

The Sunrise Press

USS LEXINGTON CV16

49 YEARS OF SERVICE
NOW THE USS LEXINGTON MUSEUM ON THE BAY
IN CORPUS CHRISTI, TX

April, 2015

Fair Winds, and Following Seas, John Miller

It is with a heavy heart that I publish this article about Shipmate John Miller. He was my predecessor as editor of the Sunrise Press for about 10 years (from about 1987 until I took it over from him in 2007. His family graciously submitted this, and though I wish I could tribute every member that passes, (though I know we can't) since he was editor for 10 years, we thought it only fitting that he be honored here. Godspeed, John. Editor: Greg Plante

John Miller Jr. was born at 10:40 P.M. on December 13, 1927 to John Charles Miller and Marie Augusta Bertha (nee Kading) Miller in Milwaukee, Wisconsin. "Sonny" spent his early years playing with his siblings Frieda, Lorraine and Theresa, later to be joined by Donald, Mary Ann, Eugene and Richard. If not playing kickball or walking with these friends out to Root Creek for swimming and "target practice," he was hitching a ride on dad Miller's streetcar line, helping him turn the seats around when it was time to come back to the near south side. He went to Madison Street Elementary School for the primary grades, and Kagel Elementary School for the middle grades. His formal education concluded at South Division High School where he was granted a diploma dated June 19, 1947.

Before his high school years ensued, however, he laid a foundation for his navy years by serving as a Sea Scout on Lake Michigan. Since he was still underage, he received special permission from his father to serve in the U.S. Coast Guard on the Great Lakes. From 1943-1944 he worked as either a coal-passer, fireman or an oiler on the Milwaukee Clipper (a passenger ship), the City of Midland (a railway ferry), and the William McGonagle (an iron ore ship). In January of 1945 he enlisted in the United States Navy, receiving an honorable discharge in December of 1948. In the Navy he served on the USS Lexington



(CV16), the USS Boxer (CV21), and the USS Valley Forge (CV45) either as first-class fireman, third-class watertender, or second-class boilertender. From October of 1947 until June of 1948, while on the USS Valley Forge, he completed an around-the-world tour, visiting such places as Hong Kong, Saudi Arabia, Hawaii, Gibraltar, Ceylon, India, Sydney, Australia, Panama, Tokyo, Guam and Suez.

Over the next decade, back stateside, he worked in power plant engineering at various firms in Milwaukee. He even drove a taxicab for a short time! From 1958 until 1979 he served as Chief Engineer at the Milwaukee Hospital, later named the Lutheran Hospital of Milwaukee (still later, the Sinai-Samaritan Medical Center). There he oversaw the replacement of all the boilers as well as several construction projects. He also weathered a labor strike from his own department, and the race-riots of 1967. In 1979 he entered a new position as Director of Plant Operations at St. Luke's Medical Center, a position he held until his retirement in 1990. He was responsible for the mechanical operation of all buildings owned by the hospital, overseeing the engineering, maintenance, HVAC, electrical, and medical electronics departments.

He served as past president of the Wisconsin Hospital Engineers Association, and as the chairman of the Committee on Energy Conservation of the Greater Milwaukee Hospital Council. He maintained a City of Milwaukee First Class Stationary Engineer License (active through the year 2014!), an Electrician Maintenance Certificate, Wisconsin Refrigerant Handling Certification and DILHR High Pressure Refrigeration Certification. His knowledge of engineering, electronics, mathematics and management increased through the many extra classes and seminars he took. In semi-retirement he worked as an engineering consultant, and documented hospital plumbing, sprinkler, electrical and air-conditioning systems by means of a computer-aided drafting program.

