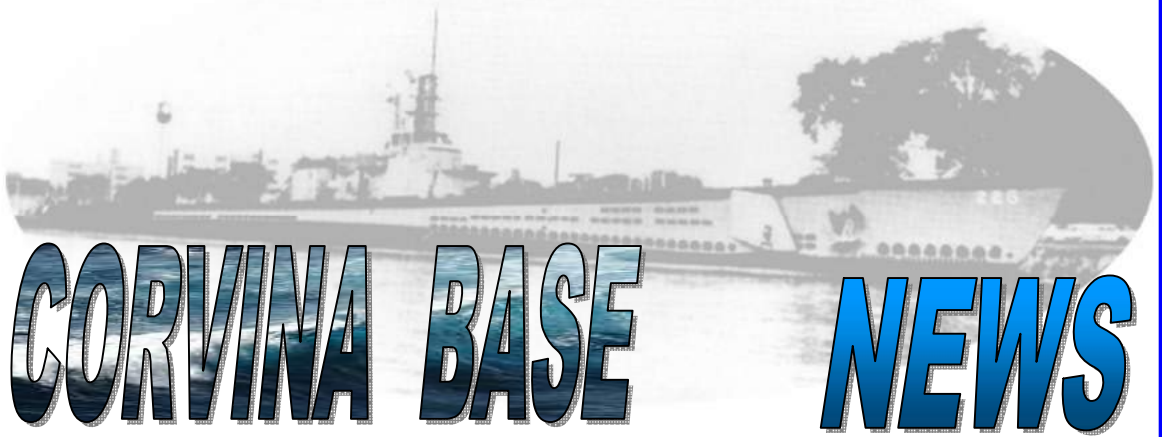




December
2016



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

Cover
story
page10



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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,

By the time you read this, the Christmas Holidays will be in the record books. I trust that you had a safe and merry New Year's holiday. December was full of military themed and veterans based activities. The annual Corvina Base Christmas Holiday Lunch was wonderful and had above average membership participation. The highlight for me, my first official duty as your newly elected Base Commander, was presenting the Corvina Base Founder's Award for 2016, or I should say "awards". This year the recipients were Terry Bolen, Norm Peterson and Bill Conklin. It was not difficult to arrive at the decision to present three awards. The recipients were recognized for individual contributions to Corvina Base and USSVI above and beyond the call of duty. Gentlemen, you are an inspiration to us all. The raffle was one of the largest in my memory and resulted in a sizeable donation to the Wreaths Across America effort. If you were not able to make it this year, please do not miss it next.

Corvina Base was well represented at the 75th Pearl Harbor and USS Nevada remembrance ceremony at the State Capital on December 7th and it commenced promptly at 10:51 (pst), the exact time that the USS Nevada BB36, was attacked. The names of the ship's compliment that lost their lives that fateful day were read aloud, with bells. Our own Dave Aunkst, past Base Commander, was one of the readers and did an outstanding job. Del and Mary Ellen Schwichtenberg were in attendance and Del's service during WWII was acknowledged.

On the 17th, Corvina Base participated in the wreath laying event at the Northern Nevada Veterans Cemetery in Fernley. Despite the cool (cold) temperature, there was a record turn out and the wreaths were placed at each gravesite in record time. The event was covered by several local news channels and estimates placed the crowd at over one thousand. It was heartwarming to witness such patriotism and appreciation for the supreme sacrifice. It is painfully clear that "All Gave Some and Some Gave All".

One of my goals, and challenges, for 2017 is to increase member participation. I have some ideas but I will need your help. I will be asking for volunteers to assist in that effort. Also, as a result of the election, there are some appointed positions that will need to be filled. This is an excellent opportunity to get more involved with the base operations and the day-to-day planning of base activities for the coming year. Corvina Base Wants You!

See you at the January 7th general meeting. PRIDE RUNS DEEP!

Steve Salzman

Commander

Corvina Base



Change of Command

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December Meeting Minutes



Our secretary got a reprieve this month
 With the Christmas party.



