

USS BRISTOL DD857

VETERANS ASSOCIATION

FALL 2019

In this issue

Paul Ratcliff.....1

Kennth Hickman Memorial Service.....3

Plank Owner Jim Lovell Obit.....4

Sam Dalfanzo Honor Flight.....5

WWII B17 Story.....6

Message from our association President.....9

Memorial Service 2019.....10

Reunion 2019 Photos.....14

Humor.....20

Submarine War Games.....21

I delivered the flowers to the National Cemetery in Moscow Pa on our way home. It is about 1/2 hr from our home. Very beautiful grounds.

Hope everyone has a safe trip home. Paul R.



Editor's Note:

Our organization's, president, Paul Ratcliffe, placed the wreath with the ten red flowers that represented the ten shipmates who have been recognized at our memorial service this year.



Memorial Service bouquet at base of monument

The following are observations made by Pete Zingarella at the Memorial Service aboard BRISTOL for Kenneth Hickman

July 31, 1958, at sea. Undeaway for CONUS. Ship received message to arrive on 4th. Trouble. Hickman, FT3 was reported missing. Ship was searched of all spaces. Full scale search was started by other ships that were behind us. We, ourselves, back tracked to area we were at, at 0400 when Hickman was last seen. Found nothing. Also, in he search were planes from carrier. Saw a floating mine too. Aug. 1 -At sea. Underway for CONUS. Set clocks back 1 hour to zone Quebec. Hi lined Commodore aboard from Hyman. He is investigating officer for Hickman case. Refueled. Aug 3, at sea. Underway for CONUS. Turn to all morning. Hi lined Chaplin from Hyman. Had memorial service for Hickman. Hickman was last seen at 0400 on the mess decks having coffee after the mid watch.

Military Memorial Service Honoring Kenneth H. Hickman



When: Saturday July 6, 2019
Time: 1pm
Where: Oakland Cemetery & Mausoleum
2619 W. Pearl City Rd.
Freeport, Illinois 61032



(Take Empire St. west of Krape Park, just after the curve)



July 5, 1936

July 31, 1958

Early in 1958 Kenny Hickman, a star athlete and a graduate of Freeport High School's class of 1954 left his hometown of Freeport, Illinois to serve in the U.S. Military (Navy).

On the morning of Thursday July 31, 1958 young Hickman, 22 years old was lost at sea while serving aboard the USS Bristol 857, a Naval destroyer. There was a memorial held aboard the USS Bristol, but none ever in Freeport.

After almost 61 years we plan to join Kenny's family in celebrating his life and be present when Kenny is honored with the first Military Memorial Service here in his hometown. We extend an invitation to those near and far wishing to be a part of the celebration of life of the late FT3 Kenneth H. Hickman.

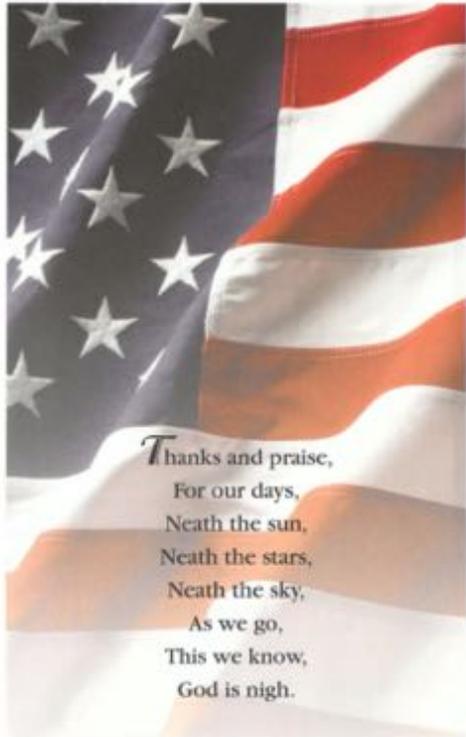
A Luncheon will be served 2-4pm at the: Moose Lodge
601 E. South St.
Freeport, Illinois 61032

Contact: Georgina Haynes 815-291-4705 or Frances Ammons 815-008-8071



Plank Owner James E Lovell
Obituary Contributed by Jim's daughter, LuAnn Collins

Proverbs 17:6
Children's children are the crown of old men and glory of children are their fathers.