After meeting through a mutual friend and after several years of dating, John married the love of his life, LaVerne Charlotte Kasulke on May 8, 1954. For the



first year of their married life they lived in an upper flat on Pearl Street next-door to the Kasulke home. Then

they purchased a small Cape Cod-style home on the outskirts of the City of Milwaukee. With his own hands, John constructed a storage shed, garage and breezeway, as well as carrying out several other remodeling projects over the years. John and LaVerne were blessed with the birth of two sons, John Albert, born in 1959 and currently a pastor in Milwaukee, and Daryll Scott, who died on the day of his birth in 1962. In 1991 their son John married Kristen Eggen of St. Paul, Minnesota, and in 1993 the Lord blessed them with John Jerry, their first and only grandchild. John and his namesake loved to play computer games together, as well as sledging, ice skating, playing at the park, and, in later years, working on the younger John's vintage Ford Falcon.



In his free time, John enjoyed digital electronics, micro-computing, and helping friends and relatives with fix-it projects. He liked to construct ship and airplane models. His best was constructing a model of the old South Division High School dome, which he crafted from plaster of Paris in a mold he made himself. In his young adult years he boxed with the Golden Gloves, and spent many a day off fishing with his father. He dabbled in gardening, caring for his lawn, and canning tomatoes and pickles from the garden. He loved getting together with his siblings for a beer. With LaVerne he enjoyed traveling,
(Continued on Page 9)



A Word from Lance Wagner:

Look at the list of new members; if you see someone you once knew and want his address and phone number, write to me and I'll get it to you. If you know someone who served on the Lex, let me know and I'll send them some information about our group.

Please remember if you move to send me your change of address and new telephone number. Please be sure to include the area code, as many have changed.

Another thing, **look at the date after your name on the label that was used to mail you this newsletter. It is the date your dues are paid to. If it is 2010 or before, you are behind on your dues.**

**Send dues to: Lance Wagner,
71-21 73rd Place
Glendale, NY 11385**

Remember that dues are **\$15/yr;** make checks payable to: USS Lexington Association.



If anyone has any articles they'd like to see included in the newsletter, please send them to me and I'll put them in, space permitting, including a byline to credit you with the submission. My postal address is: **23428 College Avenue, Robertsdale, AL 36567.** Otherwise for electronic submissions, my e-address is gplante@gulftel.com. PLEASE put USS LEXINGTON or even just LEX in the subject area so that my spam filtering software won't delete it on me. Thanks, Greg Plante.
Editor, Sunrise Press

Sunrise Press Newsletter is a quarterly publication of the USS Lexington Association CV, CVA, CVS, CVT, AVT16. It's Editor is Greg Plante, with contact information in the box to the left, if you have any questions about anything in the newsletter, or would like to offer anything for inclusion.

WEBSITE:

www.usslexingtoncv16.com/

Association Officers:

President: Jim Barnes

Vice President: Keith Connealy

Treasurer: Lance Wagner

Secretary: Jay Southard

Chaplain: Christopher Hagger ThM

WELCOME ABOARD



TAPS



Minor Dickens

John Miller, Jr

A little
humor
shared
by
Betty
Foor

Why The Services Can't Work Together

One reason the Services have trouble operating jointly is that they don't speak the same language.

For example, if you told Navy personnel to "secure a building," they would turn off the lights and lock the doors.

Army personnel would occupy the building so no one could enter. Marines would assault the building, capture it, and defend it with suppressive fire and close combat.

The Air Force, on the other hand, would take out a three-year lease with an option to buy.



The Gift of Faith and Friendship



By: Chaplain Christopher Hagger

In 1955 Jill Jackson Miller and Sy Miller penned the song "let there be peace on earth". Ms. Miller, who had been suicidal after the failure of her marriage, later said that she wrote the song after discovering a life saving joy of God's peace and unconditional love. What a testimony. When I think of that song and the message

that it sends forward wrapped neatly in the melody, I still feel joy within my soul. Then I turn on CNN, Fox News, or listen to NPR and suddenly all my joy is gone, only sadness remains. In the last few months or more, I have lost count; there is no safe place you can go without hearing about the upheaval that is spreading not only in America, but throughout the world. If it's not racial issues, then it's equal rights. If it's not equal rights, then it's the antics of religious fanatics. Still, we attempt to make sense of this we try to color it so we at least could understand it. The color is a dark grey splash in a can of unrest. Yet, I am convinced that the answer to all these issues is not allusive. In fact, it is closer than we think.

