



April 2010

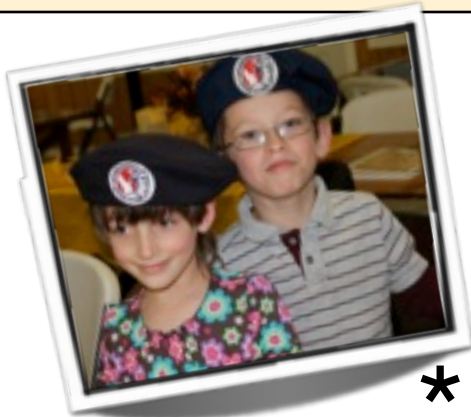
Volume 49

Issue 4

# Delmarva Beacon



Unit Trustees: Charles Carter 2010, Herman Duke 2010, Phil Cruckley 2011, Bruce Purcell 2011



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## President's Message

**Greetings to all;** we only stayed two weeks in Florida. We wanted to get back to Delaware and some warm weather. We also wanted to make it to the St Patrick's Day luncheon and are glad we did. There was a good turnout and the food was great. Thanks John and Millie for a wonderful event that we could share with good friends.

The Maintenance rally is our next event and the first rally of the season. Please get your reservations in soon, we need to get a head count so we can plan the meals. Besides having the opportunity to get your rigs in shape, there are the additional activities of the perennial swap and the quilt auction. We are looking forward to seeing you there. Don't forget the caravan to the International Rally. The deadline to sign up for the caravan is May first. Also if you have any items you need taken to the International Rally bring them with you to the maintenance rally and we will make sure they get there.

It is time to start planning your summer fun; check out the rally schedule and make your plans to attend as many functions as you can.

We were saddened to learn of the passing of Kay Runyon today. Please keep Kay, DJ and their families in your thoughts and prayers.

**See you in Centerville....**

Maggie and Chuck.

Delmarva - Keystone Joint Maintenance Rally  
4-H Park Centreville, Maryland April 23-25...2010

May 26 - 30 Chestertown Maryland Rally

Gillette, Wyoming International

June 27 to July 4th

Crisfield, Md Rally

August 6,7,8



\* President's & First Lady's Grandchildren: Amelia and Chris

# Odds and Ends...

One.... Les Parks sent along this prayer from a TR Church service:

May God go before you to show you the way.  
 Behind you to encourage you  
 Beside you to befriend you  
 Above you to watch over you  
 And within you to give you His peace.

Two...The first rally of the year is coming up....have you signed up ?

Three: Did you collect tabs for International ? Bring them to the Maintenance Rally for transport to Gillette. Also, at International they will be collecting socks and Pajamas (new or used) for children less then ten years old. These will be given to the local service organization. See the February Blue Beret for more details.

Four: Be sure and read Abbie Mannering's conclusion to the Alaskan Adventure in this Beacon. She has a very interesting writing style and we appreciate her doing the article.



## April Birthday's

- Sue Comstock 01
- Roger Sansom 01
- Mike Fanning 09
- Emma Fanning 15
- Howie Lefkowitz 16
- Phil Cruchley 22
- Herman Duke 22
- Bob Poynter 27
- Mary Lou Lockett 28



Marge White...03



Carole Adams...06



Annie Barlow...18

## April Anniversaries

- Mike & Marsha Kelly 06
- Norm & Lois Showers 12
- Jack & Linda Casto 14



## From the Archives....



# St. Patrick's Day Luncheon

Hosted By: John Chromy & Millie Brown  
 Article written by John Chromy



On a beautiful sunny 64 degree Northern Delaware day, 23 members of DelMarVa Unit celebrated St. Patrick's Day at Michael's Restaurant - some even ate corned beef and cabbage in his memory. We had a lot of freedom to order off the menu or have the buffet - with separate checks for all. Herman Duke gave us the blessing. There was lots to talk about since some folks had not seen each other in a long time. Charles and Dottie Pierce brought long time member, Mary Jane Mathewson. Also in attendance were Charles and Iva Lee Carter, Don and Bobbie Smith,

Malcolm and Sue Comstock, Chuck and Maggie Helweg, Bill and Tillie Robinson, Tom and Connie Littel, Herman and Wilma Duke, Bob and Helen McAneny, Bruce and Bonnie Purcell. Bob McAneny had some serious dental work just before arriving at the restaurant, so his eating was done very carefully.

Tom Littel said he had planned to play his fiddle but had forgotten it. Everyone chuckled. Very good naturedly, he did entertain us with a long humorous fiddle tale.