Treasure's Report

- All account balances are available at the Base meetings.
- Deposits for December:

Base Christmas Lunch Raffle	\$ 310.00
Christmas Lunch Guest Payments	240.00
2017 Dues/Booster Club/Misc	530.00
Transfer from Money Market	
Savings Account	2000.00
- Checks issued in December:

USSVI/2017 National Dues Payments	315 .00
USSVI/Annual Brotherhood Fund	
Donation (From 10% of Base Raffles)	167.00
Wreaths Across America	
(From Lunch Raffle)	315.00
Nevada Veterans Coalition	
(4th Qtr Honor Guard)	125.00
War Vets Memorial Assoc	
(4th Qtr Honor Guard)	125.00
JA Nugget/Annual Christmas Lunch	1736.10

-----Reminder-----

If you are an annual member and haven't paid yet, please remit immediately the 2017 USSVI/Base dues of \$35.00. Effected individuals have received a personal dues notice. The deadline is now- December 31, 2016. Send direct to the Base Treasurer to avoid going on the "dink" list in 2017. Make checks payable to "**Corvina Base**" and mail to: Dave Aunkst, 508 E. Spear Street, Carson City, NV 89701.



Chaplains Report

Binnacle List

Rudy Massenzi: Until just recently, the Corvina Base did not know that Rudy's wife, Eva married for 46 good years passed away on August 3, 2016 at 75 years. When I talked to Rudy I could see that he really misses Eva. Rudy joined the Corvina Base in February 2016, but we didn't get to know him because he was Eva's caretaker for the last 8 years after she was diagnosed with dementia. Our condolences to you Rudy from the Corvina Base family. Rudy joined the US Navy in 1959 and was discharged in 1964 as a TM3(SS). He qualified on the USS Redfish (SS-395), served on the USS Blueback (SS-581) and the USS Pampanito (SS-383). Rudy is one of the few submarine sailors that can still visit 2 of the boats he served on. The Blueback is a museum boat in Portland, OR. and the Pampanito in San Francisco. Rudy retired as an officer from the California Highway Patrol, but started out as a police officer for the city of Benicia, CA. Welcome to the Corvina Base Rudy.

Ed Brandenburg: Ed was recently diagnosed with a tumor on one of kidneys about the size of a golf ball. As of now, he is going to have surgery in San Francisco at the end of January. A few years back before we found out that Ed was a submarine veteran, Rod Friedline and I would watch auto racing at the old Silver State Raceway in Carson City. The Brandenburg racing team of father and sons would race there often and if I remember right, they were asked to leave the racetrack a couple of times.

Linda Ely: Wife of Frank Ely: Linda is receiving radiation treatment at Renown Hospital, Reno. They have brought their motor home to park it at the Grand Sierra RV Park during the treatment days because of the distance to Wellington, NV where they live. Because of the previous extensive cancer surgery, Linda is still experiencing a lot of pain.

Diane Hogan: Diane is recovering from back surgery on December 15 and doing reasonably well under Mark's loving care. With that kind of surgery there's always some intense pain.

Marjore Webber: Wife of Clyde Webber – had back surgery in November and had to stay in Renown Hospital and rehab for about a month. She is back home now and doing fine under Clyde's loving care. Clyde is a retired school teacher from Sparks High School and qualified on the USS Trumpetfish (SS-425) in 1954 as an electronic technician. He also served for a short time on the USS Tiru (SS-416).

German U-Boat Memorials

Last month, I wrote about my German immigrant friend Wolfgang Winckler's passing and that his father survived WWII as a U-Boat officer. I began to ponder and research on German U-Boat memorials and was amazed at their loss. There are two German Navy memorials in the Bay of Kiels in the Southwestern Baltic Sea. One



is the Laboe Tower dedicated to all lost German sailors in both WWI and WWII and stands 279 ft. tall. It also has the only remaining Type VII U-Boat in the world as a museum boat sitting on the beach. The other memorial is the Moltenort U-Boat Memorial that is 236 ft. high and has a 15 ½ ft. bronze eagle on top. There is also a monolith that honors the 52 submarines and men lost by the United States in WWII. There is a U-Boat war badge located under the eagle that replaced a swastika in 1945. The memorial was originally made for lost WWI U-Boat sailors but later used for sailors lost in WWII U-Boats also. There are 115 bronze plaques that lists all



boats and sailors.