The peace and unconditional love Ms. Miller spoke of has the same power today to change lives, change motives, change ideas. In order for there to be peace on earth, one has to have peace within. So the question should be "is this peace attainable?"

In 2 Corinthian 13:11 it reads as such: Finally, brothers, (scriptures are gender friendly) so we can say: Finally, brothers

and sisters, rejoice. Aim for restoration, comfort one another, agree with one another, live in peace; and the God of love and peace will be with you. Peace is attainable; but this comes with restoring one another, comforting each other, giving of your time to brothers and sisters in need and agreeing with one another. So, the question is what would we be agreeing to? We can all agree for peace on earth. Let there be peace in America. Let there be peace in us. The old clichés still stands, "When America sneezes the world will catch a cold". So, if this is true and I believe it is; let's agree to pray for peace. Then we can truly say "When America prays the world will be at peace." My Brothers and Sister of the Lady Lex community let it start with each of us. We have made a difference in this world and we can continue to make a difference. Let there be peace on earth, and let it begin within our hearts. God Bless each of you my fellow ship-mates

Chaplain Christopher Hagger

A BETTER NEWSLETTER!... AND IT'S FREE!

The costs of publishing the newsletter, printing and postage, is growing, and a decrease in the number of newsletters mailed out will greatly help.

We are looking for people who have a computer with e-mail, or access to e-mail, and are willing to receive their newsletter in their e-mail.

The Press can be stored and read on your machine at your leisure, or printed to take with you. It is also better than the print version, with color graphics, pictures, e-links

to more info, all sorts of stuff including 2 - 6 bonus pages not in the print version.

PLEASE give this some real consideration !!! To give you an idea of what you're missing, go to the Association website where the last several issues are posted and see for yourself. That's <http://www.usslexingtoncv16.com/>

Send your e-mail address to gplante@gulftel.com. Please remember to put **Lexington** or **Lex** in the Subject line so my virus filter will leave it alone.

EMAIL RECIPIENTS!

I'm often asked in e-mails for dues expirations by various members, since there is no address sticker on a mailer label. We've come up with a solution.

Jay Southard's, databases tell him all of those fine things, and he will do a mailing twice a year (January & July) to anyone that comes up showing in arrears, so, watch your e-mail for a note from Jay and don't delete it. You'll need it to know what you owe.



The patch that Roland King designed and copyrighted is the official Association patch, and the ship's store will soon enough have a supply of both the smaller and larger patches of the same design. Contact for the patches will be:

**Lance Wagner
71-21 73rd Place
Glendale, NY 11385**

From Shipmate Roger Wolfe.....

I am forwarding the below as an FYI to anyone who served aboard the Lex when she was the CVA 16.

I ordered a CVA 16 hat from Militarybest.com. I have a CV 16 hat, but it's the first time I have been able to order a CVA 16 which was the designation when I was aboard in 1955-1957.

Subtotal	18.95
Shipping	3.99
Tax	0.00
Total	22.94

A little humor shared by Betty Foor



REGISTRATION FORM

USS LEXINGTON ASSOCIATION
2015 BATON ROUGE, LOUISIANA REUNION ~ SEPT 27 - OCT 01

Name: _____ Spouse/Guest: _____

Address: _____ City: _____ ST: _____ Zip: _____

Phone: _____ Email: _____

Dates on Board: _____ Division: _____

Host Hotel: The Crown Plaza Hotel ~ 4728 Constitutions Ave, Baton Rouge, LA

Room reservations can be made by calling the Crown Plaza Hotel at (800) 678-4065. Be sure and mention that you are with the USS Lexington to get the special group rate of \$95.00 per room per night plus tax. That rate will be good 3 days prior and 3 days after the reunion, based on Hotel availability.

Special Rates on these rooms will cease September 6th, 2015

Self parking is free, and airport transportation is available at a nominal fee. Contact the hotel's transportation coordinator at (225) 930-0150.

