

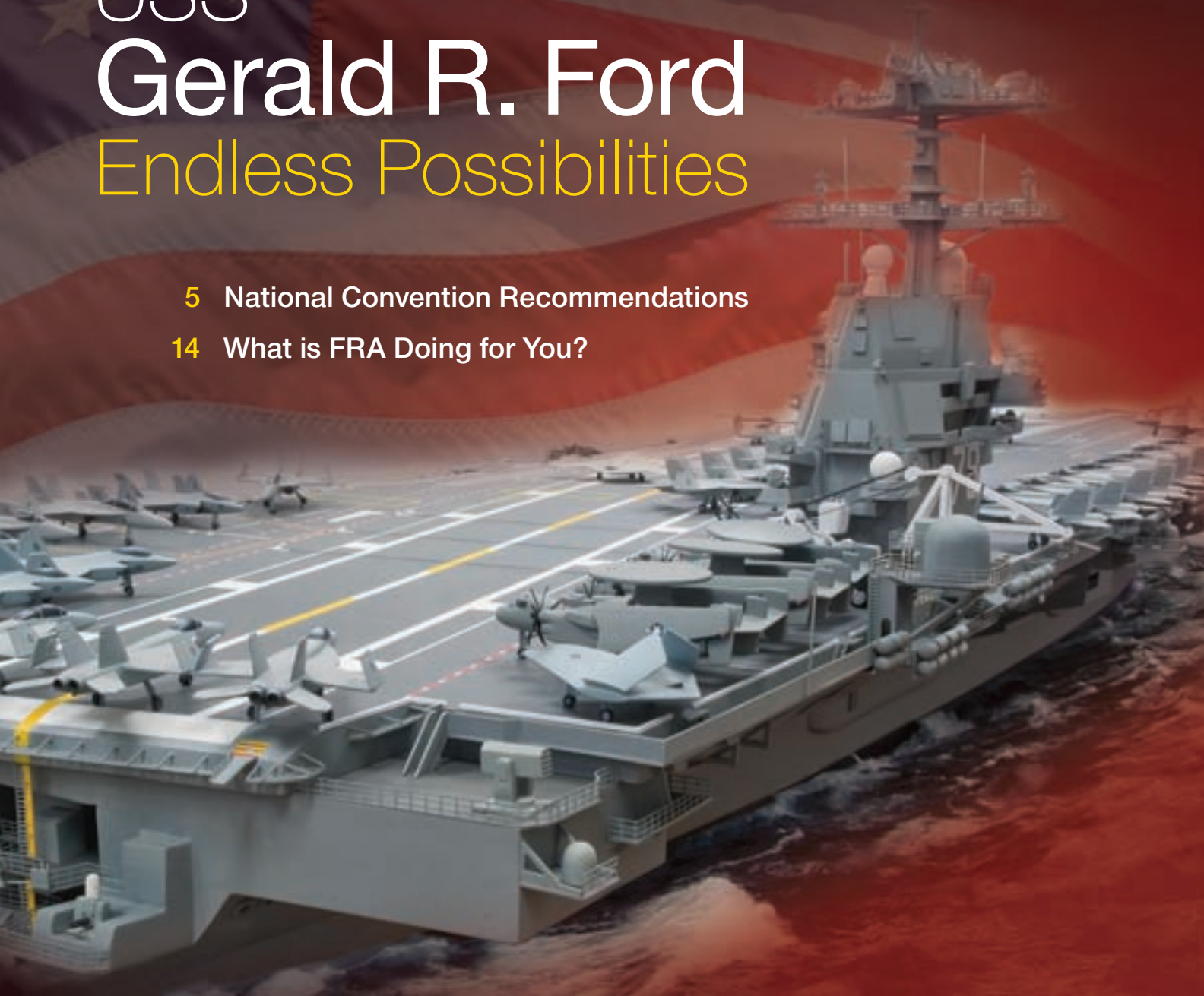
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USS Gerald R. Ford Endless Possibilities

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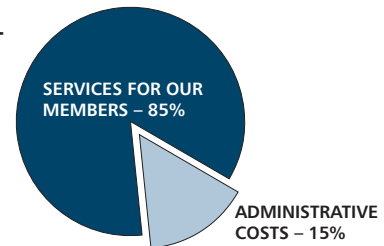
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When the USS *Gerald R. Ford* (CVN-78) is launched in 2015, she'll be the first in a new class of U.S. aircraft carriers. Learn how new technologies will improve her operational effectiveness and enhance the living and working environments for her crew.