The number of U-Boats and men are listed:

1914-1918	4,744 men dead	200 U-Boats lost
1939-1945	30,002 men dead	739 U-Boats lost

Compared to the United States which lost 52 boats and 3,565 men. Thank you, God, for helping us win WWII and avoiding the high loss that our enemy Germany faced.

Prayer: Father God, The Corvina Base family is looking forward to 2017 with peace in their hearts even though they may be facing trials in their own lives. We ask you O'Lord for healing and strength for those facing physical trials. We pray also for our government's new leaders. Give them the wisdom needed to guide our great nation, the United States of America. Thank you, God, for hearing our prayers and your love to us.

"God Bless America" Amen!

Paul Allen, Corvina Base Chaplain





MERRY CHRISTMAS FROM YOUR KAP **(SS) 4 KID(SS) TEAM**

Although the Kap(SS) 4 Kid(SS) Team did not have any visits in December, we have a full January scheduled with visits to both St. Mary's Pediatric Unit and Renown Children's Hospital. We wish all of our USSVI Shipmates and all who have served a wonderful Christmas and a happy and healthy 2017.



Corn from the COB



A Little Green Garden Grass Snake

Snakes also known as Garter Snakes (*Thamnophis sirtalis*) can be dangerous. Yes, grass snakes, not rattlesnakes.

Here's why.

A couple in Sweetwater, Texas, had a lot of potted plants. During a recent cold spell, the wife was bringing a lot of them indoors to protect them from a possible freeze. It turned out that a little green garden grass snake was hidden in one of the plants. When it had warmed up, it slithered out and the wife saw it go under the sofa.

She let out a very loud scream. The husband (who was taking a shower) ran out into the living room naked to see what the problem was. She told him there was a snake under the sofa. He got down on the floor on his hands and knees to look for it. About that time the family dog came and cold-nosed him on the behind. He thought the snake had bitten him, so he screamed and fell over on the floor. His wife thought he had had a heart attack, so she covered him up, told him to lie still and called an ambulance. The attendants rushed in, would not listen to his protests, loaded him on the stretcher, and started carrying him out.

About that time, the snake came out from under the sofa and the Emergency Medical Technician saw it and dropped his end of the stretcher. That's when the man broke his leg and why he is still in the hospital. The wife still had the problem of the snake in the house, so she called on a neighbor who volunteered to capture the snake. He armed himself with a rolled-up newspaper and began poking under the couch. Soon he decided it was gone and told the woman, who sat down on the sofa in relief. But while relaxing, her hand dangled in between the cushions, where she felt the snake wriggling around. She screamed and fainted, the snake rushed back under the sofa. The neighbor man, seeing her lying there passed out, tried to use CPR to revive her.

The neighbor's wife, who had just returned from shopping at the grocery store, saw her husband's mouth on the woman's mouth and slammed her husband in the back of the head with a bag of canned goods, knocking him out and cutting his scalp to a point where it needed stitches. The noise woke the woman from her dead faint and she saw her neighbor lying on the floor with his wife bending over him, so she assumed that the snake had bitten him. She went to the kitchen and got a small bottle of whiskey, and began pouring it down the man's throat.

By now, the police had arrived.

Breathe here...

They saw the unconscious man, smelled the whiskey, and assumed that a drunken fight had occurred. They were about to arrest them all, when the women tried to explain how it all happened over a little garden snake! The police called an ambulance, which took away the neighbor and his sobbing wife. Now, the little snake again crawled out from under the sofa and one of the policemen drew his gun and fired at it. He missed the snake and hit the leg of the end table. The table fell over, the lamp on it shattered and, as the bulb broke, it started a fire in the drapes. The other policeman tried to beat out the flames, and fell through the window into the yard on top of the family dog who, startled, jumped out and raced into the street, where an oncoming car swerved to avoid it and smashed into the parked police car.

Meanwhile, neighbors saw the burning drapes and called in the fire department. The firemen had started raising the fire ladder when they were halfway down the street. The rising ladder tore out the overhead wires, put out the power, and disconnected the telephones in a ten-square city block area (but they did get the house fire out).