Please register me for the following:

Registration Fee (not optional): # of attendees _____ x \$30.00/ea = \$ _____

September 28th

Cajun Swamp Tour

and

WWII Museum: # of attendees _____ x \$75.00/ea - \$ _____

(Tour includes lunch, {a Louisiana style lunch of crawfish pasta, chicken and sausage jambalaya, potato salad, bread pudding and drinks} and is handicap accessible)

September 30th

Farewell Banquet # of attendees _____ x \$60 each= \$ _____

Choice of Entrée: Surf N' Turf Chateau Brand with three jumbo shrimp _____

Crabcake stuffed Chicken breast _____

Coat and Tie suggested

All prices include tax, gratuity, and transportation

TOTAL: \$ _____

Mail Registration form and check payable to: USS Lexington CV 16 Association; Cutoff date is September 6, 2015.

**Lance Wagner
71-21 73 place
Glendale, New York 11385**

USS LEXINGTON CV-16
38TH ANNUAL REUNION
BATON ROUGE, LA.
SEPT 27 THRU OCT.1 2015

Sept 27th Sunday

1300 Hospitality room opens; registration begins, rooms #253 and #254
1800 Opening reception, welcoming remarks from the Association President
Heavy Hors-d'oeuvres, cash bar
Location: Cypress 1

Sept 28th Monday

0800 Hospitality room opens
0800 Gather in the Hotel Lobby for Tour
Please allow those with special needs to board first
0815 Bus departs for Cajun Swamp tour and WW2 Museum. Cajun Lunch provided
1700 Return to Hotel, Hospitality room opens

Sept 29th Tuesday

0800 Hospitality room opens
0815 Breakfast with the Governor and Memorial Service. Location Cypress 2. All Members and guests welcomed
Doors will close at 0830. (For security reasons)
Welcoming remarks from the President
Invocation and Pledge
Breakfast Buffet
Remarks from Governor Bobby Jindal
10 minute break
Memorial service.
Hospitality room opens

Sept 30th Wednesday

0900 Business Meeting, location: Mississippi/ Delta room
All members and guests welcomed
Raffle door prizes
1800 Banquet, Social hour, cash bar, location Cypress 2
Group Picture
Coat and tie suggested
1900 Remarks from the President
Invocation
Presentation of the colors by Lexington Color Guard
Dinner served
Entertainment by Cajun French Music Dancers

Oct 1 Depart Baton Rouge, have a safe trip home



Sunday, 27 September, 2015



The Hospitality Room opens at 1pm.



And at 6:00pm, the Social Hour and Welcome Aboard Reception Begins in Cypress



Monday, 28 September, 2015

The Hospitality Room opens at 8am. Gather for 8:15 departure of Cajun Swamp Tour and WWII Museum



Tuesday, 29 September, 2015

The Hospitality Room opens at 8am. Breakfast and an address by Louisiana Governor Bobby Jindal, followed by a memorial service, with hospitality room re-opening afterwards.



Wednesday, 30 September, 2015



9:00AM Gathering for our Business Meeting, including raffle and door prizes.



**6:00PM Banquet, Social hour, cash bar, (location Cypress 2)
Group Picture (coat and tie suggested).**



**Remarks from the President
Invocation
Presentation of the colors by Lexington Color Guard
Dinner served
Entertainment by Cajun French Music Dancers**



if not on the annual family vacation, then on the frequent reunions held all over the country by the USS Lexington Association. He even helped organize a few of those reunions. For many years John edited and distributed the Sunrise Press, the monthly publication of the Lexington Association.



