

Member Agency # 13086



Combined Federal Campaign



# THE CHINA LAKER

Vol. 18, No. 3

Newsletter of the China Lake Museum Foundation

Fall 2012

## USS ENTERPRISE (CVN-65) TO BE RETIRED

### USS Enterprise

Inactivation Ceremony is scheduled December 1, 2012 with 51 years of service and an estimated 100,000 Sailors and Marines who have served aboard her.

USS Enterprise (CVN-65), the world's first nuclear-powered aircraft carrier, commemorates a name which has been a continuing symbol of the great struggle to retain American liberty, justice and freedom since the first days of the American Revolutionary War. She is the eighth ship of the Fleet to carry this illustrious name that is literally defined as boldness, energy, and invention in practical affairs.

The first Enterprise originally belonged to the British and cruised on Lake Champlain to supply their posts in Canada. After the capture of Fort Ticonderoga by the Americans on 10 May 1775 she became the object of desire in the mind of Benedict Arnold who realized he would not have control of Lake Champlain until her capture. He learned she was stationed at a small British garrison at St. John's on the Richelieu in Canada, and set out from Skenesborough (Whitehall, New York) in the commandeered sloop Liberty for that place on 14 May 1775. He surprised and captured the British garrison on 18 May, took possession of the 70-ton sloop, and sailed her south to Crown Point. She was named Enterprise by Arnold and fitted out with twelve long 4-pounder carriage guns and ten swivels. About 1 August 1775, Captain James Smith was sent by the New York Provincial Congress to General Philip Schuyler and ordered to take command of "the sloop Enterprise."

The second Enterprise was an eight-gun schooner of 25 tons, with a crew of 60 men. Granted a letter of marque commission from the state of Maryland, she made a remarkably successful cruise (June-December 1776) under the command of Captain James Campbell. Enterprise was purchased by the Committee of Secret Correspondence of the Continental Congress 20 December 1776. Under the command of Captain Campbell, Enterprise served chiefly in convoying transports in Chesapeake Bay. She was also active in reconnoitering the enemy's ships and preventing their tenders and barges from getting supplies from the shores of Maryland and Virginia.

The third Enterprise was a twelve-gun schooner built by Henry Spencer at Baltimore, Maryland at a cost of \$16,240.00. She had a length of 84 feet, 7 inches; extreme beam of 22 feet, 6 inches; tonnage of 135, depth of hold, 10 feet; and a complement of 70 officers and men. She was originally armed (cont'd on page 2)

(USS Enterprise continued)

with twelve long 6-pounders and placed under the command of Lieutenant John Shaw. On 1 September 1812, Enterprise got underway in search for British privateers reported off the coast of Maine. After chasing a schooner to the shore on Wood Island, Enterprise discovered what appeared to be a ship of war in the bay near Penequid Point on the coast of Maine. She immediately gave chase and soon found her quarry to be the British brig Boxer, mounting fourteen 18-pounder carronades, and manned by 72 men. When within half a pistol shot, broadsides exchanged by the two brigs brought death to Lieutenant William Burrows as well as to the British commander, Captain Samuel Blyth. Another broadside was exchanged before Enterprise ranged ahead to cross Boxer's bow and kept up a deadly fire until the enemy hailed and said they had surrendered but could not haul down the colors which were nailed to the mast. The surviving senior officer, Lieutenant Edward R. McCall, took the prize into portland where a common funeral was held for the two commanders, both well known and favorites in their respective services.

The fourth Enterprise was a schooner built by the New York Navy Yard where she was launched on 26 October 1831. Her length between perpendiculars was 83 feet, molded beam 23 feet, 5 inches; depth of hold 10 feet and tonnage 197. She was armed with ten 24 and 9-pounder guns. The schooner was placed in commission on 15 December 1831 when Lieutenant Commander Samuel W. Downing assumed command. Her original complement was nine officers and 63 men.

The fifth Enterprise was a steam corvette with auxiliary sail power. Her hull was built of live oak in the Portsmouth Naval Yard by John W. Griffith. She was launched on 13 June 1874 and placed in commission 16 March 1877, Commander George C. Remey in command. The ship measured 185 feet between perpendiculars, breadth, 35 feet; depth of hold, 16 feet, 2 inches; tonnage 615, and displacement 1,375 tons. She had a speed of 11.4 knots and a complement of 20 officers and 164 men. Her original armament was one 11-inch moth bore, four 9-inch broadside guns, one 60-pounder pivot, and 1 short Gatling gun.

