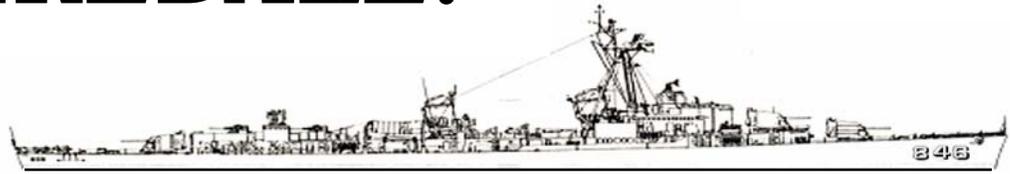




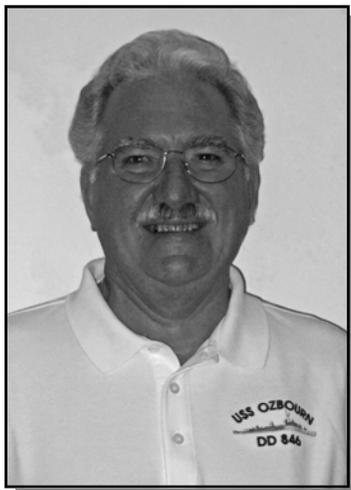
FIREBALL!



Pvt. Joseph W. Ozbourn
Tinian, Marianas Islands
28 July 1944

The official newsletter of the USS Ozbourn (DD 846) Association
Dedicated to perpetuating the memory of a gallant Marine and the history of a fine ship
Visit our website at www.ozbourn.org

FROM THE BRIDGE



This will be my last "Letter From the Bridge" before the next reunion. At the **eighth biennial reunion in Seattle, WA**, a new Association president will be elected. I am not the greatest with words but I would like to thank all of the Association officers, both past and present, who have been so great to work with during my four years in office. There was never a task that needed to be

From my previous columns you probably figured out that I am very proud of the time I spent in the Navy and how important the friendships formed there are to me. I guess that is why the reunions mean so much to me. It is a chance to exchange stories, enjoy the company of shipmates that share my feelings about the time spent of board the USS Ozbourn and to perhaps relive a very special time in a young sailor's life when I thought that I knew everything.

It is getting down to the wire for making your travel plans to attend this year's Ozbourn reunion. I sincerely hope that your travel plans for 2007 included a trip to Seattle in September. I look forward to seeing you there.

Rudy Boff, President

completed, a question to be answered, or help of any kind that wasn't handled efficiently and quickly.

In previous columns, I have written about the good fortune our organization has been blessed with. We have dedicated officers and shipmates that are knowledgeable in many different areas and they do not hesitate to share their time and skills with us, at no small cost to themselves. The shipmate who is elected to the position of Association president is very lucky to be involved with the USS Ozbourn Association officers and members. I thank all of you for the honor and the opportunity you gave me to serve the organization in some way.

There was an article in a recent issue of the *Pittsburgh Post Gazette* by newspaper reporter Reg Henry which pretty much sums up my feelings on being in the military. Henry writes that to be a well rounded individual, everyone should experience three things: military service, attending college as a full-time student and participating in a team sport. "Everybody should experience military service first hand in order to live a full life," said Henry. "If you never went to college to learn about life, acquire knowledge and attend keg parties, or played sports to learn teamwork and experience wins and losses, but still served in the military, you are still worldly-wise beyond any civilian's knowledge." Henry continued by saying, "The military is the university of life with camaraderie, teamwork, adventure, boredom, laughs, tears, the smartest people and the dumbest."

**Calling all shipmates!
Calling all shipmates!
This is your last call
to sign up for your
adventure in
Seattle!**



The USS Ozbourn Association cordially invites you to attend its 8th biennial reunion to be held 12–16 September 2007 at the Airport Marriott Hotel in Seattle, Washington.