Perhaps John was most passionate about music. He liked big band music, but loved country-western music even more. Self-taught in music the-

ory and notation, he composed nearly 25 songs, some of which were performed by local musicians. He also taught himself to play the guitar, mandolin, banjo and harmonica. John enjoyed playing and harmonizing with his son, who also played the guitar. Known as "The Miller Family," they performed at several venues around Milwaukee, as well as entertaining at such places as the Fond du Lac Folk Fair, and the famous No. 10 Saloon in Deadwood, South Dakota. John was a past member and president of the Wisconsin Songwriters Association headquartered in Waukesha, and

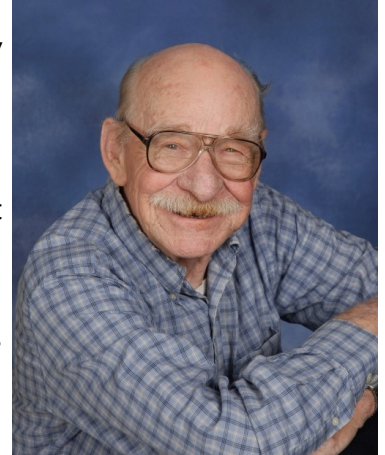
he enjoyed many years as member and president of the Big Western Club of Wisconsin, a group dedicated to the promotion of local country-western talent.

John evidenced his Christian faith through faithful church attendance, and joyful support of the Lord's work in various ways. After being instructed in the biblical-Lutheran faith by Pastor Harold Eckert, he confirmed his faith in Jesus as an adult at St. Jacobi Ev. Lutheran Congregation on October 3, 1954. He served on St. Jacobi's new church building committee, and assisted the grounds and maintenance committee for many years. He helped in the planning and construction of Stony Creek, a Lutheran retirement community in Muskego. At St. Andrew Ev. Lutheran Church, his final church home, he completed many repair jobs, worked with the Like Living Stones Building Committee, and recorded contributions on computer for the Finance Committee. It was largely through his generosity that the Lord enabled the congregation to purchase their Klaus Becker pipe organ in 2009.

By Word and Sacrament, the Lord sustained John's faith even when his world began to get smaller due to the onset of dementia. That same Lord used the love and kindness of relatives, friends and neighbors to help in so many ways. Words cannot describe how supportive the waitresses were at the Oak Creek Diner, his favorite place to eat.

Who could forget their creative answers to John's repeated question, "Do they serve breakfast here?"

Equally supportive was the staff at the Villa St. Francis where he lived for a



year before the Lord took him to his permanent home in heaven. Finally he could say, "I'm outa here," confident that he was going to be with his Savior in perfect contentment and joy. That happened on March 18th, 2015 at about 9 AM when, peacefully, he went to that Savior's side. The Captain of the "ship" answered his prayer:

Jesus, Savior, pilot me over life's tempestuous sea;

*Unknown waves before me roll,
hiding rock and treach'rous shoal.
Chart and compass come from Thee: Jesus, Savior, pilot me.*

*When, at last, I near the shore
and the fearful breakers roar
'Twixt me and the peaceful rest,
then, while leaning on Thy breast,
May I hear Thee say to me, "Fear not! I will pilot thee." Amen. (CW 433:1 & 3)*

In my Email....



I want to thank you for the fine report on my visit to the CV16 Reunion in Corpus Christi. I have read many posts from members of the CV16 crew and I do try to answer some as I am able to. I would welcome receiving the Sunrise Press by e-mail. Thank you

Ralph Blackford
chiefyeoman1946@gmail.com

SCHOLARSHIP AWARD PROGRAM

USS Lexington CV-16 Association Sponsored

The Association Scholarship Award is a one time award to a graduating Senior in the amount of \$1000 to assist them in furthering their education at a college of their choice. It is open to any senior who is a family member (son, daughter, grandson, granddaughter, niece, nephew, etc.) Complete this form and send it to the address shown at the bottom of the form before the deadline.

Name: _____

Address: _____

High School Name: _____

GPA: _____

PSAT Score: _____ (or circle) Did Not Take

ACT Score: _____ (or circle) Did Not Take

Attach a typed Essay of 250 words or less concerning the United States Navy of a historical nature, or more topical with respect to the current US Naval fleet.