The sixth Enterprise was a 66-foot motor patrol craft purchased by the Navy on 6 December 1916. She was placed in the service of the Second Naval District on 25 September 1917 and performed harbor tug duties at Newport, Rhode Island. She shifted to New Bedford, Massachusetts, on 11 December 1917 for operations inside the breakwaters and was transferred to the Bureau of Fisheries on 2 August 1919.

The seventh Enterprise (CV 6) was the first "Big E". She was a commissioned aircraft carrier and served during the second World War. The most decorated ship in history, the Enterprise participated in some of the largest battles in World War II including the Battle of Midway and others.

It was 1954. Congress authorized the construction of the world’s first nuclear-powered aircraft carrier, the eighth U.S. ship to bear the name Enterprise.

The giant ship was to be powered by eight nuclear reactors, two for each of its four propeller shafts. This was a daring undertaking, for never before had two nuclear reactors ever been harnessed together. As such, (con’td page 4)

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**Bruce Bartels**, Outdoor Exhibits Volunteer    **Bill Webster**, Webmaster

**Welcome our new Board Members!**

**Bob Aslanian** has been a member of the community since 1959. He likes to get involved in the community, so when Bob Campbell asked if he would like to be a member of the board he accepted the nomination. Bob is currently the Market and Business Manager for Alta One and previously owned Aide Stationers since 1965.

**Peggy Breeden** became part of the community in 1983. She started working for The Swap Sheet at that time. Seven years ago, she took over ownership of The Swap Sheet . Peggy has always admired the work of the China Lake Museum and wanted to be involved, but has always had a full plate. After deciding not to re run for election on the Water Board, she ran and was elected to the CLMF board.

**David Davila** is currently the Test Site Manager for Boeing here at China Lake. He has worked in Houston, TX, Huntsville, AL, Seattle, WA, and Pax River, MD before coming to China Lake. David has his BS in Aerospace Engineering and is very enthusiastic about the Museum and its exhibits.

**Todd McKinney** has been a member of the community since 1971. He has owned McKinney Construction since 1982. He was approached by Beth Sumners to be on the board for his construction expertise. He accepted and is looking forward to putting his knowledge of construction toward the new building.

**Kathy Vejtasa** has been a member of the community for many years. She is a real estate broker and co-owner of Coldwell Banker Best Realty.



(USS Enterprise continued)

when the engineers first started planning the ship’s propulsion system, they were uncertain how it would work, or even if it would work according their theories.

Materials used by the shipyard included 60,923 tons of steel; 1,507 tons of aluminum; 230 miles of pipe and tubing; and 1,700 tons of one-quarter-inch welding rods. The materials were supplied from more than 800 companies. Nine hundred shipyard engineers and designers created the ship on paper, and the millions of blueprints they created, laid end-to-end, would stretch 2,400 miles, or from Miami to Los Angeles.

Three years and nine months after construction began, Enterprise was ready to present to the world as “The First, The Finest” super carrier.

The newly christened Enterprise left the shipyard for six days of builder’s and Navy’s pre-acceptance trails. The new super carrier’s performance exceeded the Navy’s most optimistic expectations. Enterprise broke all previous records for speed when it exceeded 40 miles-per-hour during initial trials. Its escort during the trails, destroyer Laffey, sent this message; “Subject: Speed Trails. 1. You win the race. 2. Our wet hats are off to an area thoroughbred.” When the Big “E” returned to port, the Chief of Naval Operations, Admiral George W. Anderson, Jr., stated enthusiastically, “I think we’ve hit the jackpot.”

After years of planning and work by thousands the day finally arrived. At the commissioning of Enterprise, the world’s first nuclear-powered aircraft carrier, Secretary of the Navy John B. Connally Jr. called it a worthy successor to the highly decorated seventh USS Enterprise of World War II. “The Fighting Gray Lady, as it was called, served in such well-known battles as the raid on Tokyo and the Battle of Midway.” Secretary Connally went on to say, “The new Enterprise will reign a long, long time as queen of the seas.”

In October 1962, Enterprise was dispatched to its first international crisis. Enterprise and other ships in the Second Fleet set up a quarantine of all military equipment under shipment to communist Cuba. The blockade was put in place on October 24, and the first Soviet ship was stopped the next day. On October 28, Soviet leader Krushchev agreed to dismantle nuclear missiles and bases on Cuba, concluding the Cuban Missile Crisis, the closest the U.S. and USSR have ever come to nuclear war.

