



March
2016

Newsletter of the Year Awards

2014 Class 2 First Runner Up
2012 Western Region Class 2 Winner

2013 Western Region Class 2 Winner
2011 Class 1 Honorable Mention

Submarine Base in Idaho Page 9



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Denotes a Holland Club Member



Our Creed



To perpetuate the memory of our Shipmates who gave their lives in the pursuit of their duties while serving their country.

That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments.

Pledge loyalty and patriotism to the United States of America and its Constitution.

Shipmates and friends,

Please welcome aboard new regular member Rudy Massenzi and associate member Cindy Austin. Also, many thanks to our Assistant Chaplain, Mercedes Parsons for her generous donation of a large portion of her 50/50 winnings at the March meeting. And now.....

**QUALITY - AN AMBIGUOUS TERM AT BEST**

Back in the day, yeah, a long time ago, I was, for lack of a better term, a Quality Manager. Not "quality control" with measurements, ISO regulations and books full of statistics, regulations and requirements, although quality control was an important aspect. The "quality" I dealt with, both as a civilian and as a Sailor, had to do with getting workers and suppliers in the frame of mind where they understood that their efforts were important to the bottom line and the bottom line was important to the future of their jobs.

You've all heard "Do It Right The First Time" and "Zero Defects." Well, that's what quality management is all about.

I started in Quality Management during my five year sabbatical from the Navy between 1981 and 1986. The company I was working for, Taylor Diving out of Belle Chasse, LA, decided that it needed to take some action to increase the bottom line. Why the powers to be chose me to do the heavy lifting with regards to Quality Management is still a question to be pondered. First of all, I had to be trained. So I spent considerable time at the "Quality College" at Winter Park, Florida. The honcho of that operation was the late Philip B. Crosby. Mr. Crosby was, and still is, very highly respected in the world of quality management. You can Google him up if you want specifics. Ford Motor Company and others have gone to Crosby for help over the years. You have to remember, Ford did not ask for any government bail out money.

After all my training, I was promoted to department head of the department that maintained all of the onshore and offshore equipment and world wide logistics. Lots of fun. I was also tasked with the training of all, repeat all, company personnel in the concepts and precepts of quality management. The president of the company was a Wharton School of Business graduate and he sat right there in my classes along with all department heads, managers and the rank and file all the way down to the janitor including our branch in Singapore. When all of that was done, I received a nice certificate from Halliburton - they owned us. Nice.

Later on, back on active duty, I was selected to further advance my quality management credentials. Got to spend a month one week in Orlando with another famous quality management guru - Dr. W. Edward Deming. Yes - you read that right, a month in a week. Boring - not anywhere as exciting as Philip Crosby but he did now how to travel well. His travelling staff was a bevy of six very beautiful young ladies.

The first thing about "Quality Management is to precisely define the term "Quality". Until that's done - nothing will work. The best definition is: Quality = conformance to the requirements as agreed upon between customer and supplier. Works for products and services equally well.

I'll give you an example of quality being conformance to the requirements. I once ordered new stop watches for diving operations. I specified analog watches - 60 minute, 60 second watches with continuous movement hands. Even gave a Hueur model number. Should have been real easy. The supply officer, a grounded helicopter pilot, called me up one day and told me to come in and sign for the new watches.

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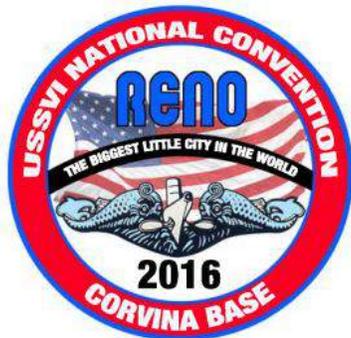
When I got to his office, he was smiling from ear to ear. Seems he thought he was doing me a big favor by ordering very expensive digital watches. They even chirped like a cricket. He said they were the best "quality" stop watches available. I told him that for diving purposes they did not conform to the requirements, the quality, as I had specified. He was no longer smiling.

So I took one of the watches and started it running for a few minutes. Then I showed him and asked him what he saw. He told me the elapsed time. I congratulated him on being so astute. He still had a frown. I asked him if he could see the past on the watch. He said no but he knew the elapsed time. Once again, I congratulated him and he seemed to feel a little better. Then I asked him if he could see the future on the watch. He said "of course not, it's not there yet. So I showed him my old analogue stopwatch and explained to him how we used the future on the watch to accurately track travel rates over distance for descent or ascent. He was amazed at such a simple concept. I spent some time with him and gave him a little bit of enlightenment and quality training. When I left his office, he was once again smiling.