Applicants Signature

Date

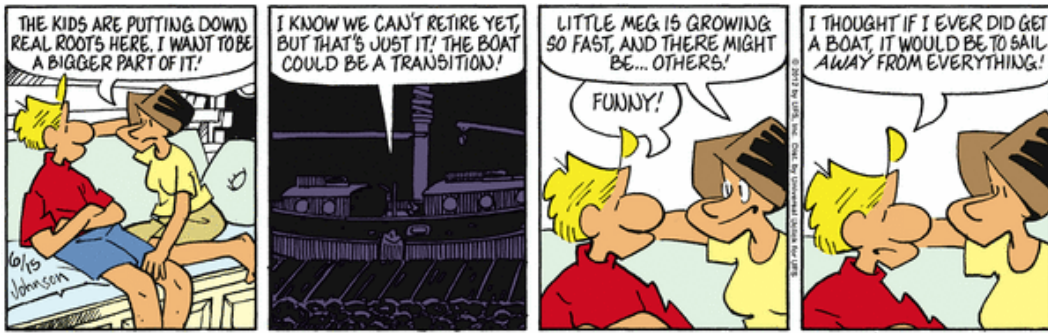
USS Lexington CV16 Association Member Info: Name: _____

Address: _____

Association Member's Signature

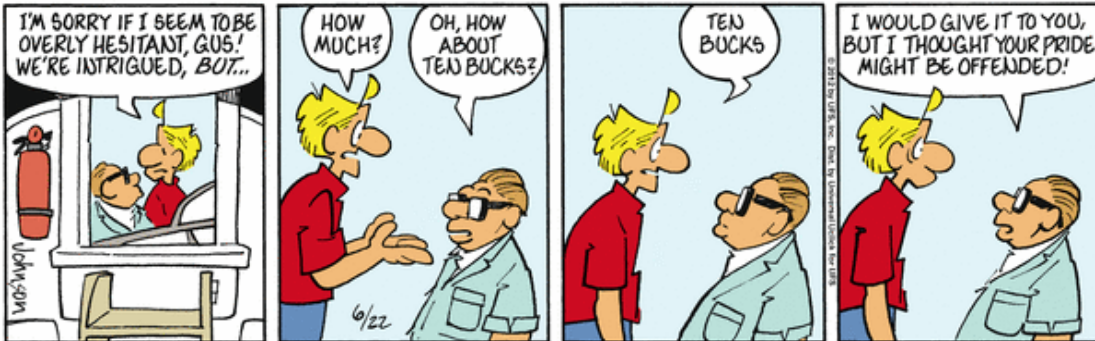
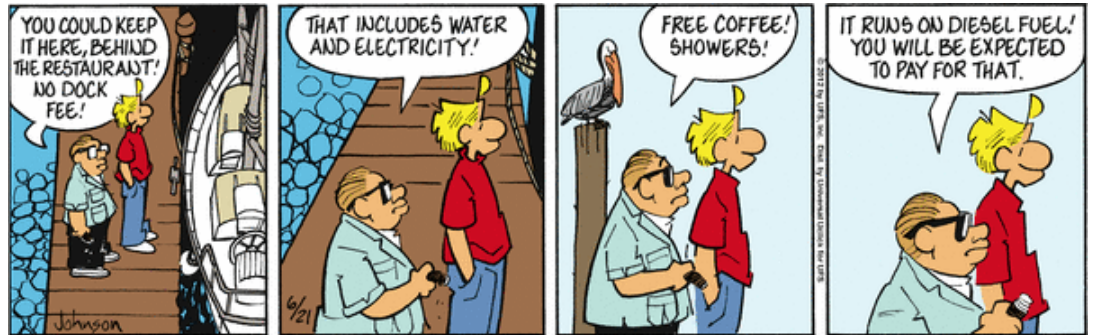
Mail this form and essay to: Scott and Missy Redding
11032 W. Crestline Drive
Littleton, CO 80127