In the Fall of 2001, Enterprise aborted her transit home from a long deployment after the terrorist attacks in New York City and Washington. D.C., on September 11, 2001, and steamed overnight to the North Arabian Sea. In direct support of Operation ENDURING FREEDOM, Big E once again took her place in history by becoming one of the first units to respond in a crisis with its awesome striking power. Enterprise expended more than 800,000 pounds of ordnance during the operation. The ship returned to home port at Naval Station Norfolk on November 10, 2001.

Enterprise continues to be a shining example to the fleet. It is the first nuclear-powered aircraft carrier, and the fastest in the world.

Adopt-A-Missile

The Development Department at the China Lake Museum Foundation has been working diligently toward our vision for the future. One component of our vision is to create a self-sustaining museum by means of reaching out to more and more community members to join our membership and contribute a gift to the Museum Campaign. As part of these efforts, we have been seeking donors who are interested in adopting a missile. If you are a member of a China Lake legacy family, and would like to adopt a missile from a program that your family member contributed to, consider contacting the Development Department to discuss this naming opportunity. Naming opportunities can be pledged over a five year period. For example: If your parent or grandparent worked on the HARM missile program and you want to honor your family legacy permanently in the China Lake Museum of Armament and Technology, you would simply fill out a pledge form to pay \$250 per year for 4 years or \$1000 in one year to secure this recognition. We would create a plaque with a list of your family members’ contribution to the development of the armament or technology that is specific to China Lake. For a full listing of the weapons that are available for adoption, please email us at [chinalakemuseum@yahoo.com](mailto:chinalakemuseum@yahoo.com).

Dale E. Knutsen came to the valley for a book signing of his book, Strike Warfare in the 21st Century on October 17, 2012.

The term “strike warfare” is not used often throughout the media and rarely explained. However, reports of conflicts often describe its application or effects. This book bridges the gap with understanding for a general audience. Dale E. Knutsen provides readers with a better appreciation for this “powerful military capability” by defining the term and tracing its development.



Part 1 of the book begins with a discussion of strike warfare operations and addresses the targets, defenses, resources, support, and steps required to execute an attack. The author’s goal is to create better understanding of the mystery and weed out the fiction that sometimes exists in explanations of the term.

Part 2 of the book describes the strike weapons development and how they are procured. This subject has significant influence on how strike warfare is carried out. Knutsen closes with observations and thoughts on lessons learned as well as future trends.

This book deals with this subject matter in a fundamental and non-technical manner. “*Strike Warfare* is recommended for anyone with an interest in or a connection to strike warfare or weapons development. The book should prove useful to newcomers to the field, members of the news media, and legislators or members of their staff dealing with military matters. Most importantly, the book was written to provide the average American taxpayer with a better understanding of an important and powerful military capability.” As quoted from cover of *Strike Warfare*.

Dale E. Knutsen was a part of the strike weapons development community for three decades, serving primarily at the U.S. Navy’s airborne weapons establishment at China Lake, California, and winning several awards for his work. He makes his home in northern California.



From

**The China Lake Museum Foundation**



### **2012 Family Hike to Tragic 1949 Plane Crash Site**

*The story below was written by Mr. Paul Decker, a retired China Lake employee, as an email he sent out to all the volunteers who organized and participated in a winter mountain hike to the site of a tragic 1949 plane crash site in the Sierra mountains west of China Lake near Owens Peak. The hike was organized to take the grandchildren of the pilot who died in the accident to the crash site. Parts of Mr. Decker's original email report have been slightly modified to ease its presentation in the China Laker.*

**BACKGROUND:** This story starts with an inquiry from a grandson of the pilot of an ill-fated Navy flight in 1949, attempting to transport five senior civilians from NOTS Inyokern to Alameda, CA. in bad weather. This inquiry was received by Paul Homer of the China Lake Weapons Museum and distributed it further to others who might be interested in sponsoring and conducting a hike to the crash site. I was intrigued by the opportunity to get involved because I'd seen a bit of the wreckage on the north flank of Jenkins Peak from the top of Owens Peak. So, I bit the hook and volunteered to guide the inquiring grandson and other family members to the site of the crash.