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LOYALTY, PROTECTION AND SERVICE

FRA IS A CONGRESSIONALLY CHARTERED, NON-PROFIT ORGANIZATION ADVOCATING FOR CURRENT AND FORMER ENLISTED MEMBERS OF THE U.S. NAVY, MARINE CORPS AND COAST GUARD ON CAPITOL HILL. FOR MORE INFORMATION ON THE BENEFITS OF MEMBERSHIP, PLEASE VISIT WWW.FRA.ORG OR CALL 800-FRA-1924.

ON THE COVER

The Navy's newest aircraft carrier, the USS *Gerald R. Ford* (CVN-78), will showcase state-of-the-art technology and provide improved living and working conditions for crewmembers.



Eileen Murphy

Looking ahead to 2011...

AS YOU'LL READ ON page 14, our magazine printer, United Litho, has offered us an exceptional opportunity to provide a calendar to all *FRA Today* readers. We are grateful for the way they have worked with us on the program and hope you enjoy the calendar throughout the year. The calendar contains the dates of FRA events that were scheduled prior to printing — and we have since learned of the following additional dates:

June 10–11, 2011: Oklahoma Picnic at the McAlester Army Ammunition Plant. For information contact Barbara Sallis at 918-429-4572 or bowling.granny@yahoo.com.

August 25–28, 2011: West Coast Regional Convention, hosted by Branch and Unit 101. For more information, contact branch101@live.com or visit www.branch101.org.

Please mark these dates on your calendar!

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FRA CONVENTION RECAP

At press time, FRA staff members are returning from Spartanburg, S.C., where we participated in the 83rd FRA National Convention. There is much to report and a full overview will be published in the November issue of *FRA Today*. Please review the masthead to the right of this column to see the new National Officers and Regional Presidents. We congratulate all involved on a successful and enjoyable convention!

On the second Wednesday of each month at noon EST, FRA hosts a free teleconference. These are marked on the calendar along with the instructions for calling in (dial 1-800-391-1709 and enter bridge number 444143). We hope you will join us for the calls and enjoy hearing our speakers and participating in discussions. This is yet another benefit to FRA shipmates and their families.

We also record the calls and post on www.fra.org under Member News (follow the link to the right when you login to the site) for those who are unable to attend at the designated time.

This month our call topic is USN Today — and it's held on October 13, which is the Navy birthday! Please call to hear about what is happening in the Navy now, and share experiences from your past.

Eileen Murphy is the Director of Marketing and Communications and serves as the Managing Editor of *FRA Today*. Please contact her at eileen@fra.org.

FRA today

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VOLUME 89 NUMBER 10



A TIMELY SALUTE TO THE U.S. NAVY

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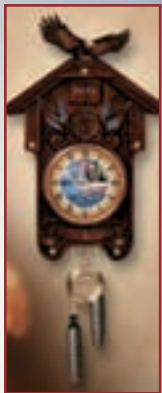
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Honor the Heroes of the High Seas

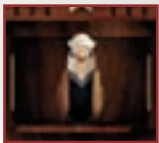
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Joe Barnes

National Convention Recommendations

FRA'S GOVERNING DOCUMENTS DETAIL individual and committee responsibilities in conjunction with the Association's mission and various programs. Section 808(i) of FRA's Constitution and By Laws addresses my responsibilities as national executive director and requires that I report annually to National Convention delegates and make recommendations for consideration by leadership. During the just-adjourned 83rd National Convention, I submitted a summary of my work and activities during the past Association year and offered several recommendations that I'd like to share with all *FRA Today* readers.

These are based on the hard work and commitment by the entire team at our National Headquarters (NHQ) as we execute policy established by leadership and approved by delegates at each national convention. I also believe these are important in addressing membership and other challenges facing the Association and aspects of FRA's new Strategic Action Plan.