**Continued on page 5.....**

**Group Picture:**

- Back Row:** Charlie Pierce, John Chromy, Tom Littel, Don Smith, Chuck Helwig, Bill Robinson, Bruce Purcell, Herman Duke.
- Middle Row:** Dottie Pierce, Millie Brown, Mary Jane Mathewson, Bobbie Smith, Connie Littel, Iva Lee Carter, Maggie Helwig, Tillie Robinson, Bonnie Purcell, Wilma Duke.
- Front Row:** Charles Carter, Bob and Helen McAneny, Sue Comstock.
- Door Prizes:** (above left)- Iva Lee Carter.  
 (above right)- Tillie Robinson and Herman Duke  
 Herman won a sack of Irish potatoes.....





# Alaskan Adventure

By: Abbie Mannering  
(Continued from the March Beacon)

Carter's Corner



A kaleidoscope of greens and browns that changed as the clouds danced between the earth and sun. Again, awesome is as close as I can come to describe it. I would also say humbling, to be such a tiny person in such a vast, vast area, but I think that is also an understatement. Rather from the road or the air the Alyeska Pipeline was evident, much of it ran alongside the road above ground, carried

over the Yukon River on the bridge piling. We saw wildlife walking and feeding alongside and under the pipeline and crossing the roadway, ignoring traffic. At Deadhorse/Prudhoe they had to fence in different areas to protect the people from wildlife and each exiting doorway had a sign to remind all to look first for wildlife before opening the door. The wildlife was visible be it Red Fox, Musk Ox, Moose, Dall Sheep or Caribou and Grizzly Bear and none paid any attention to the road, pipeline or the traffic.

From Fairbanks we traveled south on the Parks Highway . We had the “best” campground, Denali View North, a state park just south of the National Park and set facing Mt. McKinley, so the sign said, but it was totally hidden by a heavy cloud cover when we stopped late afternoon and when we went to bed at 11. At 1:30 a.m. I checked, the sky was a light blue and the clouds over the mountain were gray; a check at 4 a.m... the Mountain had “come out”! The sky was a fresh light blue and the sun was shining softly on the snow covered mountain and not a cloud in the sky...what a sight, the mountain was aglow in the alpine light. What a thrill, what a way to start the day. We had different views of Mt. McKinley almost to Talkeetna, each beautiful, each different.

From Anchorage we headed south to Seward. This road, the Seward Highway , follows the Turnagain Arm off Cook Inlet . This highway has been designated a National Forest Scenic Byway and an All-American Highway , one of 15 roads for special qualities. It cuts through the Chugach National Forest with the mountains on one side and the arm on the other and only enough room for the road and train track. The drive presented a constant “Kodak Moment”. At Portage we could see the lasting effects of the 1964 Earthquake; the land dropped between 6 and 12 feet and then high tides flooded the area with salt water killing the spruce trees and at the same time preserved them so now they looked like a ghost forest. We camped that night at the Williwaw NFS cg near Portage and from our windows had a great view of Middle Glacier. The next morning we headed to Whittier via the 2.5 mile train tunnel; east on the hour, west on the half, drive astraddle one of the rails. On the return trip we stopped at the Portage Glacier Visitor Center ; we could only see the Glacier from the roadway looking across Portage Lake . A hundred years ago the glacier came all the way to the road and there was no lake. The VC was built in the '70's right on the edge of the glacier; now it has retreated over a mile and is not visible from the VC so we hiked several miles to have closer views of the glacier.

We spent several days in Seward camping on the beach at Resurrection Bay . This area was the town's business section before the earthquake and now it is the spot for about 500 RVer's to park and enjoy the snow covered mountains and the busy harbor. The next day we took a 10 hour boat tour to the

Northwestern Glacier part of the Harding Icefield and all a part of the Kenai Fjords National Park . We had the opportunity to see and hear a glacier “calve”; a huge hunk of ice breaking off the glacier and floating off on its own. We could also see and hear these bergs as the boat bumped into them as both moved about. Coming and going we saw Humpback Whales, Steller Sea Lions and Harbor Seals as well as eagles and sea birds. The next day was Halibut fishing. It was a 60 mile run out into the Gulf of Alaska which gave us another view of the Kenai and took us to a good fishing spot...we each caught our limit but one of mine was a 62 pounder! We also caught Black Bass using light rods and lures which was fast, furious and fun. No visit to Seward would be complete without going to the Alaska SeaLife Center which has exhibits on marine research and wildlife as well as rehabilitation of injured birds and mammals.....*Continued on page 5.*



