EGER LINES SPRING 2009 Volume 2, Issue 10

NMA BOARD OF DIRECTORS

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Wilbur Smith, Member-at-Large 130 Moyses Road Winter Park, FL 32792 E-mail: smuffsan@yahoo.com Tele: 407-671-7447 2009 Greetings to all!

As I begin this issue, I feel it necessary to thank a few members for what they do for the Navy Musicians Association. I've been the president for a couple of years and do not know if I have properly recognized the men and women who have volunteered their time and expertise to keep this organization running smoothly. The Board of Directors are the first as they are the engine that pulls this train as tireless workers, helpers, and organizers.

We had a mini-Board Meeting in January in Florida and, as in prior meetings, I came to appreciate what the Board does for us almost daily. I am in frequent contact with our Board members and they help continuously in guiding the direction of the NMA without remuneration or recognition. Thank you. Then, there are the volunteers who help us at the reunions. The women and men who work the registration desk, sell items in the small stores, organize and rehearse the bands, help move and set up equipment, scout out locations and book venues, adjudicate the scholarship applicants, give legal advice, the archivists who painstakingly chart our history, the website, Navy Lyres, the Leger Lines, and all who jump in when help is needed. Sincerest thanks to you all.

With this in mind, I ask our general membership to consider what they have to offer the NMA to grow and run the organization. All of us on the Board will eventually have to step aside and have our positions filled by you, the members, at some point. Think about helping.

REUNION 2009 . . . the best yet? I hope so. Dates, location (in Virginia Beach, VA), prices, schedules are all contained within this issue. If you have yet to attend a reunion and are able to do so, I say welcome. You won't believe the spirit and fellowship experienced by all of us. Bring your instrument or not, you will have a ball! Another reminder: All Navy MUs are encouraged to join and are most welcome. Career, one hitch or two, active duty, former enlisted men or officers. We all proudly wore the lyre and served as instrumentalists in the Navy Music Program. Share your experiences with us. And you, the members, are our representatives, our cheerleaders, and our recruiters.

Don't forget your submissions for the 2009 O L McMillan Scholarship. Look at the Navy Musicians Association website for instructions. Or if you don't do computers, contact Scott Friend or Wilbur Smith for information as to how to submit the name of a deserving high school or college musician. Wilbur is on the Board of Directors and his telephone number is on this front page and Scott's telephone number is on page 5 of this newsletter.

See you in June!

Terry Chesson, President

NAVY MUSICIANS ASSOCIATION REUNION VIRGINIA BEACH, VIRGINIA JUNE 24-29, 2009

Tuesday, June 23, 2009

1300-1600

Early arrival, check in

1900

(Early arrivals combo in lounge—numbers permitting)

Wednesday, June 24, 2009

0900-1630 0900-1130

Registration desk open Dance Band rehearsal

1300-1600

Concert Band rehearsal Dance Band rehearsal

1800-?

(Combo to perform in lounge after 1300)

Thursday, June 25, 2009

0900-1630 0900-1130

Registration desk open Dance Band rehearsal

1200

Ladies' Luncheon at the hotel

1300-1600

Concert Band rehearsal

1800-?

Dance Band rehearsal

(Combo to perform in lounge after 1300)

Friday, June 26, 2009

0900-1630

Registration desk open Concert Band rehearsal

0900-1130 1300-?

Rock Band rehearsal

1400

Set up Ballroom for Friday night bash

1830

NMA Bands perform in Ballroom

(Combo to perform in the lounge after 1300)

Saturday, June 27, 2009

0830-1000

Breakfast in the Ballroom

1000-1200

NMA General Membership meeting

1200 1300 Set up Bands for the Banquet

1800

Rock Band rehearsal

Cocktails

NMA Banquet

1930-2330

(Combo will perform in the lounge after the Banquet)

Sunday, June 28, 2009

1200

Check-out

DIRECTIONS TO HOLIDAY INN EXECUTIVE CENTER

Going East on I-64, exit at 284B (Newtown Road). Follow cloverleaf around on I-264, take first exit which is S Newtown Road exit. Once on the exit ramp, go straight across to Greenwich Road. The hotel is one block on the right.

LADIES' LUNCHEON

As the event coordinator, I have found that planned trip events go better at the "away from Virginia" reunions. So, I have planned a Ladies' Luncheon on Thursday, 25 June 2009 at 1200 hours at the Holiday Inn Executive Center where we are staying to get everyone's ideas on trip events for the San Antonio reunion in 2010. Please sign up for the luncheon using your registration form to help with providing numbers to the hotel prior to the day of the luncheon. Cost of the luncheon will be \$22.50 each.

Melanie Leketa

LEGER LINES SPRING 2009

Frost Row L to R: Back Row L to R:



Bands 45 through 50 (1944)

In the spring of 1944, Bands 45, 46, 47, 48, 49, and 50 shipped out of the School of Music and headed west on a private train made up of six Pullman cars, a dining car, and a baggage car. It took the train six days to cross out to Oakland, California.

A lot of music was played on the way west. We were all taken to Treasure Island in the San Francisco Bay and shipped to various locations in the Pacific.

Bands 48 and 50 were assigned to COM-SUB-PAC and after the war ended, Band 48 was broken up and some members were sent back to Pearl Harbor and joined with Band 50. They were then broken up again to various other bands or discharged.



First Class Musicians

1st Class Musicians just prior to becoming Chief Band Masters and being sent out to sea with their bands. Left to Right: H H Berg, Band 45; J G Silveira, Band 50; T H Heller, Band 46; O L McMillan, Band 47; C H Channing, Band 49; FO LeGrande, Band ?; GS MacIntosh, Band ?; DL Stone, Band 48



BAND #50

After leaving the School of Music, Band 50 was attached to COM-SUB-PAC and sent to a forward base in the Pacific. They would be put on this barge, towed out into the channel and would play as any submarine passed by going or coming back off of patrol. Then they would be towed back to their landing. This was crazy sea duty and went on for about a year.

(contributed by Bill Cowardin)