



## **American Military Heritage Foundation**

**Dedicated to preserving, in flying condition, a Vintage PV-2 Harpoon in memory of all who fought on behalf of the United States of America**

July 2020

We have now covered two of my favorite months; that would be May and July. In May we get to pay respect to all of those who have given their lives to keep us safe and protect all the rights we have been given. Then in July we celebrate our independence. So, with those things in mind, I would ask you to consider our mission statement and be thankful for all the things we have available in these United states.

During my tour of duty in the Army I only made it halfway around the world and back. In that time, I did not find any place that had the least chance of surpassing the United States of America. Now maybe there was something on that side of the world that I did not see. However, after talking to people that have been all the way around our planet I do not think so.

**“Without little ideas, there are no big ideas.”**

*Twyla Thorp dance choreographer*

There was another BOD meeting on June 6 via Zoom. The new web site was discussed and should be launched by now, <https://islanddoll.org> so take a look and if you have comments please let us know. The other major issue discussed is funding the organization through this economic shut down. We are still hoping the Bowman Field event will happen, however, at this point we do not yet know.

There is good news, in that we now have the funding to pay off the installation of ADSB. This will allow us to operate as normal and not be excluded from busier airspace.

Mr. Starkey, treasurer announced that it takes approximately \$1,000 per month to cover our expenses. So, with six months left to this year we will need to raise \$6,000.00. On top of that we need a new battery, and so far, the only quote we have is for a new one at \$3,000.00. Therefore, now is the time to use all of the talents that we have been given, raise the funds necessary to maintain the organization, and lay the necessary plans to complete the upcoming D check and have the plane ready for flight status by April 2021.

**“Dear friend clear your mind of can’t”**

*Samual Johnson writer*

Below you will find an interview with a sailor that served during the Vietnam War. I believe you will enjoy it.

Have a great month,

Gaylon

## Carl "Roger" Scheffler

United States Navy May 04, 1964 through February 17, 1970

Mr. Scheffler went to Boot Camp at Great lakes Naval Training Facility. This covered a period of ten weeks and three days. During this time, they learned about firefighting and damage control, basic seaman knowledge, and naturally the visit to the tear gas chamber. I can relate to that since the Army was doing the same thing. He then proceeded to tell me about their swimming test, jump off a ten-foot tower into fifteen feet of water swim completely around the Olympic size swimming pool then stay afloat for an additional fifteen minutes. He told me that he was doing ok until one of the guys panicked and was pulling him under. Naturally, they had safety people on hand to take care of this situations, they had long poles with hooks so they could either pull you in or push you away. He said that they finally pushed the individual away from him the second time and then had him get out of the pool. He did not know what actions were taken, however, that individual was not seen the next day.



USS Canberra Heavy cruiser

After graduating from boot camp, he attended two different schools. The first was for basic electronics and the second was specific to the type of gun control systems that he would be working with on board ship. After completion of the schools he was sent to San Diego, Ca. for his first assignment on board the heavy cruiser Canberra and this lasted for 4 months. I am sure most of you have heard the stories about people in the Navy that never even see a ship. I asked Roger how much time he spent on board ship and the reply was four years six months. They left San Diego for Vietnam via Pearl Harbor and Guam. His first tour was four months followed by an eight-month tour. Their mission was to provide artillery support to any of the units that called in. They had both five inch and eight-inch guns on board. They had a range of approximately 23 miles. On his second deployment the barrels on the eight-inch guns wore out and they had to go to Subic Bay to have them all replaced. He said they were told that they had fired more rounds than the ship did during WWII.

In another incident they had a Huey helicopter call with engine problems. They advised him they would need fifteen minutes to clear the pad. His response is you do not understand I do not have fifteen minutes. Roger said when he put it on the pad there was not six inches clearance on the tips of the rotor. That was one day when the landing worked out perfectly.