**Mt. McKinley**



### Alaskan Adventure continued from page 5....

It took 3 tugs to pull it away from the dock. The new rules mean that two tugs must go down the inlet and Prince William Sound 65 miles with the tanker before it is turned loose. The third has to be tethered to the stern until it goes through the narrows. This was mile 800 of the Pipeline so we have seen both the 0 mile at Prudhoe and 800 at Valdez plus a lot of pipeline in between from the Dalton Highway. Another day we took the afternoon trip down the Prince William Sound to the Columbia Glacier. It is the largest among the many that drop down from the Chugach Mountains. On the way out and then into the glacier we had seen lots of icebergs, big and small and they were all "calved" from the Columbia. Most of these were big. One stood about 20' above the water but was 50-60' underwater and was a brilliant light blue. Other were very white and some were

brown with all the rocks and dirt that the glacier had picked up on its way out into the bay or on its retreat. We watched a Humpback Whale breach 5 times, Stellar Sea Lions and Sea Otter swimming in the cold water or resting on the icebergs. And we saw oil tankers coming and going to the Terminal. On the way up from Valdez to Delta Junction we stopped at the Worthington Glacier where we were able to walk on it. The next stop was at Pump Station No. 9. The pump stations are necessary to maintain the velocity of the flow and to be able to stop the flow at various places diverting what's in the pipe to storage tanks.

At Delta Junction we turned south on the Alaska Highway to Haines Junction and then down to Haines. The cg was at the harbor and we could see the ferry and fishing boats coming and going. We walked around the harbor and to historic Old Fort Seward. From there we headed back up to Haines Junction and on to Whitehorse. We had now driven all 1422 miles of the Alaskan Highway. Then we turned south to Skagway. This was another beautiful drive. We were just on the other side of the mountains from the road to Haines but the scenery was very different from the alpine meadows we had seen there. The lakes along the way, a beautiful turquoise-aquamarine in color, are the headwaters for the Yukon River. Near the summit of the Klondike Highway Pass the scenery resembled a moonscape. Boulders heaped upon boulders, twisted trees that were over a hundred years old but were only several feet tall clinging to rocks polished smooth by years of erosion, covered by lichen. At places we could see the White Pass Railroad and the train. It was a 15 mile down grade into Skagway and along the way we could see the old Venus Mine on Windy Arm of Tagish Lake. We enjoyed Pullen's RV Park on the waterfront and watched the coming and going of cruise ships. We took the 80 mile round trip on the White Pass-Yukon Route to Bennett City, the junction of the two trails, the White Pass and Chilkoot Trails, the gold rush seekers used to get over the mountains in their stampede to the Klondike. A lot of history to revisit on this very scenic track. At noon on August 6 Bill drove the motorhome onto the ferry to come down the inside-passage. And that was a challenge; had to drive down the ramp, make a 90 degree right onto the ramp into the ferry then in the hull make a 90 degree left and run up along side of the interior bulkhead with the passenger side mirror turned in as there was only 3" of clearance and had to exit from the driver's door. The first stop was Haines; it took us 3 days and 600 miles driving from Haines to Skagway; it took about an hour on the ferry to go from Skagway to Haines! Our first stop was Juneau at 10 p.m. so we didn't get off; rather we rolled out our sleeping gear and called it a day. We were up early the next morning and out on the deck to watch as the ferry passed through a very narrow channel with lots of sharp turns that was dotted with small rocky islands covered by trees as it passed through the rain forest of Tongass National Forest. We off-loaded at Sitka, "the Paris of the Pacific" and camped at the City's RV Park overlooking one of the harbors. We spent 5 days enjoying Sitka, riding to the Sitka National Historic Pike to see the totem poles on our bikes. Sitka is located on the wild outer coast of Baranof Island, boldly facing the North Pacific Ocean on Sitka Sound. From the cg we could see the extinct volcano Mount Edgecumbe which rises 3,200 feet from the sea. Sitka has only 30 miles of roadway if you count all the streets and 15 miles of the road is to the ferry but it was a beautiful place to have visited. Back on the ferry and leaving Sitka at 1:45 a.m. Saturday morning we quickly rolled out the sleeping gear. The next stop was Petersburg where we got off and stretched our legs. The next leg took us into more open water and here we began to see whales...we counted 35 and they put on quite a show. Further on it was Dall Porpoise right alongside the ferry. We disembarked at Prince Rupert on August 12. From Prince Rupert we head to Prince George with a stop at the Houston Wood Mill for a sawmill tour. Then down to Vancouver to Horseshoe Bay to take the ferry to Vancouver Island. We drove the length of the Island to Port Hardy then came back to Campbell River so we could take a two hour walking tour of the Norske-Skog's Elk Falls Pulp and Paper Mill. Then we took a full day Forest Tour sponsored by four timer producers on the island to see how the timber was harvested. Both tours were very interesting giving us a lot more appreciation to the paper and lumber we use. The next day we went down to Victoria and camped facing the Strait and the Washington State Islands and watched seals jumping offshore. The following day we went to Butchart Gardens where we spent most of the day. That night we were parked at the ferry terminal so that we could catch the 6:10 a.m. ferry from Victoria across the Juan de Fuca Strait to Port Angeles, WA and the Olympic Peninsula. We picked up the famous coast highway, US101, and followed the Pacific Ocean south, detouring eastward to see Mt. Rainier and Mount St. Helens.