Topher Schott, the Connecticut grandson of the pilot, CDR Alphonse Minvielle, had researched the internet and found several descriptive sites with information about the crash, the recovery and current-day photos of the crash site.

Quite a few members of my local hiking family responded to my request for advice and support. Special recognition and thanks are in order for several: Jim Nichols...worked with the photographic data from the found websites to provide us guidance for our initial search. Nick Panzer...assisted me on a preliminary hike to make sure we could find the site and also helped me guide our visitors to it two days later. He also hosted the family, Mr. Homer and myself to an evening viewing of all our digital photography on his TV set...what a hoot! Russ Meech...also assisted me in finding the site on the preliminary hike.

(Cont'd on page 6)



(2012 Family hike to Tragic Plane Crash Site continued)

**SYNOPSIS OF THE HIKING AND RELATED ACTIVITIES:** Kevin Rooney put out the notice for me that my preliminary hike to the site would be under the auspices of one of his usual mid-week excursions. Nick and Russ responded and I was very happy for the company.

The visitors were constrained to make their attempt to reach the site on Saturday, April 14. We had originally planned for the preliminary hike to be on Wednesday, but bad weather forced a delay to Thursday, the 12th. An even worse storm hit Friday and dumped several inches of snow on the mountain, reaching all the way down to the Owens Peak trailhead. However, working around the weather (and snow on the ground Saturday) afforded us beautiful hikes that we couldn't possibly have planned for. We even had a good layer of Rime down to the Pacific Crest Trail (PCT) on Thursday. The wind both days was miserable at the trailhead but became a non-factor once we were in the draw climbing to the saddle...and we were in the shadow of the mountain from there to the site. Thursday's sky cleared as we climbed. We were in the clouds all the time we were above mid-mountain elevation Saturday.

Our visitors were the Connecticut grandson, his two brothers and the fiancé of one of them (all from the San Diego area), and their mother from Maine. Paul Homer provided a tour of the China Lake Museum for the family after the hikers had completed their quest.

As a side note: Their mother's mother, CDR Minvielle's widow, is 89 and also lives in Maine.

The photographs taken on the crash site hike can be viewed at:  
<http://www.chinalakemuseum.org/secretcitystories/2012planecrashhike.htm>

The earlier *China Laker* article on the crash can be found at:  
<http://www.chinalakemuseum.org/secretcitystories/2012planecrashhike.htm>

# New and Returning Exhibits



Lunar Lander



FLIR POD

## The Last Zabel Painting



Pictured: (from left) Jack Connell, Pat Connell, Bob Campbell

Jack and Pat Connell presented Admiral Sohl with Larry Zabel's last painting entitled

"Centennial of Naval Aviation"

"Centennial of Naval Aviation"





# VOLUNTEERS!

**Lela Herigstad** has been volunteering at the Museum since 2004. Initially, she wanted to work in the gift shop, since she retired from Hallmark after 27 years. However, once she saw the “archaic computer system,” she decided to be a hostess instead. She loves working with the public, meeting new people and spreading her joy; it’s her niche in life. She loves it so much that she decided to stick with being a hostess even after our gift shop computer updates. While she is waiting for visitors to come in, she knits many amazing projects. Currently, she is making caps for new babies in the hospital through the Red Cross. She and her husband love helping organizations that they have a huge interest in, such as the China Lake Museum and Red Cross. Please come meet one of our very special and giving hostesses on Thursdays from 1-4pm.



**Calvin Gifford** is one special volunteer. He has been volunteering here since August of 2011 after calling and begging to get started. His passion to help fix things and keep our exhibits presentable has made him our Exhibits Specialist. You really won’t see Calvin much, due to him always being behind the scenes with his face buried in his work. However, he will help guests with information about our exhibits in between projects. He maintains our exhibits by keeping our lights and exhibits functioning for your benefit. Calvin started his career in the Marines and is now in the Navy with the VX-9 squadron. He mainly comes in on Saturday, but will come in as needed and whenever he has extra time. The history of the China Lake and his passion to preserve and keep that history alive for generations to come is how he started in volunteering for the Museum. If you would like to volunteer alongside and learn about our great history from him, Calvin is here on Saturdays between 12pm and 4pm.