All Submissions must be postmarked no later than 31 August 2015



Arlo and Janis

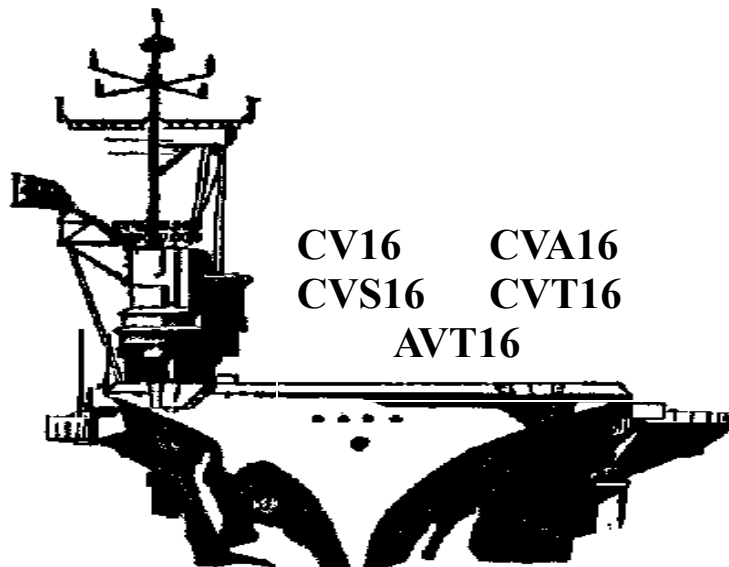
BY: Jimmy Johnson



Online viewers, can't get enough of these characters? Click the Arlo and Janis logo, and it'll take you to the artists personal blog page.









Home Port of:
USS Lexington CV 16 Association
P. O. Box 16
Lexington, IL 61753





CV16 CVA16
CVS16 CVT16
AVT16

USS LEXINGTON

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* E-mail Version ONLY

Navy Pays One Cent to Scrap Historic USS Ranger



Fox News |
Dec 26, 2014 |
by: Perry
Chiaromonte

The USS Ranger's last voyage will cost the Navy a penny -- and one of its most legendary aircraft carriers.

The Naval Sea Systems Command (NAVSEA) has paid one red cent to transport and break apart a third super carrier -- USS Ranger (CV-61) -- after once again finding no takers willing to turn it into a museum docked in the Pacific Northwest. The aircraft carrier -- which was featured in the movie "Top Gun" -- will embark on its final voyage in early 2015 to International Shipbreaking's facility in Brownsville, Texas.

"Under the contract, the company will be paid \$0.01. The price reflects the net price proposed by International Shipbreaking, which considered the estimated proceeds from the sale of the scrap metal to be generated from dismantling," officials for NAVSEA said in a statement released on Monday. "[One cent] is the lowest price the Navy could possibly have paid the contractor for towing and dismantling the ship."

The Ranger has been docked in Bremerton, Wash., for the past eight years in the hopes that veterans' and historical societies could raise funds to have it sent to Oregon to become a museum on the shores of the Columbia River in the vein of The Intrepid Museum in New York City.

"We would have liked to have seen it become a museum, but it just wasn't in the cards," Navy spokesman Chris Johnson told FoxNews.com. "But unfortunately, it is a difficult proposition to raise funds. The group that was going to collect donations had a \$35 million budget plan but was only able to raise \$100,000. The Ranger was one of the most historic ships in the Navy's fleet. It is one of four 66,000-ton Forrestal-class carriers and known as one of the first "supercarriers" when it was first put into commission in 1957. It was the only ship of its class to stay stationed in the Pacific Ocean and was the first to not only carry the A-7 attack jet and Sea Sprite helicopter, but it was also the first to embark an all-female flight crew from its deck.

The ship also served extensively in the Vietnam War-- where it earned 13 battle stars -- and Operation Desert Storm before being decommissioned in 1993. The Ranger was then put on hold for possible reactivation until March 2004 when it was redesigned for donation.

The Ranger also was in a slew of movies and television shows, including "The Six Million Dollar Man," "Flight of the Intruder" and "Star Trek IV: The Voyage Home" where it stood in for the USS Enterprise carrier. The Ranger's most famous role was in the 1980's Tom Cruise hit, "Top Gun."