### St. Pat's Luncheon continued from page 3....

A drawing was held for the three door prizes. Two daffodil plants which had served as table centerpieces, donated by Mille, were won by the Carter's and the Robinson's. The Grand Prize of a Bag of official Irish Potatoes went to the Dukes. Malcolm was taking pictures of the group for the Beacon. **A nice day. Great fellowship.**



Islands are all the tops of volcanoes that rise out of the ocean; there are something like 57 and 27 are active or have been in the recent past. The ferry made stops at Chignik, Sand Point, King Cove, False Pass before reaching Dutch Harbor. All these communities are small and isolated; at some the pier was longer than their roads! Everybody and everything comes in and goes out via boat or airplane. We overnighted in Dutch Harbor and had the opportunity to tour the area with a couple we met on the ferry. We flew back from Dutch Harbor to Anchorage and then back down to Homer so we could see the area from a different view point.

Then another adventure. We flew to Katmai National Park, across the Cook Inlet from Homer, to the Brooks River Falls to see the Brown Bear in a single prop (a.k.a. "Rubber Band Express") float plane. When we got there we had to attend the "Brooks Camp School of Bear Etiquette". When done we received a pin to prove we had "graduated" and we had to wear it in order to walk the trails! Had to go down these trails clapping our hands and calling "hey bear" or talking loudly so as not to surprise them. We saw bears along the trail as we walked to the falls where we found lots of big, big bears standing in the water at the lip of the falls. It was amazing to see them catch that salmon in their mouth as it jumped the falls, then rip it apart, eat it in several gulps and then resume the "fishing". We were right in the area where many of the documentary films have been shot and it was an experience we shall always treasure. It was a two plus hour flight each way and it too was an experience. The park is known as the "Ring of Fire" because it has 15 active volcanoes and is one of the world's most active volcano areas. The volcanic activity and the glaciers sculpted the terrain presenting a kaleidoscope of scenery. On the return trip, we flew down the famous McNeil River and just when we got to the delta there were 12 bears in one area feeding. Another great day filled with such incredible scenes.

We spent several more days in Homer and then headed to Valdez. The scenery was beautiful and we stopped often...it took us four days to do the 600 miles! We stayed at the Sea Otter cg on the Prince William Sound directly across from the Alyesaka Pipeline Terminal. We were able to take a tour of the Terminal. A "wonderful" school bus picked us up at the cg, took us to their center, sent us through the security check then onto another bus. From our cg we had watched the coming and going of tankers and while we were on the tour a big one was leaving. **Continued on page 6....**

### Alaskan Adventure: Continued from page 4

We then headed to the west side of the Kenai Peninsula. At Soldotna we turned north and went to the Captain Cook State Recreation Area which is as far north as one can go. Along the way we saw Momma Moose and two calves feeding alongside the road. Our campsite overlooked the Cook Inlet and we could see offshore oil wells and the snow covered Aleutian Mountains on the far side. The next night we stayed on the beach at Deep Creek State Recreation Area south of Ninilchik. Across the Inlet was Redoubt Volcano and we watched a beautiful sunset at almost mid-night though the sun never dipped below the horizon. Then down to Homer and the Homer Spit. We left our m/h at the cg and on July 3 boarded the Alaska Marine Highway ferry to Kodiak Island and onward through the Aleutian Island to Dutch Harbor, a 875 mile, six day adventure. As we were late in making reservations for this trip we couldn't get a cabin so we did it like the Alaskans do...we roughed it and slept in lounge chairs the first night then in sleeping bags, an Alaskan felt sorry for us setting up and he sold us two hip pads and one sleeping bag, so the next four nights we slept on the floor in the lounge area! Good shower facilities, etc and restaurants were available for all. The Aleutian