**To join our wonderful volunteers in  
serving at the Museum please call  
(760) 939-3530 or (760) 793-2082**



The China Lake Museum Foundation was pleased to welcome Mr. Jim Raby, the founder of Soldering Technology International (STI) on a recent trip back to China Lake this November. Jim travelled back to China Lake with his son and CEO of STI, David Raby, to give a free educational lecture about the roots of soldering at China Lake, and the future of soldering technology to some of the younger generations of scientists and engineers in the community. Jim and David received a tour of the Museum and had some great discussions. Jim is a renowned industry expert in soldering. He worked for the US Navy at China Lake starting in 1975 and he used his expertise to establish a soldering program here. Jim’s work determined strengths and weaknesses of solder joints, alloys to use, mechanical wraps, mounting techniques and all the specifications involved in the soldering process. Jim’s work has made manufacturing of hardware where high reliability is necessary, into a consistent and affordable option for the government. Due to Jim’s efforts, several Navy weapon systems benefited. We applaud Jim’s commitment to excellence. Jim’s lecture was very informative and inspiring. People like Jim Raby are the reason why China Lake is still synonymous with innovation and technical excellence.

## President’s Report by Bob Campbell

It has been an interesting three months. I continue to get my juices rekindled with the opportunity to share the China Lake History with BHS reunion classes. During the last two years we have had three classes celebrating their 50<sup>th</sup> reunion schedule two bus-loads each to visit the base, the Museum, and Murray (then BHS) school campus. In each case, many knew of the impacts China Lake had, but not many of the details. We are able to share those details through the Museum, and receive many follow-on positive comments. They are provided additional “ah ha” moments on the roles their parents accomplished while they were in school here.

We are close to finalizing our lease agreement with Kern County for two parcels. The first is across Las Flores from Maturango Museum on the corner and will be where you will see the first activity for an exhibit including an aircraft and a selected weapon or two. Bruce Bartels is working to finalize the planning. Plans are to have this exhibit advertising the Museum and future location next year. We had hoped to accomplish this calendar year, however slips do occur.

The second parcel is immediately east of Maturango Museum. That is the new planned location for our Museum. Once relocated, the museum complex will become a reality with added benefits to the community for tourism, and benefits to educational outreach opportunities to the youth.

Believe it or not, we have restarted the Walleye exhibit planning! We (team of original Walleye design folks) are working with NAWCWD and have identified the pool of artifacts from which to draw items for the exhibit. Walleye’s first successful launch was 50 years ago, in 1913. We plan to have the exhibit up and running by November 2013 to properly celebrate the 50-year anniversary.

In a recent tour of the artifacts building maintained by NAWCWD I was reminded of the wealth of stories yet to be told in the Museum. The artifacts along with the stories we pick up from visitors to the Museum reemphasize the need to move ahead with our new building and exhibits goals so that the stories can be shared with the public.





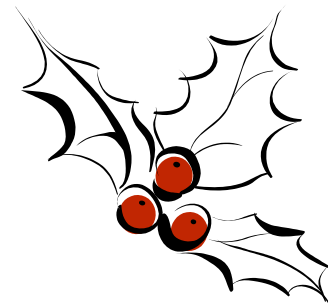
# Events

## Santa's Art Shop

Come Check out the CLMF booth!

December 1st—9am -5pm

December 2nd -9am -4pm



*New Year's Eve Gala*  
*Springhill Suites -Maturango Room*  
*December 31st, 2012*

*\$250 per couple -Seating Is limited*

*Questions: Teri Sandy (760)939-3530*



Coming Soon a Larry Zabel Tribute!

This will be a temporary exhibit of the works of Larry Zabel. We are hoping for **January 18, 2013** for the unveiling and social event. If you have any Zabel art you would be willing to loan for the event or the length of the 3 month exhibition please contact Becki Cornett, Office Assistant- (760)939-2916.

**Our conference room is now open! Come schedule your event here at the China Lake Museum! Holiday party, Class/meeting, Retirement party, etc. If you are interested in reserving our newly renovated conference room please call Teri Sandy (760)939-3530.**

# Excitement in the Gift Shop?

Coming soon



**China Lake Museum  
 Challenge Coin**



We have so many **NEW** and **EXCITING** items in the gift shop. Please come check it out! New T-shirts, Stuffed Animals, Shot Glasses, Wood Models, Bottle Openers, Bottle Stoppers, Plane Building Block, Footballs and License Plate Covers for your favorite Military branch.

Operating hours:

**10am-4pm Monday-Saturday**

**(760) 939-3530**