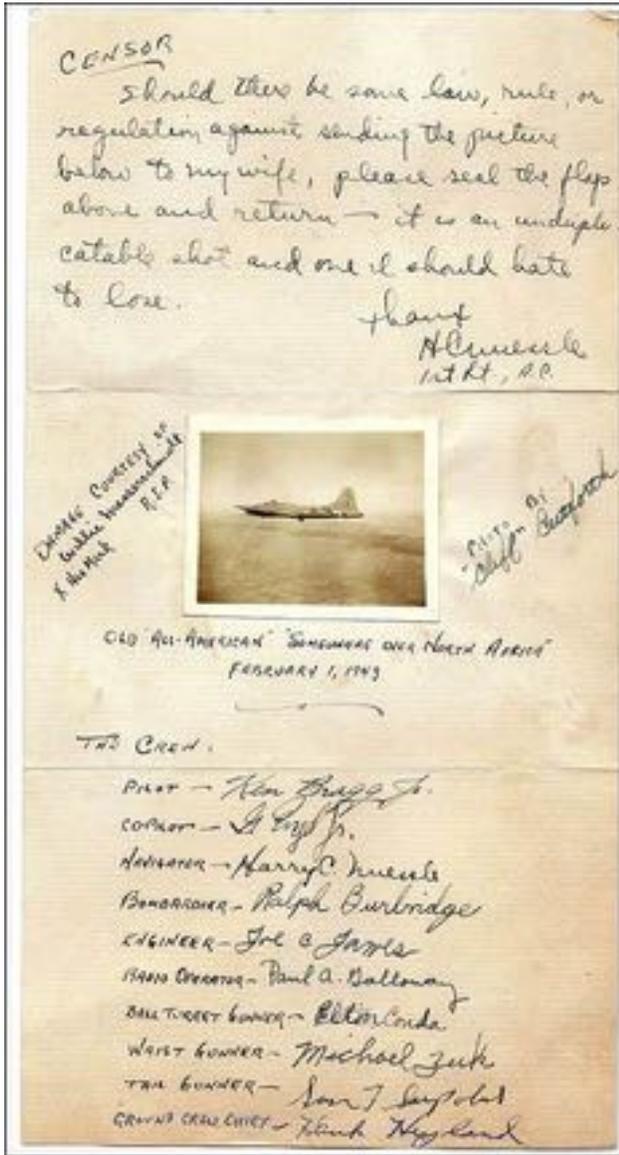
James was born on March 3, 1926 (his grandfather James Crawford Lovell's birthday) in Aiken, Texas, to Walter Allen and Margaret Louise (Creed) Lovell. He graduated from Floydada High School in 1943. He attended college at Texas Technological College in Lubbock, graduating in 1950 with a BA degree in accounting. He was a member of the US Navy aboard DD-857-USS Bristol Destroyer from 1944-1946 as a machinist mate 3rd class. He observed from the deck, the Japanese surrender on board the USS Missouri. He also walked thru the ruins of Hiroshima. After the war in observance of President Franklin Roosevelt's birthday, he was aboard the USS Joseph P. Kennedy, as they sailed up the Hudson to Hyde Park. He married Sue Ann Stewart in Long Beach, California and three children were born to this union, Lindsay Allen, LuAnn, and Thomas James. They moved to Floydada in 1960 where James farmed for several years before starting his teaching career. James taught 5th - 8th grades, and 9th - 12th grades for 26 years for FISD. He was a natural teacher and enjoyed it. He taught math in Junior High, all subjects in 5th grade, and Vocational Education in High School. James bought and worked on property, and after retirement enjoyed traveling in their travel trailer, and playing bridge on the computer. He was a faithful patron of the Floydada Senior Citizens and enjoyed lunch there daily. Mr. Lovell is preceded in death by his wife, Sue Ann; eldest son, Lindsay; as well as his parents, Walter Allen and Margaret Lovell; brother, Clyde Allen Lovell; and sister, Francis Wallace. He is survived by his daughter, LuAnn (Mike) Collins; son, Thomas James (Mary) Lovell; sisters, Gladys Fitch and Margaret Soudelier; grandsons, James (Jim) Collins, John Collins, Adam Lovell, Joshua Lovell; granddaughter, Abbye Arrant; as well as 7 great-grandchildren with one more on the way.