1. Adapt much-needed change in our governance structure:

- Act to restructure and reduce the number of FRA regions.
- Reinvigorate Past National Presidents (PNPs) to meet at least once annually and become significantly more engaged in strategic planning and more actively involved in initiatives to address our challenges.
- Approve a recommendation of the 2002 Special Organizational Committee to make the National Executive Director position a multi-year contracted position overseen by the NBOD, rather than the current three-year elected term.
- Take immediate action to reestablish training at regional midyear meetings — something essential to effective branch and regional

leadership and the grooming of new shipmates seeking election to those positions. Mentoring and training programs are essential in addressing our challenges.

- Establish a goal of at least 10,000 FRA Life Members and develop a plan to achieve this via the National Committee on Membership and Retention.

**I believe it's important
for shipmates to be aware
of all national officer and
committee reports that
are brought to delegates
attending our national
convention each year.**

- Revamp national convention policies and procedures to include more oversight at NHQ, to include the use of professional meeting planners in developing and soliciting requests for proposals (RFPs) and a rotation of locations to different FRA regions. The national convention is not only an essential forum for conducting association business and the election and installation of officers, but is also a marketing/awareness opportunity and should, at a minimum, be conducted in fleet concentration areas with support from local branches and units that desire to participate. Take advantage of opportunities to partner with other Sea Services-related organizations to meet concurrently at the same time and location.

2. Review and revise the branch per capita tax (PCT) policy in conjunction

with annual membership dues to reflect increased reliance on NHQ to perform branch functions.

3. Freeze the Defined Benefit Pension Plan and commence a contributory 401(k) plan for NHQ employees.
4. Implement and support more outreach programs at the branch and regional level to help raise awareness and address membership-related challenges.

I believe it's important for shipmates to be aware of all national officer and committee reports that are brought to delegates attending our national convention each year. These reports are published in the delegate kit and will be included in the 2010 Resource CD that will be distributed later this year. Similarly, it's critical for shipmates to be familiar with the numerous resolutions that are considered each year at convention. These resolutions are distributed to all branches in advance of each national convention so that shipmates can analyze the proposals and cast an informed vote during the Association's annual meeting.

Our governance structure and policies are the result of the dedication and hard work of many, many current and former shipmates. FRA members who learn more about these policies are better positioned to be involved in the important work being done at the branch, regional and national levels.

Thanks for your continuing support and best wishes to all of our newly elected leaders for a successful 2010-2011 Association year.

Joe Barnes is FRA's National Executive Director and Chairman of the National Committee on Legislative Service and a member of the Special Committee on Future Strategic Planning. A member of Navy Department Branch 181, he is also an advisor to the National Committees on Budget and Finance and Membership and Retention.

Thank You

I don't know what I would have done next year without your generous gift of scholarship money. I am studying to become a doctor and I know that I have the capacity to do a great deal of good for people over the span of my lifetime. But getting there is such an expensive struggle. I was honestly at the bottom of the barrel and thinking that I'd have to drop out, when I got the call that I'd been chosen to receive an FRA scholarship. It was all I could do not to cry.

My father joined the FRA over 35 years ago after his service in Vietnam. He joined to help others and never dreamed that his own family would benefit so greatly from his membership. This has taught me the true worth and meaning of your organization — love of country, respect for service, decency and generosity that is ultimately rewarding for all. You should all be proud.

Thank you from the bottom of my heart for my FRA scholarship.

Matthew William Clark

Thank you for the courtesy of copying me (the sponsor) on your congratulatory e-mail to my son on his award of an FRA scholarship. I'm very proud of my Navy career and that my membership with FRA continues to benefit both me and my family. I particularly appreciate that the FRA serves as a key voice of Navy (and all military) veterans to our Congress and I see the genuine impact your organization has on our behalf. Obviously, I'm pleased with the scholarship my son will receive from the FRA, but I would also like to thank the FRA for the service they provide to its members.

John Cherry

Department of the Navy and Marine Corps

I do not agree with the name change of Dept. of Navy & Marines. In my opinion this is a waste of taxpayers' money and Congress' time. Just imagine all of the letterheads, seals and other items that will need be redone. It takes too long now to change laws, why waste it on this?