"It certainly has a storied history," Johnson said.

The Ranger will have to be towed

to International Shipbreaking's facility on the Gulf of Mexico from the Pacific bit since it is too large for passage through the Panama Canal, it will have to be towed down and around South America. The voyage is anticipated to take up to five months.

Johnson said that the tow will come at no cost to the Navy and the International Shipbreakers is currently drafting a towing plan and will absorb the costs.

This is the fourth carrier that was planned to be scrapped in recent years. In February, the USS Forrestal also was sold to a scrap metal company for a penny.

The U.S. Navy's first supercarrier was shut down in 1993 after more than 38 years of service, and was being towed Tuesday morning down the Delaware River and along the Eastern Seaboard before crossing the Gulf of Mexico to reach All Star Metals in Brownsville. U.S. Navy officials signed a 1-cent contract with the Texas company in October to dismantle the ship perhaps best known for a 1967 incident that killed 134 and injured more than 300 others, including a young Navy aviator named John McCain.

In June, the USS Constellation was sold to International Shipbreaking, but at a much higher price, with the company paying the military arm \$3 million.

All ships, along with the USS Saratoga, were part of a five-year scrapping plan by the Navy.

The Grab Bag

This page is for various links to websites sent me in my email from shipmates wanting to share things they've found. Some are serious, some not so much. Some political, some day-to-day. Just putting them out there for whomever might be interested. Though we're all adults, I still attempt to keep things rated at the worse, PG. Greg

From: Charlie Scott... This was a guest speaker at a Conference on Aging in California; The speaker is a weatherman, who is entertaining as a standup comic.

<https://www.youtube.com/embed/LR2qZO8vic?rel=0>

From: Ron Haag: Vietnam Wall--THIS IS AMAZING!!

This is really sobering. Click on the link and find the city where you went to high school and look at the names. Click on the name and it will give details of the death. First click on a state. When it opens, scroll down to the city and the names will appear. Then click on their names. It should show you a picture of the person, or at least their bio and medals. This really is an amazing web site. Someone spent a lot of time and effort to create it. I hope that everyone who receives this appreciates what those who served in Vietnam sacrificed for our country.

Pass the link on to others, as many knew wonderful people whose names are listed.

<http://www.virtualwall.org/iStates.htm>

From: Bill Ward... Grandpa takes the grandkids to the movies.

http://www.youtube.com/v/AgYLr_LfhLo?version=3&hl=en_US&rel=0

From: Ron Haag.... Respect in Tacoma...

This is a really cool 2 minute video filmed in Tacoma by CBS. If you haven't seen it, I'm sure you'll appreciate it.

<https://www.youtube.com/watch?v=83zvu1-b8jo>

From: Bob DiMonte.... If you don't enjoy this one, you get double your money back:

<http://biggeekdad.com/2014/09/john-wayne-1970/#.VCHJXVfNNJ8.email>

From: Lloyd Friedli.... **WOW! Someone even posted a copy of our old "welcome aboard" video that we use to show people when they came aboard! For those of you that I haven't mentioned this to, we always referred to The Lex as a "floating public relations campaign" in the 80's. We would spend @ a week and a half in the Gulf each month training pilots then the rest of the time we'd be tied up at the pier on the base. Since we didn't really hold a bunch of "military secrets" and most of our stuff was old news at the time, we'd give tours of the ship from time-to-time and allowed civilians to come aboard. Not sure how or when they scheduled it but, every now and again, you'd walk down through the hanger bay and see a heard of civilians walking through it. Of course that wouldn't happen in the post 9/11 world! Anyway, we had some of the crew that would show them this video, hand out a small 6-7 page pamphlet (That I still, to this day, have a copy of. ha!), take them through certain common areas of the ship, answer their questions and so on. That's some fine video and quality production. LOL!!!**

Lou

<https://www.youtube.com/watch?v=fDgH67nazj8>