In Loving Memory Of
James E. Lovell
March 3, 1926 ~ February 4, 2019
Funeral Service
1:00 p.m., Thursday, February 7, 2019
Trinity Assembly of God Church
Floydada, Texas
Officiating
Tom Ross ~ Justin Brown
Pallbearers
John Collins ~ Jim Collins
Adam Lovell ~ Dan Nixon
Lance McHam ~ Martin Riojas
Coy Holmes ~ Kenny Holmes
Interment
Floyd County Memorial Park
Floydada, Texas
Online condolences may be made at
www.moore-rose.com

Our shipmate , Sam Dalfanzo and his brother attended a hero flight in Washington, DC, earlier this year. They travelled by bus from Central New Jersey to DC. The veterans on board were treated to a police escort from the time they left until the time they arrived in Washington.



A real miracle - from WWII



B-17 "All American" (414th Squadron, 97BG)

Crew

- Pilot- Ken Bragg Jr.
- Co-pilot- G. Boyd Jr.
- Navigator- Harry C. Nuessle
- Bombardier- Ralph Burbridge
- Engineer- Joe C. James
- Radio Operator - Paul A. Galloway
- Ball Turret Gunner- Elton Conda
- Waist Gunner- Michael Zuk
- Tail Gunner- Sam T. Sarpolus

Ground Crew Chief- Hank Hyland

In 1943 a mid-air collision on February 1, 1943 between a B-17 and a German fighter over the Tunis dock area became the subject of one of the most famous photographs of WW II.

An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Flying Fortress named "All American," piloted by Lt. Kendrick R. Bragg of the 414th Bomb Squadron.

When it struck, the fighter broke apart but left some pieces in the B-17.

The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out, and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through, connected only at two small parts of the frame, and the radios, electrical, and oxygen systems were damaged.

There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest.

The split in the fuselage went all the way to the top gunner's turret.



Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed (except one single elevator cable still worked), the aircraft miraculously still flew!

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail

from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.



When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane.

When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home.

The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American.

Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.



Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the appendage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.



When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured.

No one could believe that the aircraft could still fly in such a condition.

The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.



This article submitted by "Charlie" Weaver

Message from our association President, Paul Ratcliffe:

USS BRISTOL DD 857 Veterans Association

October 2018

Dear Shipmates

For the past several years now we have been considering the future of the organization because of a number of factors:

Declining membership and attendance at the reunions

Age and health condition of the members

Financial considerations including increasing costs of the reunions and the difficulty in finding facilities at a reasonable cost.

As a result, the Board has developed a plan for moving forward. This was discussed at length at the reunion last week.

The membership was shown extensive documentation to support our conclusions and after a Q & A session, they expressed understanding and support of our decision.

Here are the main points:

The Association will hold one more reunion in 2020 in Myrtle Beach, SC. It will be partly subsidized by the Association from our Treasury.

Dues will be collected for 2020 but that will be the final year.

From a legal standpoint, the Association will cease to exist and after all current bills are paid and future costs are accrued, the balance of the treasury will be donated to a qualified veterans organization.

For the foreseeable future, Tony Molnar has agreed to oversee the website, including the "In Memoriam" notices and Ed Lynch will continue to prepare the newsletter.

These actions are being taken in accordance with the USS BRISTOL DD857 Veterans Association, Administrative Structure-By Laws.

Best Regards,
Paul

Memorial Service

USS BRISTOL DD 857

21st Annual Veteran's
Association

Memorial Service

Lancaster, Pennsylvania

Friday, September 27, 2019

Officiated by:

Association Leadership

Team

PRAYER: Pray in unison

Almighty Father, to You we commend the lives of your children, our shipmates of the USS Bristol, who have passed on. We ask You to hear our prayer as we speak, both in sad memories but also in joyful faith.

Lord God, may they who used your gift of life in the service of liberty, enjoy abundant eternal life with You, as your gift to all the faithful who love You and serve others. Bring them, Lord God, into your bright presence of joy without pain. Amen

PRESIDER: Oh Lord our God, we offer to You our petition for our departed shipmates of the USS Bristol, in reverence and respect for their sacrifice. We bless You for the gift of their lives. We believe your promise that they continue to live and that we shall meet again. All: **Amen**

PRESIDER: Lord God we ask You to console and comfort the families of our departed shipmates in the loss of their loved ones who served so well.