Tyler Boyd

Judges Who Break the Law

I'm writing in regard to Shipmate Larry L. Johnson's letter in the July issue of *FRA Today* concerning states violating federal law by including disability pay in awards for payment of alimony. I find this a disgrace and cannot comprehend the lack of support for our [service] members who have made sacrifices for this nation and have suffered injuries connected with that service.

I feel that any judge who makes any alimony award which includes a service member's disability pay is, in fact, doing so in violation of federal law and should be arrested, charged with that violation and face court proceedings. I also believe that a service member should be permitted, free of charge, to have a government-appointed lawyer (perhaps a military lawyer) to handle the appeal process [if required].

Shame on the United States for failing to protect the rights of my fellow veterans. I urge all our members to contact their elected officials and voice their concerns over this outrageous situation.

R.J. (Chuck) Riley

Submissions: Send *Shipmate Forum* letters to: Editor, *FRA Today*, 125 N. West St. Alexandria, VA 22314. E-mail submissions may be sent to fratoday@fra.org. Please include "Shipmate Forum" in the subject line. FRA reserves the right to select and edit letters for publication. Letters published in *Shipmate Forum* reflect the opinions and views of FRA members. They do not necessarily reflect the official position of FRA as a whole. FRA is not responsible for the accuracy of letter content.

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John Davis

Time Running Out for NDAA

AS FRA TODAY GOES to print, only the House has completed its work on the FY2011 National Defense Authorization Act (NDAA, H.R. 5136). The Senate's version (S.3454) is still awaiting floor action and final passage before the start of the new fiscal year on October 1, 2010.

FRA is supporting numerous legislative initiatives in the Senate and House versions of the NDAA that are related to our 2010 Legislative Agenda. FRA will be working to increase support for Senate amendments that include expanding eligibility for the concurrent receipt of military retired pay and veterans' disability compensation, a larger-than-requested active duty pay increase (included in the

House bill), and early retirement credit for Reservists who have been frequently deployed since 9/11/2001. We're also working to ensure these initiatives remain in the final bill language once a conference committee is appointed to resolve differences between the House and Senate versions of the measure.

To stay up to date on this and other legislation, subscribe to *NewsBytes*, FRA's weekly e-mail update. Distributed every Friday afternoon, *NewsBytes* is a free newsletter that includes news about your military and veterans benefits. To subscribe, please e-mail newsbytes@fra.org with "Subscribe" in the subject line and your name and address in the body.

Agent Orange Ruling and Associated Funding

The Department of Veterans Affairs (VA) published its final regulations on three Agent Orange-related disorders in early September, making thousands of Vietnam veterans eligible for VA disability compensation. The ruling qualifies veterans diagnosed with ischemic heart disease, Parkinson's disease or B-cell leukemia, or their surviving spouses for service-connected disability ratings and compensation if they can prove they served in Vietnam between January 9, 1962 through May 7, 1975.

More than 150,000 veterans and survivors have already filed claims in anticipation of this ruling and the first payments are expected to be made in early November. The VA projects that another 150,000 claims may be filed in the next year to year-and-a-half.

To learn more about the ruling and the possibility of retroactive payments, read Tom Philpott's syndicated *Military Update* column (September 2, 2010), available at www.fra.org.

This new ruling is an illuminating example of the importance of registering with the VA and filing a claim for health concerns that may be related to military service. Those who are deemed eligible for benefits related to Parkinson's disease, ischemic heart disease, and hair cell leukemia (or their survivors) will be paid benefits retroactively to the date of their claim, even though the ruling only became effective recently. All shipmates are also urged to register with the VA and file a claim for AO-related health problems, if they have not already done so.

In related news, President Obama recently signed the FY2010 emergency war supplemental spending bill (H.R. 4899) that, in addition to funds to support the continuing war efforts, includes more than \$13 billion in funding for the VA to process disability claims related to these three diseases. Funding to pay for these new Agent Orange claims is also

included in the Military Construction and Veterans Affairs' (MilCon/VA) spending bill that has been approved by the House and is awaiting consideration in the Senate. (See the Agent Orange Overview on page 9 for additional information on Agent Orange exposure.)