From the Heavy cruiser he was assigned to the USS Buchanan Destroyer; after that he would have a tour on the USS Cochrane also a destroyer. While on the destroyers one month out of six they would pull plane duty. That is where they would follow the aircraft carrier as a pickup if they should lose a plane during operation. He told me they never had an incident. However, they were following the Big E, Enterprise, one month when the air boss called and told them just to stay as close as they could he had to increase his speed to launch planes. Roger told me he was on the front of the destroyer at that time and when the carrier went to flank speed it looked like a speed boat powering up. The back of the carrier came down then picked back up to level and proceeded to go out of sight while they were running 30 knots.

While on board the two different destroyers he had several experiences and he can have them I do not want them. In one Typhoon they took a 53-degree roll both to port and starboard. In another incident they had green water over the

gun turret which is 200 ft back from the bow of the ship thus causing the screws to come out of the water shaking the ship so hard that many of the bunks fell. So, if you were in one at the time it would become quite interesting. If you have never had the experience of Navy bunks five or six high with a pole and chain assembly method, it will be hard to explain. Just use your imagination and you should come close.

Now if you know anything about the military there are all kinds of things that go on. Some are so crazy you do not believe them, and others can give you a new respect for the military and all of mankind. He was telling me about overseeing a clean-up detail. Well when he came back to inspect everything was brown looking. Not a nice clean white. Therefore, he told them if they wanted liberty, they better get busy. He proceeded to clean a small area to show them what he expected. He then left and went someplace else to check out something and awoke to the fact he had in his brown contact lenses. Hello! He then went back and apologized, told them to go change and head for shore leave. However, everyone stayed to help, and all made shore leave. The gray pad that was on the floor was almost white at this point. On another day he and a fellow sailor were walking along the side of the ship, at its lowest point to the water about 3ft, with two officers in front of them when he noticed a wave coming so he motioned to his partner to go in the next hatch. Well needless to say two officers were well drenched. However, he and his partner were nice and dry. The other thing that the ship would do was to bring a platoon of Marines on board 4 out of 5 nights for a shower, clean clothes, a meal, and a clean bunk to sleep in.

The other interesting thing he talked about was their resupply. Naturally, you cannot pull up to the closest quick stop, top off the fuel, pick up some ammo, and get your groceries. Ever two to three days the supply ship would come along side and they would run two fuel lines, two food lines, and two ammo lines to move new supplies on board. Sometimes they would even have a helicopter moving pallets of ammo. This could take several hours, it was an all hands-on deck, and the two ships continued to move the entire time. Not only did you have to move it from one ship to the other, but it also had to be moved below deck into storage. Even here things have their moments. In one exchange a crate of eggs got loose, fell to the deck, and proceeded to become scrambled eggs.

He had one more story to tell and that involved almost running out of fuel. I am not exactly sure which trip they were on, but they were headed for Gaum which is not one of the largest places to be looking for especially since they were in the edge of a Typhoon. The ocean swells were running 4 ft with rain. Normally they used the gun radar to help guide them. However, it was unable to pick up Gaum for whatever reason. They were down to one half hour of fuel when they finally, by some chance of fate, luck, or prayers they locked onto Gaum and made it in safely. The weather was so bad that nobody was allowed off the ship, fueled and left. You must also remember at that point in history they could not just poke the coordinates into the GPS, it had not been invented yet. He told me the trip from San Diego to Vietnam was two weeks. However, on one deployment they went from Vietnam to Australia then back to San Diego. That is many hours via jet airline and a destroyer was running less than 30 knots.

I would like to thank Roger for taking the time to talk with me and tell his story and I certainly want to thank him for his time in service to protect our country.



USS Buchanan Destroyer



USS Cochrane Destroyer

**USS Canberra** started 09/03/1941, launched 04/19/43, commissioned 10/14/1943, decommissioned 02/02/1970, sold for scrap 07/31/1980 (age 37)

**USS Buchanan** started 04/23/1959, launched 05/11/1960, commissioned 1962, decommissioned 10/01/1991, sunk as a target 06/14/2000 (age 41)

**USS Cochrane** started 07/31/1961, launched 07/18/1962, commissioned 03/02/64  
Decommissioned 10/01/1990, sold for scrap 11/14/2000 (age 39)