All: **Amen**

PRESIDER: Lord grant that all who served the cause of liberty aboard the USS Bristol, who trust only in You, may share the peace and happiness of eternal life, with You in your heavenly kingdom, now and forever.

All: **Amen**

PRESIDER: Hear the toll of the ship's bell.

XX (Strike the bell twice)

PRESIDER: Let the bell bring to your mind our departed Shipmates and remind you of the reverence we owe them.

XX (Strike the bell twice)

PRESIDER: Let us remember our obligations as citizens and to silently pray for our Shipmates.

XX (Strike the bell twice)

Please observe a moment of silence

PRESIDER: To remember our honored dead, the bell will be struck once after each name is read and a flower will be presented in their honor,

	Hickman, Kenneth H.	FT3	57 - 58
	Izzo, Vincent A.	PN2	52 - 55
	Landherr, Kenneth	SHSN	52 - 56
Plank Owner	Lovell, Jim	MM3	45 - 46
	Mazejka, William J.	MR3	56 - 60
	McKibbon, Russell Roy	QM3	51 - 54
	Meler, James C.	BT2	50 - 53
Plank Owner	Peterson, Leroy	MM2	44 - 46
	Pettibone, Eugene F.	GM2	48 - 55
	Schulman, Harold E.	PHM3	46 - 47

PRAYER: Pray in unison

Dear Lord we rejoice that You accept these our faithful departed shipmates, into your infinite domain. Grant to them O Lord, your peace and rest. Amen.

THE NAVY HYMN

Eternal Father, strong to save, whose arm does bind the restless wave, who bids the mighty ocean deep, its own appointed limits keep. Oh hear us when we cry to Thee, for those in peril on the sea. Amen

PRESIDER: In conclusion we honor them and salute our departed Shipmates, until we reunite with them in the everlasting kingdom of our Lord.

ALL SHIPMATES: Hand Salute, hold through the playing of Taps.