The bluest skies you'll ever see are in Seattle in mid-September so why not come join your old shipmates for a few days of fun and frolic in the

Great Northwest. The reunion committee has organized a complete schedule of events that is sure to please. Kindly direct your inquiries to:

Warren Zschach

1311 Ponderosa Dr.

Petaluma, CA 94954-4393

Email: hwz@comcast.net

TAPS FOR SHIPMATES



Henry W. Bear

September 13, 2000
BT3 — (54-57)

Richard Carey

January 20, 2007
BM3 — (69-72)

Hank Grese

November 25, 2006
MEG 1 — (51-52)

Paul McCormick

January 31, 2006
RMC — (64-68)

Raymond Strang

October 24, 2006
EM 3 — (46)

USS OZBOURN SHIP'S STORE

Open 24 Hours, 7 Days a Week — Rudy Boff, Proprietor



CAP cotton twill Navy blue, brilliant gold letters & destroyer silhouette. 1 size fits all. Item # C01, \$14 ea
Embroidery on back: Korea, #C01K \$15 ea
Vietnam, #C01V \$15



PATCH fabric, \$6 ea
Original design, Item #P01
Revised design, Item #P02



FRAME, license plate
Item #F01 \$5 ea



MUG, coffee 11 oz
Embossed with Ozbourne patch & destroyer silhouette.
Item #M01, \$8 ea, 2/ \$12, 6/ \$30

The following items are special order only. Contact Rudy Boff at Ship's Store address below.

Micro-fiber Jacket, fleece lined-water repellent	\$90
Twill Jacket, fully lined with full front zip	\$80
Windbreaker, mesh lined and full front zip	\$60
Jerzees Super Sweatshirt, assorted colors	\$40
T-shirts, both long and short sleeve	\$35 and \$20
Golf shirts	\$30

All items have ship's name and hull number embroidered in gold letters.

Photos and additional ordering information can be found on the Ozbourne Web site at www.ozbourn.org under the heading Ship's Store. Orders may be placed with:

Rudy Boff — 1036 Connor Road
Pittsburgh, PA 15234-1033

Tel: (412) 833-0572 — email: boffrud@juno.com

BE REUNION READY!

Get ready for the eighth biennial Ozbourne reunion by ordering Oz clothing and memorabilia from President **Rudy Boff** and bring it with you to the reunion in Seattle.

For general information about the reunion such as reunion and hotel registration information, tours, and meals, contact **Warren Zschach** (707) 762-0469 or email hwz@comcast.net. The deadline to register is August 9,

Officers of the Association

President

Rudy Boff (52-55)
1036 Connor Road
Pittsburgh, PA 15234-1033
Tel: 412 833 0572
Email: boffrud@juno.com

Vice President

Kenneth E. Keene (71-74)
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Meadville, PA 16335-6445
Tel: 814 337 3197
Email: kkeen@gremlan.org

Corresponding Secretary and Editor of Fireball

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Prescott Valley, AZ 86314-5892
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Email: johnsonsimivalley@yahoo.com

Recording Secretary

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Treasurer and Historian

Warren Zschach (52-55)
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Tel: 707 762 0469
Email: hwz@comcast.net

Past Presidents

Robert Whitten, Jr. (50-52)
Cupertino, CA
W.D. Minter (52-55)
Texarkana, TX

We're on the Web
at
www.ozbourn.org

PUBLICATION DEADLINE

If you have a letter, story or photo you would like to share with other Ozbourne shipmates, the deadline for submitting contributions for the winter 2008 issue is **Friday, December 14**. Articles may be rewritten for purposes of editorial style. Due to space limitations, some materials may be used in a future *Fireball*



The following letters and e-mails were received by your Association Officers during the last quarter.

Richard:

I am planning on attending the Ozbourn reunion this year. This will be my first reunion. One thing I noticed in the latest edition of the *Fireball*, you forgot to mention that Seattle was the place where the good ole ship (Ozbourn) was decommissioned. I know, I was there. It was at Pier 91 a little north of the downtown area. I was the last command duty Officer on the last day.

She was decommissioned there and then very unceremoniously, towed to a scrap yard in Tacoma, WA, not far from where we will be staying (Marriott Sea-Tac Airport Hotel). I don't remember the name of the scrap yard. I wonder if they kept any scrap metal mementos from her?

Thomas Guzman LTJG (72-75)

Rick:

I bunked just 15 feet from the Ozbourn's machine shop. It was there that I learned a most valuable lesson. The shop was our reading, gaming, gambling, and BS room.

We used to play pinochle for fun in the machine shop. One day MacDonald and I were hot. I mean we couldn't lose. Now Mac was a gambler and suggested that we play for \$5 a game. We hunted a couple of chickens for the plucking. I was a fireman at that time and money was always in short supply. Yeah I sure could use the money.

Anyway, I lost \$50 so fast that my head was spinning and my wallet was empty. I quit at that point. Mac probably spent another four hours trying to get even. Since that day, I don't gamble in any shape, form, or fashion. Nada, nothing!