FRA continues to advocate for broader service-connection for Agent Orange-related diseases and this designated funding is a major step in the right direction. Many Navy and Coast Guard veterans and retirees who served off the coast of Vietnam, so-called "blue-water" veterans, have health problems often associated with herbicide exposure, but have endured drawn out legal battles with the VA to prove these problems are service-related.

Shipmates are urged to use the FRA Action Center (www.fra.org) to contact their representative and senators to support the "Agent Orange Equity Act" (H.R. 2254 and S.1939).

Agent Orange Overview

Many Vietnam veterans who were exposed to Agent Orange continue to experience health problems related to their exposure, but not all of them are able to claim disability benefits through the Department of Veterans' Affairs (VA). Although a recent VA ruling (see page 8) is making compensation more accessible for those with Parkinson's disease, ischemic heart disease and hair cell leukemia, there are still thousands whose illnesses are not considered service-connected by VA.

For many Navy and Coast Guard vets, the problem in proving their health problems are related to their military service begins with their off-shore duty. Because Agent Orange (AO), a blend of toxic herbicides used to remove leaves from trees that provided cover for enemy forces, was predominantly sprayed over jungles, the VA presumes service connection only for those who can prove they had "boots on the ground" or served on inland rivers. Many veterans who served on ships off the coast of Vietnam, so called "blue water" veterans, were exposed to the chemical when planes over-sprayed their ships or shifting winds blew the toxins seaward, but their service does not automatically provide presumptive status for AO-related illnesses.



Defoliant spray run, part of Operation Ranch Hand, during the Vietnam War.

In an effort to help blue-water veterans prove they served inland duty, the VA's Compensation and Pension Service has compiled (and continually updates) a list of Navy and Coast Guard vessels that operated primarily or exclusively on inland waterways of Vietnam, as well as blue-water vessels that operated temporarily on the inland waterways or docked at piers. If a veteran's service aboard one of these ships, listed at www.fra.org, can be confirmed through his military records during the time frames specified, exposure to herbicide agents can be presumed without further proof, thus expediting claims for VA benefits.

FRA is heartened by the recent ruling that will provide new benefits for thousands of Vietnam veterans exposed to AO, but there is still work to be done. FRA strongly supports pending legislation (H.R. 2254 and S. 1939) that would grant presumptive status to all blue water Vietnam veterans exposed to herbicides, not just those who served inland. Shipmates are encouraged to visit the FRA Action Center and ask their elected officials to support these measures.

Veteran Status for Gray-Area Retirees

The House Veterans Affairs' Committee approved legislation (H.R. 3787) that provides veteran status for members of the Reserve Component who've served 20 years or more. These so-called "gray-area" retirees receive military retired pay and become eligible for TRICARE at age 60, but are not considered veterans under the law unless they have been activated under federal orders.

FRA believes that all who served 20 or more years in the Guard or Reserve should be considered veterans and eligible for associated veterans' benefits, and has addressed this issue repeatedly on Capitol Hill. Shipmates are encouraged to use the FRA Action Center (www.fra.org) to contact their elected officials on this important issue.

House Panel Investigates Innovative Treatment for Injured Vets



The House Veterans' Affairs Committee (HVAC) recently hosted a roundtable discussion to review new treatment options for veterans injured while serving in Afghanistan and Iraq. More than 20 participants shared pertinent information concerning treatment tools that have been developed or are in development concerning Traumatic Brain Injury (TBI) and Post Traumatic Stress Disorder (PTSD), which are viewed as the signature wounds of Operations Enduring and Iraqi Freedom (OEF, OIF). The less-formal roundtable format permitted participants to speak directly with representatives from the Department of Veterans' Affairs (VA) and the Department of Defense (DoD).

Of the more than two million service members who have been deployed to war zones, 1.15 million have separated from the military and are eligible for VA health care. Recent analysis of VA data shows that 500,000 veterans are accessing VA health care. The department also reports that of OEF and OIF veterans, nearly half receive mental health treatment, one in four suffer from PTS, and one in 10 have been diagnosed with Traumatic Brain Injury.