That's what Chiefs are supposed to do for junior officers. Train them to do their jobs and to do them right the first time. I got my new analog watches a little later on. Totally in conformance to my requirements.

So, Shipmates and friends, when you buy a product or service, make sure you really know what you want and that the supplier agrees to provide what you really want and that everything, including the price, are agreed to up front. If it does conform to the requirements then it's quality. If it's a non-conformance then it's not quality. Just as simple as that. And remember, if it's bright and shiny, silly or superfluous, fun or frivolous, or dumb or decadent, maybe you really don't need it anyway.

Best regards to all,
Dennis Wiley



Our 2016 USSVI Convention Planning Committee met on Saturday, March 19, 2016 at the Grand Sierra Resort. We are on track to have a great convention. To date we have 109 shipmates registered along with 73 guests for a total of 182 registered thus far. Of the 109 shipmates, 14 are from the Corvina Base. As we are the host Base, we need to get as many to the convention as possible. You cannot get to a USSVI Convention for less money than this one. Let's show the rest of USSVI that we know how to support our Base and USSVI. If the only functions you attend would be the Welcome Aboard and registering for the convention to visit the various vendors it would be well worth the money. Of course, we have the Men's Luncheon and the Women's Luncheon, along with the Holland Club Breakfast. The Awards Banquet will be a special treat with McAvoy Layne speaking as "Mark Twain".

The efforts of our committee are coming together and we'll be able to start planning the layout of the Convention Souvenir Program and start purchasing items that will be given to each registrant in their convention bags.

Special thanks to all our hard working Committee members for planning a great Convention this year to be held at the Grand Sierra Resort August 15-20, 2016 :

Bill Conklin, Leif Larsen, Don Brown, Norm Peterson, Diane Hogan, Mark Hogan, Steve Salzman, Dennis Wiley, Paul Young, Pete Akerson, Frank & Linda Ely

Let's get out and register for a great convention !

Fraternally,
Terry L. Bolen

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March Meeting Minutes



Minutes of Corvina Base meeting held at Sparks Denny's on March 5, 2016,

The meeting was called to order by Commander Wiley as Co-COBs Young and Larsen sounded two blasts on the Klaxon. After an Invocation by Chaplain Paul Allen, the Pledge of Allegiance, reading of the USSVI Creed, Tolling of the Bell Observance for boats lost in March and Moment of Silence for all departed submariners, ship-mates, friends and family followed in their usual order. There were 29 members and guests present. Once again, our attendees included Cindy Austin of Drum Base.

Former RM2 Bill Ferrier, who resides in the Reno area introduced himself, followed by all members present introducing themselves and stating their 'qual boat'.

The minutes of the February meeting were accepted as published in the base Newsletter.

XO Steve Salzman was not present for an XO Report.

Secretary Pete Akerson reported that the base has received no correspondence requiring base action during the last month.

Treasurer Dave Aunkst reported that the base is in very sound financial condition.

Chaplain Paul Allen reports no new additions to the 'Binnacle List'

Newsletter Editor/Webmaster Norm Peterson reports 'all is well' for the Website and Newsletter.

Co-COBs Young and Larsen had no report. As of this meeting, a location for the March 'Lunch-Bunch' gathering had not been selected. The location was later announced as the 'Dining Car Café at 'Tamarack Junction' on South Virginia Street in Reno.

Rudy Massenzi, who was present at the February meeting, is the newest member of Corvina Base. Rudy qualified aboard the USS Redfish (SS-395) in 1960. Welcome aboard, Rudy!

Terry Bolen announced that the next 2016 Convention planning meeting would be at 0900 on March 19, 2016 in Nevada Room 10 at he Grand Sierra.

Kaps4Kids Chairman Bill Conklin reported on the progress of his group.

There was no Parade Report, and the Base is still seeking a volunteer to act as Parade Chairman.

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The annual premium on the Base Liability Insurance has been paid.

The annual \$500.00 Corvina Base Donation to the Veterans Guest House has been made.

After a brief break to sell tickets, the monthly drawing/raffle was held with the following results. Kettle Korn and Root Beer - Pete Akerson Girl Scout Cookies – Bill Ferrier Macadamia Nut Candy – Bill Conklin Wine – Ted Hanson Flashlights – Clyde Weber Book – Wes Rece USS Thresher Picture – Frank Urbani Cookies – Paul Young Vodka – Frank Ely Flashlights – Norm Peterson . The \$53.00 Cash Prize was won by Mercedes Parsons and we thank her for her donation to the Corvina Base Booster Fund! We also thank Cindy Austin for her assistance with raffle ticket sales!