TAPS

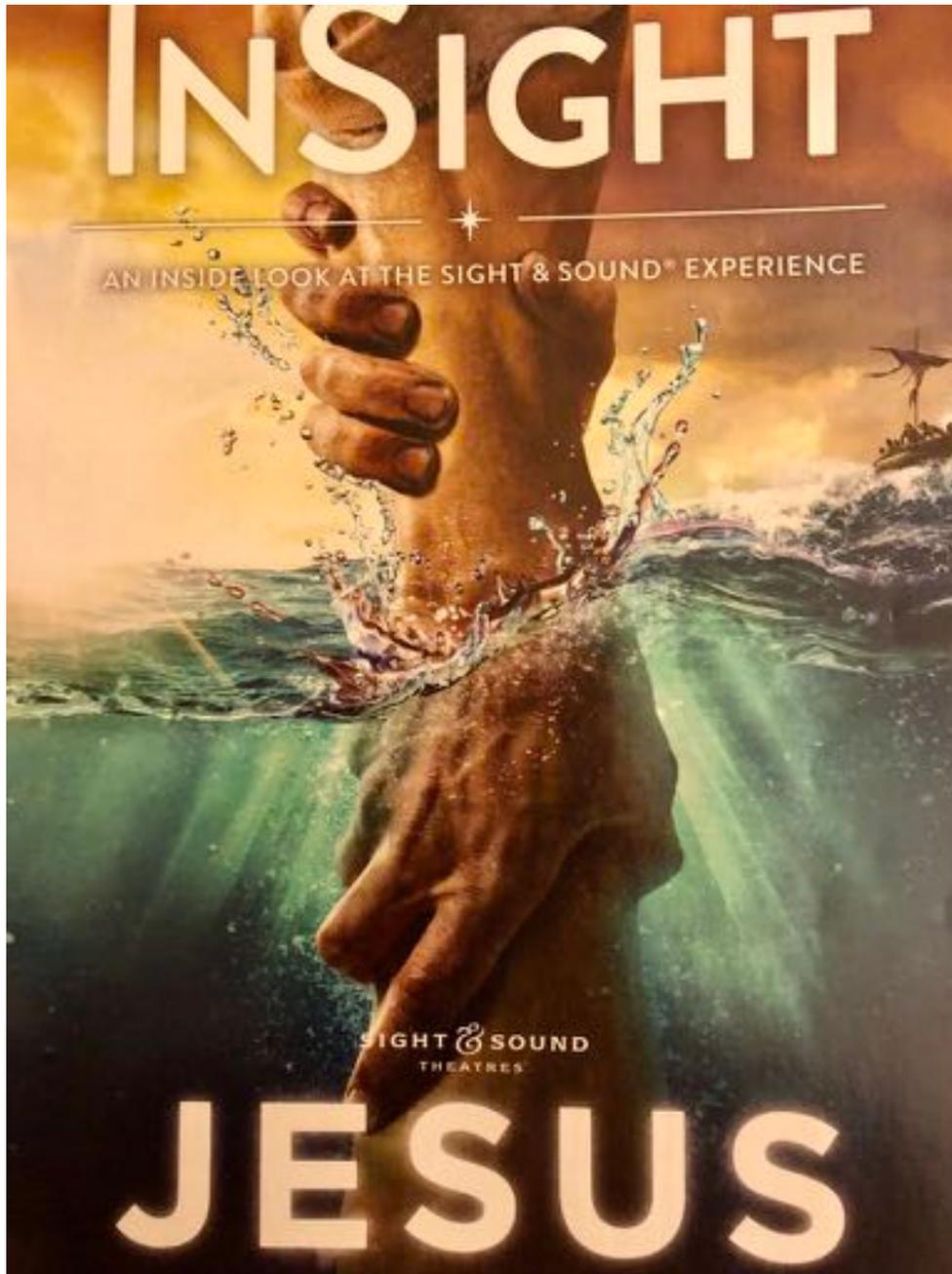
Our photographer this year, Sam Dalfanzo with his wife, Gerry (Lenny Hodgins partially shown)



Our Ladies



Tony and Maureen Molnar “celebrating renewal of marriage vows, Amish style, cake cutting.”
We had a great dinner at an Amish farm after touring the Lancaster County Amish communities.



Many of us signed up for the spectacular presentation of “Jesus” at the Sight and Sound Theater.

What a show!

Our “Storekeepers”, Judy and Don (“Seaweed”) Marcus.



One room school house.

Gentleman standing at left was our tour guide for the tour of Lancaster County Amish Country



Geri Glass has been our Reunion Coordinator Extraordinaire for many years. Geri does a superlative job for our gang. Sometimes Geri has to be “Sister Mary Discipline” for some of our guys. Geri is very close to “sainthood”. Geri had the good fortune to be the Manager of the American Embassy club in Bangladesh many years ago. St John Paul and St Teresa of Calcutta visited Bangladesh and Geri had a close contact with Pope John Paul and Mother Teresa.





On the way to Sight and Sound



Humor

Most of our generation of 60+ were HOME SCHOOLED in many ways .

1. My mother taught me TO APPRECIATE A JOB WELL DONE.

"If you're going to kill each other, do it outside. I just finished cleaning."

2. My mother taught me RELIGION.

"You better pray that will come out of the carpet."

3. My father taught me about TIME TRAVEL.

"If you don't straighten up, I'm going to knock you into the middle of next week!"

4. My father taught me LOGIC.

" Because I said so, that's why ."

5. My mother taught me MORE LOGIC .

"If you fall out of that swing and break your neck, you're not going to the store with me."

6. My mother taught me FORESIGHT.

"Make sure you wear clean underwear, in case you're in an accident."

7. My father taught me IRONY.

"Keep crying, and I'll give you something to cry about."

8. My mother taught me about the science of OSMOSIS.

"Shut your mouth and eat your supper."

9. My mother taught me about CONTORTIONISM.

"Just you look at that dirt on the back of your neck!"

10. My mother taught me about STAMINA.

"You'll sit there until all that spinach is gone."

11. My mother taught me about WEATHER.

"This room of yours looks as if a tornado went through it."

12. My mother taught me about HYPOCRISY.

"If I told you once, I've told you a million times, don't exaggerate!"