Dick Clark MM3

From the Editor:

Checking back in my daily journal, I found an interesting coincidence about the Ozbourn's history. As you know, the Ozbourn held its 2005 reunion memorial service aboard the USS Yorktown (CV 10) (please see page 6). I recently committed my active Navy career from my personal journal to computer at the request of my two sons. Here's an excerpt.

On October 12, 1963, while refueling next to the USS Yorktown, the ships started to rock back and forth — first toward each other then away from each other. Before anybody stationed in their respective bridges could react, the two ships bounced off of each other. The Ozbourn tore off three whip-lash antennas from the Yorktown and the Ozbourn had its port screw guard punched into the side of the ship. We still participated in the HUK exercise, taking on water, even

HOW MUCH ARE THE ASSOCIATION DUES?

Probably the most frequently asked question (FAQ) posed to your Ozbourn Association Officers is, "How much are the Association's annual dues? The answer is \$10.

For the \$10 fee, you get the quarterly *Fireball* newsletter and the right to vote for the slate of Association Officers and specific issues at the biennial reunion. Check the mailing label on the most recent issue of the *Fireball* to verify the status of your membership. For instance, if the number 07 appears in the lower left-hand corner of the mailing label, your membership is good through 2007. You can extend your membership to any length you wish for just \$10 each year.



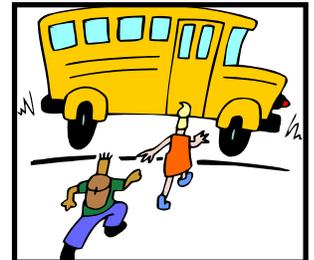
WELCOME

ABOARD

Ronald H. Muir	Not provided	Carbondale, PA
Michael Ward	STG2 (72-75)	Mabel, MN

A hearty welcome aboard. We hope you will become active members and get involved in Association activities.

WHAT'S IN A NAME?



The following article appeared in the November 18, 2003 publication of the *Tribune-Times Writer*, Greenville, South Carolina. The writer of the article was Lorando D. Lockhart.

A mid-afternoon collision on Fountain Inn's North Main Street and Howard Drive seriously injured two drivers but left six children unharmed, police said.

The collision between a car and a day-care bus occurred about 2:30 p.m., November 13 when Terry **Chandler**, 21 of Allen Bridge Road, Gray Court, was traveling north on Main Street, Fountain Inn Police Sgt. Chris Anthony said. Chandler was driving a 2003 yellow Dodge Neon when the car struck a Standing Springs Baptist Church day-care bus driven by Lisa **Osborn**, 41, of Greenville, Anthony said.

"He (Chandler) was traveling at a very high rate of speed and the bus driven by (Osborn) was about to enter Main Street (from Howard Drive). After she got a few feet into the roadway, the Neon hit the bus on the driver's side, which caused both vehicles to become airborne and flip several times in the air," Anthony said. "After the bus was hit, it traveled approximately 53 feet before coming to its final resting position on its side."

MORE LETTERS, E-MAILS AND STORIES

Hi Bill (Jones):

Mel Hargrove here. Just got my *Fireball* and have a story you might remember. I was a commissary seaman and in charge of all food storerooms on board the *Ozbourn* from 52-54.

I don't remember if it was 52 or 53 but while on Wonsan, Korea Patrol, a sampan was spotted going from one side of the harbor to the other. The *Ozbourn* lobbed a couple of 5" rounds at them. They lowered their sails and we sent a whale boat to board the sampan. We captured the boat and tied it to the back of the *Oz*. They had some weapons and a camera with them.

There was no place to hold them expect my mid-ship bean locker which had a wire cage door. There was a guard with an automatic shotgun guarding the men around the clock. Being young and stupid, it didn't bother me. When ever I had to go into the bean locker, the guard would make the prisoners lay face down on the floor. I would just step over them to get whatever I needed. It never entered my mind that if the prisoners had picked that time to try to jump the guard, the guard might have opened up with that automatic shotgun and I would have been in the line of fire.

I only thought about the situation as I got older. Boy, when you are young, you think you are immortal.

Mel Hargrove SN (52-54)

INTERESTING WWII FACTS

The following information is provided by COL D.G. Swinford, USMC, Ret., a history buff.