**Alaskan Adventure Continued from page 6....**

We headed back to the coast and 101 to travel down the coast of Oregon and into northern California . Rocky coast, lighthouses, a trip up the wild and scenic Rough River ; Oregon 's coast was beautiful. Northern California 's coast is redwood country; The Avenue of the Giants. The tallest trees in the world towering 300-350 feet in the air, many of them hundreds of years old, gave a whole different perspective on mankind. It was here we stood on September 11. It is still difficult to juggle the feelings, the thoughts we had on the day that changed our world forever. As the eyes were drawing in the beauty of these magnificent trees, their sheer awesomeness, God's gift to us, our ears were hearing the horror that humans had inflicted upon others, the love, the courage, others were showing as they rushed forward to aid the victims. It was a time for family, to hear voices, to hug, to be hugged. Calls east said all the family on the east coast were scared but safe. We turned southeast and hurried to Columbia , CA to visit with Bill's niece. Her son was in the Marines; only time would tell if he would be sent to defend our freedoms. It took a week before we were ready for the road. This time we headed east; US50 from Sacramento . It is a long black unfurling ribbon right to the DelMarVa Peninsula . It brought us east over the Sierra-Nevada mountains, across central Nevada . Life Magazine dubbed this part of the road as "The Loneliest Road in America ". It lived up to the billing; beautiful but little traveled. Across Utah to Arches and Canyonlands National Parks . Red rim rock country. With a little imagination we transformed these formations into lions, owls, lizards, fortresses, ships. Arches, the greatest density of natural arches in the world. East into Colorado . Through the Rocky Mountains, climbing up and over Monarch Pass and back down into flat ground, grassland, farm land. East of Pueblo our wandering blood took control. We turned north. North to Nebraska , Scotts Bluff, Chimney Rock, The Oregon and California Trails, history lessons long ago learned. And of course, Cabela's Sporting Goods Stores! Then east again. Across the Missouri River . Across the Mississippi . Across the Chesapeake Bay . Home and family were just up the road.

**On October 11, we turned into Blackbird, into our driveway. We were home. It had been 141 days since we left Blackbird, on our way to fulfill a thirty-five year dream. 18,675 miles later we had surpassed any dream we ever had. We had seen miles and miles of beautiful scenery and meet many wonderful folks. Two thousand plus pictures and a deep friendship with the folks from Florida we met on the ferry attest to that. As we traveled east, off the interstate highways, off the beaten path, we passed through small town USA , all proudly flying the Stars and Stripes. These United States , what a wonderful country we live in!**

In Memory  
of a  
Delmarva Friend...



# Chestertown Tea Party Rally

Hosted by: Charles & Iva Lee Carter



## Sign - up Deadline

April 10th

One of the biggest events to take place in Chestertown Maryland is the Memorial Day Tea Party celebration.

This year starting on Wednesday May 26th until Sunday May 30th you are invited to join us for our Tea Party Rally.

This annual festival dates back to 1966 and has attracted hundreds of people who join in the many events. In response to British Parliament's closing of the port of Boston the citizens of Chestertown, met in May of 1774 and set forth "Resolves forbidding importing, selling or consuming tea in Chestertown". According to local legend residents gathered at the town center, marched down High Street to the British ship Geddes which was anchored in the Chester River and tossed her cargo of tea overboard. The re-enactment of this event is the centerpiece of the Chestertown Tea Party.

Your day will be filled events from morning to late afternoon. Just a few are the re-enactment, colonial parade, raft race and many arts and crafts vendors. If you have been here before I'm sure you will want to return, if not it will be your chance to see it first hand. Everyone comes, it's just a matter of when. So mark your calendars fill in your registration and mail in your fee. I need to have a count by April 10th. **The parking is \$13 per night and a small \$10 fee to cover some meals.** We have things planned for early arrivals on Thursday and Friday. Parking is at the Chestertown American Legion located on the river just outside of Chestertown. They will provide **water, electric** and a fishing pier. More about the rally will be in next month's Beacon.

## Chestertown Tea Party Rally

May 26th to the 30th, 2010

Name: \_\_\_\_\_ WBCCI # \_\_\_\_\_

Number in Party: Adults \_\_\_\_\_ Children \_\_\_\_\_

Number of nights @ \$13.00 / night \_\_\_\_\_ (max of 4 nights)  
Plus \$ 10 Rally Fee

Total Submitted \$ \_\_\_\_\_

**We need a minimum of ten Units for the rally. Registration by April 10th**

**Send to: Charles W. Carter**

**79 Hickory Dale Dr.**

**Dover, DE 19901**



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