Time passed! Both men were discharged from the hospital, the house was repaired, the dog came home, the police acquired a new car and all was right with their world. A while later they were watching TV and the weatherman announced a cold snap for that night. The wife asked her husband if he thought they should bring in their plants for the night.

And that's when he shot her.



This is a shot of the Northern Nevada Veterans Cemetery at Fernley with the wreaths in place on all of the grave sites. One half of the proceeds from the Corvina Base Christmas Holiday Party was donated to Wreaths Across America for this event.

This is the Corvina Base Memorial with wreaths placed at various locations.



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 ETCS(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)
James Jordan TMSN (SS)	

Corvina Base Booster Club

Terry Bolen (In memory of Bob Heaps)
Paul Young (K4K)
Pete Akerson (K4K)
Jack Ely (K4K)
Norm Peterson (K4K)
Bill Conklin (K4K)
Clyde Webber
Dennis Wiley
Don Brown
Diane Hogan
Mark Hogan
Marcedes Parsons
Leif Larsen
Frank Urbani (K4K)

Boats Lost in January

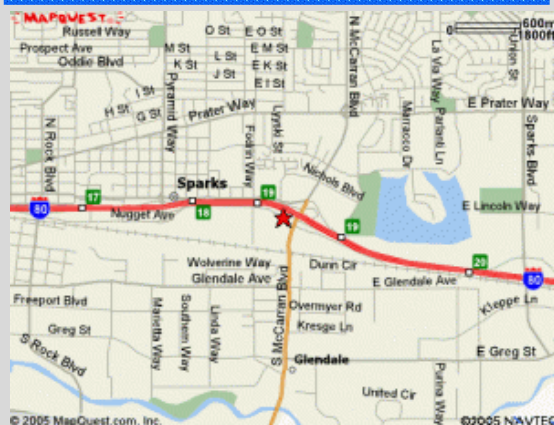
USS S-36 (SS-141) was lost on **20-Jan-1942** when it was destroyed after grounding on Taka Bakang Reef in Makassar Strait, Indonesia, Near Makassar City, the **crew were all rescued**.

USS S-26 (SS-131) was lost on **24-Jan-1942** with the loss of **46 crew** when it was sunk after ramming by USS PC-460 in the Gulf of Panama, 14 miles west of San Jose Light.

USS Argonaut (SS166) was lost on **10-Jan-1943** with the loss of **105 crew** when it was sunk off Rabaul

USS Swordfish (SS-193) was lost on or after **12-Jan-1945** with the loss of **90 crew** when it was sunk near Yaku Island off Kyushu

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



1960



Frank Lipera
EM2 (SS)
USS Greenfish
SS-351

1963



Wayne Levie
SN(SS)
USS Bashaw
AGSS-241

1951



Kenneth McCray
EN1 (SS)
USS Blackfin

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.

For any questions or corrections contact:
Norm Peterson
Editor 775-322-5193 1971tr6@charter.net

'A LEGEND'

USS Nevada remembered during Pearl Harbor 75th anniversary commemoration



This is our own Dave Aunkst at the Pearl Harbor 75th Anniversary Memorial to the U.S.S Nevada BB 36.

Dave was one of the "readers" of the names of the sailors who perished on the U.S.S Nevada on December 7, 1941.

Why are submarines an unpopular choice for US Naval Academy graduates?

First, consider that the target demographic within those aspiring to Naval service are the more academically gifted. These people in engineering, math, or science related majors in college are typically drawn towards either submarines or airplanes due to their strong academic background. So the "choice" every midshipman in this demographic gets to make is be a "pilot" or "submariner".

Glamour:

Lets face it, pilots get all the glory. This may be warranted as well. It is naturally much more exciting and glamorous to be a fly-boy. Tell somebody that you are a "pilot" and you get a much different reaction than if you said you are a "submariner". Civilians typically know what a pilot does, but have very little concept what a submarine officer does (I have yet to meet a single civilian that understands what a submarine officer does before I explain it to them).