- The first German serviceman killed in WWII was killed by the Japanese in China, 1937.
- The first American serviceman killed was killed by the Russians in Finland, 1940.
- At the time of the attack on Pearl Harbor, the top US Navy command was called CINCUS (pronounced sink us). The shoulder patch on the US Army's 45th Infantry division was a swastika, and Hitler's private train was named Amerika. All three names were soon changed.

Gentleman:

I was a crew member on the *Ozbourn* during 1967-1968 and was involved with my captain, CDR John Denham, in our futile attempt to rescue the USS *Pueblo* from the North Koreans in January 1968. I was an ETR2 and responsible for maintaining the ship's radar equipment. I was also one of the ship's official "duty drivers" especially during our Australian trip in 1968. I felt privileged to drive Captain Denham here and there as required.

I took 2,500 feet of color film when the *Ozbourn* crossed the equator north of Australia. The footage includes shipmates bowing to the Royal Queen, kissing the Royal Baby, kissing the Queen's toes, crawling through the tunnel of garbage then being whipped with fire hoses and other hazing events. The Crossing-the-Equator ceremony is frowned on by the Navy today since it condones hazing.

Kenneth V. Shattock ETR2 (67-68)

Hi Richard: (U.S. Could Have Saved Money in Korea)

The weather turned cold as a brass monkey when winter took charge in the waters off Korea. At times, the surface of the sea iced over. Dark woolen watch caps and gloves came out of sea bags for the first time since they were issued in boot camp. I asked Mom to mail me several pair of long johns along with some wool socks. She had a little trouble finding the underwear in Southern California, but her supply system outperformed the Navy's in getting the warm clothes to me.

The *Ozbourn* cruised with the task force off the Korean peninsula near the 38th Parallel. When we weren't on station in the circular screen of destroyers, protecting the carriers, we were directed to leave our position and bomb shore targets. With the crew at GQ, we shelled ammunition depots, shore defenses, rail or bridge targets, fuel storage farms and enemy troops.

In 1950, the UN Forces maintained a naval blockade of North Korea. Any vessel our ships encountered above the 38th Parallel that failed to respond properly when challenged to identify itself as friendly, was sunk by a destroyer. The ships that were sunk were usually fishing boats. We couldn't know if these boats were capable of placing free floating mines that we regularly encountered. The US destroyer *Chandler* had been badly damaged in an earlier contact with a mine. Mines presented a serious hazard and violated the Geneva Convention. From my GQ station on the bridge, I could observe each of our encounters with enemy vessels. Often there would be families aboard the smaller boats which included women and children. In these cases, a verbal warning would be delivered by an on-board interpreter to return to port and not revisit those waters again or risk being sunk.

In other situations, a round from one of our five-inch guns would be directed off the bow of the suspect vessel. The sight of the round erupting in the water nearby usually encouraged the civilian crew to abandon their voyage. Sometimes a second round, placed closer to the boat was needed to convince the occupants to leave the boat. To score a hit, it was not uncommon to expend 50 rounds of 5-inch ammo and an additional 30 rounds of nighttime illumination projectiles. With that kind of accuracy, the safest place might have been aboard the target vessel.

From my vantage point as the captain's telephone talker I could view all of the action. As we took part in these engagements, I considered the expense to deliver just one round of ammo. I speculated about the logic of putting a boat into the water and approaching the enemy vessel with a proposition. "Your pilot house is constructed from pine while our destroyer is enclosed in half-inch steel. Here is a certified check for \$1,000, yours if you voluntarily scuttle this vessel in return for saving us all a lot of energy and waste." The enemy would have saved their own lives and the US would have been able to conserve ammo and the prospect of running into mines — all with just a \$1,000 grub stake.

Frank Spittle PN2 (48-51)

Hello Bill:

I'm Charlie Kanenbley, Ozbourn ENS, damage control, 1955-56. I happen to know from a conversation some years ago with Robert L. Rollins in Oklahoma City, that our good friend Victor J. Emmett from Iowa City, Iowa, has ventured on to the next world.

Victor, myself, Bob Rollins, George Fraser, Charlie Shryock, and LTJG Zulkowski, were the officer gang with then skipper, Howie Scott, Jr. We were all there when the Mighty "O" stood out to sea from San Diego, for the WESTPAC cruise in October 1955. I was a young ensign from Missouri and had never seen the Pacific Ocean; but being a farm kid, I knew tractors. I was soon placed in the engineering department and damage control.