13. My father taught me the CIRCLE OF LIFE.

"I brought you into this world, and I can take you out..."

14. My mother taught me about BEHAVIOR MODIFICATION .

"Stop acting like your father!"

15. My mother taught me about ENVY.

"There are millions of less fortunate children in this world who don't have wonderful parents like you do."

16. My mother taught me about ANTICIPATION.

"Just wait until we get home."

17. My mother taught me about RECEIVING.

"You are going to get it from your father when you get home!"

18 . My mother taught me MEDICAL SCIENCE.

"If you don't stop crossing your eyes, they are going to get stuck that way."

19. My mother taught me ESP.

"Put your sweater on; don't you think I know when you are cold?"

20. My father taught me HUMOR.

"When that lawn mower cuts off your toes, don't come running to me."

21. My mother taught me HOW TO BECOME AN ADULT.

"If you don't eat your vegetables, you'll never grow up."

22. My mother taught me GENETICS.

"You're just like your father."

23. My mother taught me about my ROOTS.

"Shut that door behind you. Do you think you were born in a barn?"

24. My mother taught me WISDOM.

"When you get to be my age, you'll understand."

25. My father taught me about JUSTICE .

"One day you'll have kids, and I hope they turn out just like you!"

Contributed by Don Tanner.....

During War Games, an Indian Diesel Submarine Sank a U.S. Nuclear Submarine



Key Point: When used properly, diesel-powered submarines can be just as deadly as nuclear ones.

The Indian submarine INS *Sindhudhvaj* (S56) allegedly “killed” USS *City of Corpus Christi* (SSN 705) during an exercise called Malabar that is held annually between India, Japan and the United States. According to the Indians, the submarines were assigned to track each other down in the Bay of Bengal. “The way it happens is that the *Sindhudhvaj* recorded the Hydrophonic Effect (HE) - simply put, underwater noise - of the nuclear powered submarine and managed to positively identify it before locking on to it. Being an exercise what did not happen was the firing,” an Indian naval officer [told India Today](#). The Indian vessel then “sank” USS *City of Corpus Christi* using 533mm torpedoes.

If the Indian description of the events is correct, it would be a bright spot in an otherwise dismal record for New Delhi’s undersea force. In recent years, the woefully neglected Indian submarine fleet has suffered numerous calamities. Submarines have run aground, caught fire and even sunk due to a combination of underinvestment, negligence and corruption. Perhaps the worst incident was when INS *Sindhurakshak* sank when at harbor in Mumbai after a series of explosions in the forward torpedo bay, killing eighteen sailors.

Nonetheless, it’s not a huge surprise that a [Russian-built Kilo](#) would be able to defeat a *Los Angeles*-class attack boat. The [Los Angeles](#)-class is a dated design that is slowly being replaced by the newer

and exponentially quieter *Virginia*-class submarine. However, it must be noted that we do not know the rules of engagement or parameters that the sides had agreed to. Furthermore, it must be noted there is the possibility of exaggeration.

But the basic facts are that the *Kilo* is an extremely quiet and very capable submarine owing to its diesel-electric propulsion system. Running on electrical power while submerged, diesel-electric boats have been described as “a hole in the water” and are a vexing problem for the U.S. Navy. Developing ways to counter such vessels is a high-priority for Washington as many potential adversaries like China and Iran operate such submarines.

While diesel-electric boats are generally quieter than nuclear submarines, the U.S. Navy prefers atomic powered vessels because of their range, speed and endurance. The U.S. Navy’s global mission essentially mandates a vessel that can operate independently far from home waters for extended periods. Navies with a more localized mission can afford to operate short-range diesel-electric boats.

While the Indian report may or may not be correct, this incident highlights the need to completely replace the *Los Angeles*-class with [Virginia-class](#) boats as soon as possible. The *Virginia*-class is orders of magnitude quieter and offers far better sensors and carries more weapons. The newer vessels are far more effective against threats like the *Kilo* than their *Los Angeles*-class predecessors. Buying as many *Virginias* as possible becomes especially important as more and more potential adversaries procure advanced diesel-electric boats like the *Kilo* or the even more capable [Russian-built Amur](#).

This first appeared in September 2019. Wikimedia.

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