Work hours:

In Port: Submarine officers typically work between 100-130 hour work weeks while in port. Integrated into this time are "duty days", or days where your workday continues into the night and into the next day, and when this "duty day" ends and you are relieved after 24 hours, you still have a full 14-18 work day ahead of you with little to no sleep from your duty night. Heaped on top of this are the requirements for maintaining qualifications and training as a nuclear operator, wildly erratic schedule, and the multiple collateral duties that submarine officers are required to fulfill, can lead to very poor working conditions overall, and it is the submarine officers job to endure this work environment, put a smile on his face, and convince those around him to "keep on truckin' cause the job has gotta get done." Oh, and those duty days? They happen once every 3 days, and one of them always falls on one of the weekend days so you never have a weekend to yourself.

Compare this with the other communities (surface) where the duty rotation can be as good as 7 section (duty once a week), significantly less work hours (less if no nuclear training to maintain, and even less on a larger ship with more officer to share the many responsibilities with). Or pilots, who just do training when not underway. This makes being a submarine officer a hard sell.

Underway the work day is spastic at best, one day you might work 34 straight hours and you can then grab 2 hours of sleep before waking up to do it all over again. Sleep deprivation is the norm, and you are asked to perform at a very high level on this very low amount of sleep. Also, underway on a submarine is drastically different than on any other vessel, as you are cut off from the outside world for what can be several months at a time. Cut off means you don't get to talk to loved ones and they don't get to talk to you. Very little news filters in from the outside world either. Imagine, if you will, locking yourself in your house with 100 friends you love to hate, with no TVs, radios, telephones...nothing. The isolation is what usually affects people most dramatically when underway.

Contrast this with pilots who are mandated 8 hours a sleep before flying a mission, who have significantly fewer collateral duties to fulfill, and are almost in no way affiliated with the day to day operations of the ships they're on. Also consider that these ship's have satellite internet, and as such pilots and surface officers have email, facebook, internet...you name it.

The Stakes:

You take a little steel tube, pack a nuclear reactor and high power steam propulsion plant with high pressure and temperature steam. You also use the steam power plant to produce high voltage un-grounded electricity which you route throughout the boat in exposed cable bundles. You pack in 24 intercontinental ballistic missiles and the rockets that propel them out of the submarine (just 1 stage of 1 of these rockets is enough to liquify the submarine internals) that can each potentially be armed with up to 8 ballistic nuclear re-entry bodies that each by themselves can potentially be 20 times as powerful as those dropped on Japan in WW2. You route high pressure air and hydraulics throughout this tube to operate all this large machinery required to move the tube around. You pack in up to 40 ADCAP Mk 48 torpedoes who have an auto-catalytic fuel that could utterly destroy your tube (see Russian submarine Kursk) and pack it full of high explosives.

You pack all of these extremely dangerous things into that small metal tube, climb inside it with 120 people you love to hate (the feeling is mutual too), seal it up, drive it out thousands of miles into the middle of the ocean, and sink it.

If a fire burns for longer than 15 seconds without an extinguisher on it, it begins to grow rapidly and in as little as 2 minutes can render the entire space untenable. The loss of any 1 space on a submarine is likely a loss of the ship. There are a lot of things on a submarine that want to burn or start a fire. And a lot of things on a submarine like to explode when exposed to high heat. As such, every single person on a submarine has to know how to combat a fire by himself and call for assistance. On no other platform in the military is the success and survival of the whole ship dependent on the individual performance of each sailor as it is on a submarine.

This is all backdrop to some of the nation's most vital clandestine operations (just 1 of the large number of missions a submarine can perform) which you never read about due to the nature of the missions. The stakes are high, and there is no room for error. It is a lot of stress. It is also a lot of pride.

Conclusion:

So you have to ask, why would anybody do this job?

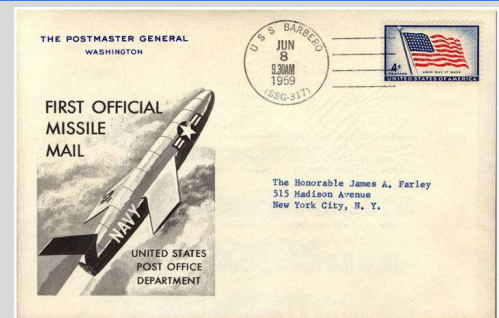
Other than Seals, no other community asks more of its men and women than the submarine service. And as such, being a submariner is a certain badge of honor that is respected by the other communities and services. It is an arduous, thankless, and dangerous job. To offset these drawbacks, submarine officers are the highest paid operators in the military. Period.