The Oz steamed on to Hawaii, a sight for my Mid-West eyes. Next was Yokosuka, Japan, where Emmett and Rollins introduced me to Jimi-Sans. Aahh remember Japan — hardly 10 years after the WW II occupation? How sweet it was. No offense intended to those who survived those ugly years of WW II. And then we moved on to Hong Kong which was a great port to buy things, but the guarantees were a little thin. I purchased several suits. Some were \$15 and others were \$12. The \$15 suits were OK, but when I dry cleaned the \$12 suits, the stitching dissolved and they came totally apart.

We steamed on. John Kennedy said, "You Commie bastards have got China, but you will not have Formosa, and you will not have Quemoy or Matsu islands." And the Mighty "O" was there. We held forth on the Formosa Patrol for several weeks, during which we had only a single encounter. It was 0300. General quarters sounded and the announcement was made that an Australian freighter was approaching. Our quartermaster signaled, "What is your destination." She steamed on in silence. "Again, what is your destination." She steamed on in silence. This time the quartermaster said, "Tell us your destination or we will fire one 5" round across your bow." She steamed on in silence. And thus ended our opportunity to start a war.

We continued our duty on Formosa Patrol until some time around the middle of December. The Oz was ordered to search for 42 survivors of three capsized Japanese fishing boats which had gone down somewhere south of Okinawa. We were very close and within hours of the survivors when we were in a fierce typhoon. As any seaman knows, only one thing need be said about a typhoon; put the sea on your port quarter, bring her to flank speed, and get the hell out. Captain Scott told the operations officer, LT Smith, "Call GQ battle stations and we'll search if it doesn't get worse." Well it got worse.

We found one site and I recall eight or 10 men bobbing in the 30-foot seas with perhaps 75 knot winds. We tried and tried for perhaps an hour or more to get life preservers into their hands. But they were so weak, and the wind and seas were so fierce, they seemed unable to grab on, even when the preserver ring came to them. We had about three men tied with safety ropes on the after deck behind the 01 level for protection. No one could be on deck anywhere else. These men did their best to throw life preservers toward the poor devils in the water. Sometimes the wind would blow the preserver up and overhead to the other side of the ship. The ship would heel over away from the fishermen, and they would be sucked up almost to the ship, but 40 feet down and a dropped preserver would be blown away. Then in a few seconds the ship would heel over the other way and the fishermen would skitter away out of sight in the storm, and the gunwale would submerge. The rescue men would go down on a wet deck at perhaps a 45 degree angle, and the safety men would drag them back toward the doorway. Because of the strain, the hard knocks, the falls, many teams tried their luck that day, and finally, they brought five men aboard. They were barely alive. Later I remember them in the wardroom. After some warm soup and hot tea, they came alive. They became very animated and thankful. We couldn't talk to them and they couldn't talk to us. Still, nothing need to be said. There was too much emotion.

Now we knew, lying dead in the water with no way on is very dangerous for any seagoing vessel. And yet, there we were DIW. CAPT Scott and the engine

room were struggling to keep the bow into the sea for fear of capsizing. Wallowing in the trough would be certain disaster, and the storm's intensity was increasing. We continued to search until there were few if any to be found, when a rogue wave slammed us on the bow with such force, it swept away nearly everything on the forward deck, and water was pouring into the chief's quarters directly under the forward twin 5" gun mount.

On the bridge, perhaps 60 feet above the waterline, everyone but the operations officer saw it coming and got flat on the deck of the bridge and held on. The force of water splintered and broke the half-inch thick Plexiglas window protecting the bridge and hammered the operations officer in the head. So he too was on the deck, but bloody and unconscious. That is the point where CAPT Scott put the wind to the port quarter and made as much headway as possible without taking on too much water through the holes in the bow. As I recall, we proceeded directly to Subic Bay, Philippines to get patched up.

As the rookie officer on board, and responsible for the ship's damage control of all things, I was scared to death that we were going to capsize. Be we all seemed to know what we were doing, especially the CPOs who saved my life that day. Of course we were carrying heavy ballast, but still came within a few degrees of our maximum designed roll that day. It would be interesting to see the same adventure written by some of the others who were there.

If you send me the e-mail or phone for Rollins, Frazer, or the others, I'll consult with them. Thanks.

