenben@nyc.rr.com>

Date: June 13, 2012 10:43:51 AM EDT

Subject:

http://www.soldiersmuseum.com/pages/usms/spark_gap/2000_autumn.htm

This is an interesting web site for the Spark Gap magazine from Gallups Island Autumn 2000

scroll down and short distance on the right PANE is a section of Reunion 2000 photos one row has VWOA Member Arby and Bud Guntner and the next photo is VWOA Member D Dotty and Homer Gibson with photos taken by John Dzekian who is a current Director of the VWOA.

Also interesting is: The Spark Gap - Autumn 1999

http://www.soldiersmuseum.com/pages/usms/spark_gap/1999_autumn.htm

HARRY REA AND THE ANDREA DORIA By Chet Klingensmith R-88

73 Wendell Benson

We at the VWOA Newsletter would like to hear from you and try to pass along to the rest of the VWOA Members stories of events that you have experienced and that you feel the rest of the membership would enjoy hearing about.

Send us a picture or two and we will try to include it in one of our Email Newsletters.

We would prefer to hear from you by Email at:

ftcassidy@optonline.net

or

wenben@nyc.rr.com