After a Benediction by Chaplain Allen, the meeting was adjourned by Commander Wiley at 1505 as Co-COBS Larsen and Young sounded three blasts on the Klaxon.

Respectfully,
Pete Akerson
Secretary



Treasurers Report

1. All account balances are available at the Base meetings.
2. Deposits for March:

From March Base Meeting	\$204.00
(Raffle/Dues/Booster Club)	
3. Checks issued in March:

Veterans Guest House Donation	\$500.00
CapSecurity/Property Insurance	250.00
War Veterans Mem. Association	125.00
(Honor Guard Quarterly Donation)	
USSVI/New member dues	25.00
Think Ink & Thread/Convention Hats	359.70

Welcome to new Associate Member Cindy Austin. She was a RM3 in the Navy in the late 1970's and qualifies as "War Veteran Status". Her husband was qualified in Submarines, and was formerly involved with the Drum Base. Welcome her at the next Base Meeting.



Though pleased to see the dolphins play
I mind mv compass and mv wav.

Corvina Base Booster Club

Terry Bolen (In memory of Bob Heaps)
Dave & Mia Aunkst (K4K)
Steve & DeDe Salzman (K4K)
Primo Quarisa (K4K)
Paul Young (K4K)
Pete Akerson (K4K)
Frank & Linda Ely (K4K)
Clyde Webber
Dennis Wiley
Don Brown
Diane Hogan
Mark Hogan
Mercedes Parsons



KAP(SS) 4 KID(SS) TEAM VISITS ST. MARY'S PEDIATRIC UNIT

On March 15, 2016 the entire Corvina Base Kap(SS) 4 Kid(SS) Team visited St. Mary's Hospital Pediatric Unit. The purpose of the visit was to take promotional photographs of the Team and St. Mary's Pediatric Staff Members for our upcoming Kap(SS) 4 Kid(SS) Brochure. Thanks to the great support of Bre Taylor, Director Maternal & Child Services and her staff the photo op was a great success.

The Team also visited with Shayla, a bright five year old and her Mom Maria. Shayla enjoyed the Submarine pictures we showed her, but was more taken with the Beanie Baby, coloring book and other goodies we gave her. We completed the visit by presenting her with a Cap and Certificate designating her as an "Honorary Submariner".

Kap(SS) 4 Kid(SS) Team Members Bill Conklin, Primo Quarisa, Paul Young, Dale Poe and Claudia Quisara participated in the visit.





Chaplains Report

Both are chaplain and his computer have a virus.
Let's hope they both get well soon.

1945

Raoul Noland
EM2 (SS)
USS Trutta
SS-421

1941

William Parsons
RM1 (SS)
USS Thresher
SS-200

1964

George Petershagen
LCDR
USS Remora
SS-487

1962

Norman Peterson
IC2 (SS)
USS Growler
SSG-577

1965

David Porras
EN2(SS)
USS Menhaden
SS-377

Veterans Guest House Radio-thon

Attached is a picture taken during the Corvina Base donation visit to the Veterans Guest House Radio-thon at the Atlantis Spa and Resort on Friday March 4, 2016. The Base donated \$500.00 in memory of Bob Heaps. An additional \$200 was donated by Terry Bolin and Dennis Wiley in memory of Bob Heaps.



Lost Boats in April

USS Pickrel (SS-177) was lost on **3-Apr-1943** with the loss of **74 crew** when it was sunk within lume of Shiramuka Light off Honshu.

USS Grenadier (SS-210) was scuttled **22-Apr-1943** after serious damage by aircraft near Penang, ~ 10 Miles West of Lem Voalan Strait

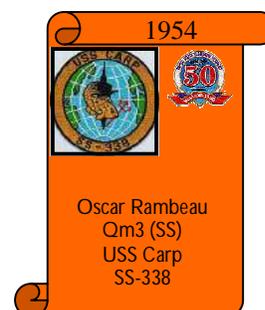
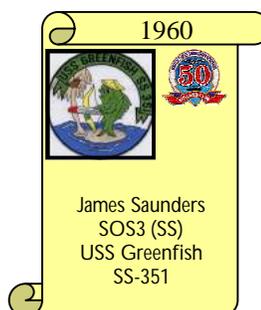
USS Gudgeon (SS-211) was lost **18 April-1944** with the loss of **80 crew** when it was sunk off Saipan near Maug Island.