Charles Kanenbley ENS (55-56)

MORE INTERESTING WWII FACTS

- More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.
- The youngest US serviceman was 12-year old Calvin Graham, USN. He was wounded and given a dishonorable discharge for lying about his age. His benefits were later restored by an act of Congress.
- A German submarine U-120 was sunk by a malfunctioning toilet.

BIENNIAL MEMORIAL SERVICE — SEPTEMBER 14 ABOARD THE USS TURNER JOY

This year's memorial service will be held aboard the USS Turner Joy at the Bremerton Naval Memorial, 9 a.m.-1 p.m., Friday September 14.



During the 2005 reunion in Charleston, SC, the memorial ceremony was held aboard the USS Yorktown (CV 10) located at Patriots Point. Ray Gargus, left, and Jim Helling, dropped the ceremonial wreath into Charleston Harbor. The wreath can be seen floating in the water in the photo in the upper left.

The 2003 memorial service was held in the Memorial Courtyard at the Admiral Nimitz Museum in Fredericksburg, TX. Former Ozbourn Association President W.D. Minter is standing at right. A 20" x 20" commemorative plaque of the USS Ozbourn was dedicated at the Nimitz Museum Courtyard during special Veterans Day ceremonies last year. Photos of the plaque will be available at the 8th biennial reunion in Seattle, WA.



**USS OZBOURN DD-846 ASSOCIATION REUNION
SEPTEMBER 12-16, 2007
MARRIOTT SEA-TAC AIRPORT-SEATTLE, WA**

Wednesday, September 12

2:00 p.m.-6:00 p.m. **Reunion Registration open**

Thursday, September 13

9:00 a.m.-9:30 a.m. **Reunion registration open**

10:00 a.m.-4:00 p.m. **CITY TOUR** (Description at right)

4:30 p.m.-5:30 p.m. **Reunion Registration open.**

Friday, September 14

9:00 a.m.-1:00 p.m. **USS TURNER JOY/BREMERTON**
(Description at right)

5:00 p.m.-8:00 p.m. **IVAR'S RESTURANT**
(Description at right)

Saturday, September 15

10:00 a.m.-1:30 p.m. **MUSEUM OF FLIGHT** (Description at right)

2:00 p.m.-4:00 p.m. **Business Meeting**

6:00 p.m.- Reception with Cash Bar

7:00 p.m.- Banquet begins

This year's banquet speaker is Admiral Fargo, son of CDR W.B. Fargo, ship's captain, April 1951-April 1954.

Sunday, September 16

7:30 a.m.-9:00 a.m. **Farewell Breakfast**

**CANCELLATION AND REFUND POLICY FOR
ARMED FORCES REUNIONS, INC.**

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less the non-refundable registration fee (\$12 per person). Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less the non-refundable registration fee. **Cancellations will only be taken Monday through Friday from 9:00 a.m. until 5:00 p.m. Eastern Daylight Savings Time, excluding holidays.** Please call (757) 625-6401 or e-mail cancel@afri.com to cancel reunion activities and obtain a cancellation code. Canceling your hotel reservation does not cancel your reunion activities.

SEE YOU IN SEATTLE!

For reunion and hotel registration information, tours, and meals, contact **Warren Zschach** at: 1311 Ponderosa Dr., Petaluma, CA 94954-4393, (707) 762-0469, or e-mail hwz@comcast.net. **Registration deadline is August 9, 2007.**



TOUR DESCRIPTIONS

CITY TOUR

Thursday, September 13

Depart hotel for the trip into the city that goes past the Boeing Field where we see new planes ready for delivery and those awaiting test flights. Then we cross a floating bridge across Lake Washington where we see the homes along the lakefront. Both Paul Allen and Bill Gates of Microsoft fame have homes along this shoreline. We head north to access the ship canal, passing some colorful houseboats that are a popular form of living here. We will see Husky Stadium and the University of Washington campus as we continue onto the Government Locks and the salmon ladders. The King Salmon (or Chinook) are heading for the spawning grounds in September. We head back to the central area of the city to see the Space Needle, and then to the historic district for a stop at the Klondike Gold Rush Museum and glass blowing studio. Lunch and shopping on your own at Pike Place Market.

**10:00 a.m. board bus, 4:00 p.m. back at hotel.
\$35/Person includes bus and guide. Lunch on your own.**

USS TURNER JOY/BREMERTON

Friday, September 14

Board bus for Bremerton, home of the USS Turner Joy DD-931, also known as the Bremerton Naval Memorial. We'll participate in a Memorial Service, and then tour the ship. Free time for lunch and shopping on your own before returning to the hotel.