But it's not the pay that brings new people into our community, nor is it some evil sadistic urge for self flagellation. It is far and away the people. The shared responsibility for each other and the shared experience forges an extremely tight bond between the crew of a submarine, one that can only be rivaled by marine/army combat units, and even then it is still a different type of bond as each man is just as important as the one next to him. It is less steeped in the rigid structure of the rest of the military, and lines of rank are blurred more in submarines than anywhere else. This appeals to certain types of people and not to others.

So when you ask a submariner what it is he misses about submarining once he's gone, he will always respond "I miss the people."

Regulus Missile Mail

On June 8, 1959, the US Navy fired a Regulus I missile from the USS *Barbero* (SSG-317) and directed it to land at the Naval Auxiliary Air Station at Mayport, Florida, near Jacksonville. While the sub was docked at Norfolk, Virginia, Postmaster General Arthur Summerfield helped place two blue and red metal containers, holding 3,000 letters, inside the sub's missile prior to the flight.



The missile was fired from the submarine shortly before noon and arrived at Mayport twenty-two minutes later.

The 3,000 letters inside the missile were identical letters from the Postmaster General that were addressed to President Eisenhower, Vice President Nixon, cabinet members and top federal officials, all members of congress, Supreme Court justices, U.S. governors, postmasters generals from around the world and the officers and crew of the *Barbero*. Summerfield's letter was an enthusiastic announcement of the experiment, which had not been publicly announced beforehand. Several letters from stamp collectors been given the opportunity to four decades since the flight, found their way into public hands that year and were sold at the secretary of the Smithsonian Postal Museum's collections. communication transportation, the



Summerfield's office received several who complained that they had not place items aboard the flight. In the some of the Regulus I letters have hands. Some made their way to deal-over \$100. The letter addressed to Institution remains in the National Ostensibly an experiment in com-Regulus' mail flight sent a subtle



THE POSTMASTER GENERAL
WASHINGTON

June 1959

The First Official Missile Mail

Your receipt of this letter marks an historic milestone in the use of guided missiles for communications between the peoples of the earth.

It represents, too, the close cooperation of Secretary of Defense McElroy, the Department of Defense, and the Post Office Department in utilizing scientific advances for peaceful purposes.

A limited number of letters identical to this one were placed in the Regulus I Training Guided Missile on the guided missile submarine USS BARBERO (SSG-317) in this First Official Missile Mail experiment of the United States Post Office Department.

The missile was then flown at near the speed of sound from international waters of the Atlantic Ocean by the USS BARBERO while on a regular training mission.

After the Regulus I reached its destination, the Naval Auxiliary Air Station at Mayport, Florida, near Jacksonville, this letter was cancelled and forwarded to you as a significant philatelic souvenir.

The great progress being made in guided missilery will be utilized in every practical way in the delivery of the United States mail. You can be certain that the Post Office Department will continue to cooperate with the Defense Department to achieve this objective.

Arthur E. Summerfield

The Postmaster General

signal that in the midst of the Cold War, the US military was capable of such accuracy in missile flight that it could be considered for use by the post office. The missile employed a then state-of-the-art guidance system that could precisely deliver a thermonuclear weapon from a distance of 600 miles. The trip from the USS *Barbero* to Mayport was only 100 miles in distance, but it helped to illustrate another possible use for the weapons technology. The space used for the containers was space that was originally designed to hold the missile's nuclear warhead.

Postmaster General Summerfield was ecstatic over the possibilities of postal uses for the technology, claiming that "This peacetime employment of a guided missile for the important and practical purpose of carrying mail, is the first known official use of missiles by any Post Office Department of any nation. Before man reaches the moon, mail will be delivered within hours from New York to California, to Britain, to India or Australia by guided missiles." Summerfield's enthusiasm notwithstanding, the 1959 USS *Barbero* test firing was the only incidence of using a missile to carry mail in the US.