USS Snook (SS-279) was lost sometime after **8-Apr-1945** with the loss of **84 crew** when it was sunk within 100 miles East of 18° 40N; 111° 39E, near Hainan Island

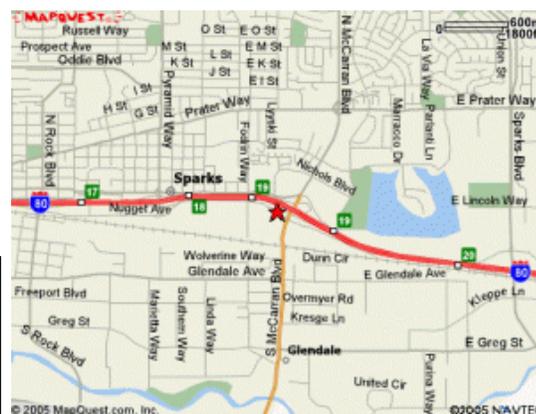
USS Thresher (SSN-593) was lost on **10-Apr-1963** with the loss of **129 crew and yard workers** when it was sunk while on sea trials near Isle of Shoals.

SHIPMATES ON ETERNAL PATROL

Harry Wellman CS1 (SS)	Harry Sembagh EN3 (SS)
Melvin Phillips ET1 (SS)	Boyd Tieslau TM3 (SS)
Russel Scofield TMCS (SS)	Robert Rich EN1 (SS)
Donald Campbell TM2 (SS)	Francis Signore CSC (SS)
Harold Lister EN3 (SS)	Stanley Blair ICC (SS)
James Avitt RM1 (SS)	Richard Burdette LT. (SS)
Charles H. Massie TM1 (SS)	Wayne F. Garrett ET2 (SS)
Elvin L. Morrison FTC (SS)	Larry Garrelts ETC(SS)
Erick Bjorum CWO(SS)	Melvin Schreckengost ET2
Norm Snyder EM1(SS)	Charles Hyman MM2(SS)
James T. Wright III	Gordon Lane RMC(SS)
Chester E. MacDowell TMI (SS)	Edwin V. Schalbert TMC (SS)
Jerry D. Noma MM2(SS)	Richard Ekenberg , ETC(SS)
Gerald Stratton ENC(SS)	Richard C. Barringer SOSN(SS)
Lowell Wapelhorst MOMM2(SS)	Jack Quade SMSN(SS)
Bert Skidmore YN2(SS)	Walter Lewis IC1(SS)
Frank Kenyon EM3 (SS)	Bob Heaps IC2 (SS)



*Meetings are held
on the first Saturday Of each month at Denny's
Coffee Shop,
205 E. Nugget Ave. Sparks NV
At 1400 hours.*



Wow, spring is just around the corner!



The Corvina Base News is published monthly for the use of the Corvina Base Members. Distribution is by E-mail along with 12 copies sent by the USPS. Submission of articles must be received by the 25th of the month. Holland Club Members are denoted in the newsletter with the symbol: Each member will show up about every fourth month.

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Corn from the COB



Her job is to Bitch... Mine is to give her a reason!



The Navy's Most Vital And Secretive Submarine Base Is In... Idaho?!?

The US Navy's submarine bases are some of the most high-security installations in the world, but one of their most important and shadowy submarine outposts is not located along the ocean, but rather in a lake in landlocked Idaho.

The Navy's Acoustic Research Detachment (ARD) at Bayview, Idaho, which is some 375 miles from the ocean, is where new submarine and surface ship shapes and subsystems are tested in a sub-scale environment that closely mimics the ocean. In other words, ARD Bayview is the Navy's lower-key subsurface Area 51, and massive Lake Pend Oreille is a water based, smaller, and more outsider friendly Nellis Range Complex.



The truth of the matter is that this small base has supported every major submarine design development of the last 65 years, from exotic hull shaping and acoustic dampening treatments, to high-end passive and active sonar systems. Much of this testing is done using a large network of extremely sensitive hydrophones

placed in key locations on, or tethered to, the bottom of the lake. Since these listening devices can even hear rain on the lake's surface, and in some cases to stay out of sight, the most sensitive testing is done late at night.