**9:00 a.m. board the bus, 1:00 p.m. back at hotel.
\$30/Person includes bus, escort, and admission.
Lunch on your own.**

IVAR'S RESTAURANT

Friday, September 14

Enjoy dinner tonight on Seattle's waterfront at the famous Ivar's Restaurant. Dinner includes your choice of salmon, beef, or chicken. Your entrée includes salad or clam chowder, along with a beverage.

**5:00 p.m. board bus, 8:00 p.m. back at hotel.
\$55/Person includes bus, escort, and dinner.**

MUSEUM OF FLIGHT

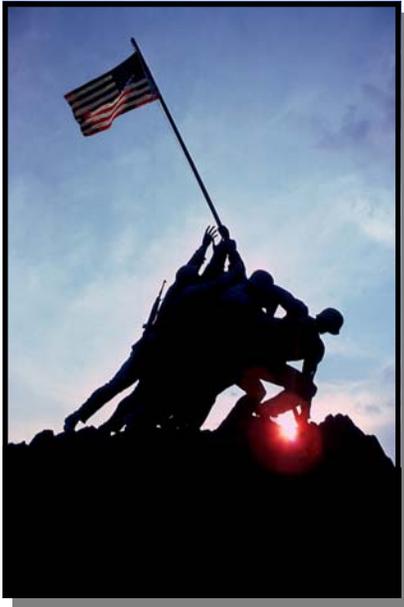
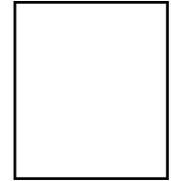
Saturday, September 15

The Museum of Flight is our destination. View "The Dream," an eight-minute film on the history of flight. After the film enjoy a guided walking tour of the six-story steel and glass Great Gallery where over 20 full-size airplanes are suspended in air, and 15 are grounded for your close inspection. In the adjacent Red Barn, stroll through exhibits dating from the dawn of aviation. Also on display is the first Air Force One Presidential plane. There is also a Concorde on display.

**10:00 a.m. board bus, 1:30 p.m. back at hotel.
\$29/Person includes bus, escort, and admission.**

Driver and guide gratuities are not included in the tour prices. Please plan to be at the bus boarding area at least five minutes prior to the scheduled departure time. All trips require a minimum of 30 people, unless otherwise stated.

Richard N. Johnson, USN Ret.
5899 North Bronco Lane
Prescott Valley, AZ 86314-5892



Marine Corps Memorial, Iwo Jima Monument, Arlington National Cemetery located in Washington, D.C.

FIREBALL! The official newsletter of the USS Ozbourn Association

DUES ALERT!

Are you overdue on your dues? Only dues-paying members receive the *Fireball* newsletter. Look at the mailing label on your last newsletter and find a number such as 07 or 08 or 10. This number indicates the last year you were current with Association dues: 07 means 2007, 08 means 2008, etc. Your Association officers ask you to...

DO THE DUES TODAY!

We're on the Web at
www.ozbourn.org

The following information can be found on the Association's Web site: Mission statement, complete history, current and past newsletters, a list of Ozbourn shipmates, historical photographs, the ship's store for ordering Ozbourn memorabilia, how to join, and special links.



Gedunk Call Answer

In the spring 2007 issue of the *Fireball*, the Gedunk Call question was, "Name the location of the last two Ozbourn reunions (2003 and 2005)?" Shipmates Dick Clark and Paul Logan both gave the correct answer as San Antonio in 2003 and Charleston in 2005. Thanks for the correct answer guys.

Gedunk Call!

This issue's Gedunk Call is, "The Japanese government just returned to the original name of the island of Iwo Jima to what name?" And, "Should the US government change the name of the Iwo Jima Monument to reflect the island's name change?" Submit your responses to Rick Johnson, 5899 North Bronco Lane, Prescott Valley, AZ 86314 or e-mail to johnsonsimivalley@yahoo.com.

SHIPMATES IN SEATTLE!

- **8th Biennial Reunion, September 12-16, 2007**
- **Seattle Airport Marriott Hotel, Seattle, WA**
- **Meet with friends and shipmates!**
- **Time for bull sessions!**
- **Several guided tours including destroyer Turner Joy at Bremerton Shipyard**
- **Share memories with old friends**
- **Mark your calendars today!**
- **Let's all have fun!**
- **Deadline is August 9, 2007.**