The Buoyant Vehicle Test Range is used to measure the sound that the forward sections of a submarine design, mainly its bow, makes while moving through the water. This is done by towing the test article out to the range and winching it down to the bottom of the lake and then releasing it. Similar to an emergency ballast blow on full scale subs, this test allows for very detailed acoustic data to be gathered as the submarine is moving through the water just via buoyancy, not its own propulsion or a tow-line. As it nears the surface the sub's dive planes are directed down so that it doesn't rocket out of the water at such an angle that it flips over or destroys itself. Testing using the BVTR has allowed for better bow sonar acuity and quieter subs, so pretty much two of the most important things when it comes to modern combat submersible design.



The Large Scale Vehicle Range (LSVR) is probably the most exciting of all the Navy's Acoustic Research Detachment's capabilities. This is where the 1/4 scale submarines, which usually closely resemble operational subs of both past and present, go out and run through their paces under their own power. Here many items can be tested, such as a boat's wake signature, new sail designs, propeller noise, new sub-scale propulsion concepts and propulsor configurations and a design's active handling capabilities.

Fleet:

This micro-sized submarine base in the northern tip of Idaho has its own fleet of sub-scale submarines and ships that are purpose-built for range testing. Over the last 50 years or so, various designs have come and gone, some that were more basic canvases for which the USN could paint their techno-dreams, and others that are up to 1/4 scale mock-ups of boats currently, or soon to be in service.

There are two known Large Scale Vehicles currently in service at ARD Bayview, although some sources say there are at least ten in inventory. The LSV-1 Kokanee is a 1/4 scale model of the Seawolf Class of American subs, of which three are currently active within the US Navy. She is 90 feet long and ten feet wide and is packed with batteries, generators, computer guidance systems, telemetry recorders and propulsion equipment. Just because the Kokanee is a sub-scale sub does not mean it is a wimp when it comes to speed. She packs 3,000hp!



The second known Large Scale Vehicle is the \$50M pride and joy of the base known as LSV-2 Cutthroat. She is larger than Kokanee, more closely resembles the Virginia Class of US fast attack submarines, and is more advanced in every respect. In fact she is the largest unmanned submarine in the world at 110 feet long. She was designed to be modular in nature and large parts of her hull can be switched in and out for various testing purposes with relative ease. She is driven by a state-of-the-art permanent-magnet, radial-gap electric propulsion motor that can put out up to 6,000hp.



In 2005 the ARD got its first sub-scale surface vessel to operate and test, known as the Advanced Electric Ship Demonstrator (AESD), or by its sexier moniker "Sea Jet." Sea Jet is a 1/4 size functioning model of the Navy's DDG-1000 Zumwalt Class Destroyer that features a trapezoidal design and a unique tumblehome hull. This hull configuration is highly controversial as analysts have noted that it may be less than stable in rough seas or during high-speed maneuvers.

The Navy did do their homework before deciding to move forward with DDG-1000's unique configuration, and most of this homework was done at the ARD's parent unit, the Naval Surface Warfare Center located in Caderock, Maryland. Here the DDG-1000's hull-form was tested in the facility's giant wave-pool and using a sub-scale model on the Potomac River. It is rumored that Sea Jet also provided key testing duties regarding the Zumwalts configuration and that the results were satisfactory enough to proceed with the tumblehome design.

It's All About The Benjamins:

The Navy's Acoustic Research Detachment in Bayview, Idaho is all about saving the Navy billions of dollars in their quest for a more perfect submarine and surface combatant. It is almost fiscally impossible to build one-off prototype submarines anymore as the investment in dollars would be in the billions. ARD does the same testing for what is probably a tiny fraction of the cost, which allows for many more tests and experiments to be done, even with highly exotic concepts that are of a high risk nature. In the end, this means more rapid innovation of key capabilities that will allow America to keep its edge below and above the seas.

From testing an entirely new hull-form, to evaluating a the acoustic signature of a toilet pump, it's bewildering just how many types of tests ARD can perform. Now that they are introducing a surface combatant capability to their unique testing stable it will be interesting to see how much faster new technologies make it to the Navy's surface fleet.

The Navy's testing grounds on Lake Pend Oreille are so valuable and important to the future of America's ability to project power that it has been called "the US Submarine force's most important body of water" by Admiral Edmund Giambastiani, who was the head of the Navy's submarine warfare group at the time of the quote. Interestingly enough, similar claims have been made about the USAF's shadowy Area 51 test-base, which is also located on another big lake, albeit a very dry one.

So next time you see a new mast shape on an America nuclear sub, or you hear about some fantastic technology that makes our boats quieter than the rest, you can be almost certain that the innovation in question was plowing the still waters of Lake Pend Oreille with the Acoustic Research Detachment at the helm long before it ever sailed on the high seas.