TRICARE ISSUES

SecDef Wants TRICARE Fee Increases

Although no fee hikes are proposed for 2011, Secretary of Defense Robert Gates indicates the FY2012 Pentagon budget proposal will include fee and co-pay increases for some TRICARE beneficiaries. The shifting of health care costs to beneficiaries is part of broader plans to cut more than \$100 billion from the Defense budget over five years, but specific details are not yet available.

FRA has consistently opposed drastic TRICARE fee increases since they were first recommended by the Defense Department (DoD) in 2006. The Association asserts that DoD has not sufficiently implemented other cost-saving efficiencies as alternatives to raising beneficiaries' fees. FRA also believes health care benefits have been earned through 20 or more years of arduous military service and increasing fees during a time of war could negatively impact recruitment and retention. FRA strongly endorses legislation (H.R. 816) that prohibits any TRICARE fee or pharmacy co-pay increases without congressional approval. The measure, sponsored by Reps. Chet Edwards (Texas) and Walter Jones (N.C.), was introduced to address proposed increases with strong FRA support.

Shipmates are urged to use the FRA Action Center (www.fra.org) to ask their representative to co-sponsor this important bill.

Federal Rules Published for TRICARE Retired Reserve

The interim final rule for the new TRICARE Retired Reserve (TRR) program has been published, completing a critical step in making the benefit accessible to retired members of the Reserve who are not yet age 60. The ruling would allow these so-called "gray-area" retirees to purchase TRICARE Standard through a program that is slated to take effect on October 1, 2010. Once launched, instructions will be made available about how to qualify for and purchase TRR coverage.

TRR requires qualified participants to pay premiums equivalent to the full cost of coverage. According to the recent ruling, monthly premium rates for 2010 will be \$388.31 for member-only coverage and \$976.41 for member-and-family coverage, and will be adjusted annually.

These premiums are higher than expected, even though the Pentagon based them on the actual 2007–2008 costs for providing TRICARE benefits to people in the same age categories as the retired Reserve population. In 2007, premiums for the TRICARE Reserve Select (TRS) program were determined to be higher than actual costs and the Government Accountability Office (GAO) recommended a reduction in premiums. Subsequent legislation was required to lower the TRS premiums.

Deputy Assistant SecDef for Force Health Protection and Readiness

The Department of Defense (DoD) and the Military Health System (MHS) recently announced that George Peach Taylor, Jr., M.D., is the new Deputy Assistant Secretary of Defense (DASD) for Force Health Protection and Readiness (FHP&R). Dr. Taylor is a decorated 27-year Air Force veteran and was the 18th Surgeon General of the Air Force.

As the DASD FHP&R, Taylor will serve as the principal advisor to the Assistant Secretary of Defense for Health Affairs for all DoD policies, programs and activities related to deployment medicine, force health protection, medical readiness, international health agreements and missions, and national disaster support.

TRICARE Overseas Beneficiaries Reminded to Update DEERS

The start of the new TRICARE Overseas Program contract began September 1, 2010. TRICARE beneficiaries stationed overseas are reminded to update their family's Defense Enrollment Eligibility Reporting System (DEERS) records as soon as possible.

Beneficiaries can update their DEERS records in several ways, including doing it in person at a military ID card issuing facility, online and by phone, fax or mail. To verify or update an address:

- In person, find the nearest ID card office at www.dmdc.osd.mil/rsl/owa/home
- Online, go to www.dmdc.osd.mil/appj/address/index.jsp
- By phone, call 1-800-538-9552 (1-866-363-2883 TTY/TDD)
- By fax, dial 1-831-655-8317;
- Mail address changes to: DMDC Support Office, 400 Gigling Road, Seaside, CA 93955-6771

Overseas beneficiaries who'd like to keep up with TRICARE benefit information via e-mail can sign up for updates at www.tricare.mil/subscriptions. For more information about DEERS, visit www.tricare.mil/DEERS. To learn more about the TRICARE Overseas Program, go to www.tricare.mil/TOPcontract.

Alleged Exploitation of SGLI Beneficiaries

Bloomberg Markets magazine recently reported that Prudential Insurance, the company that administers the Service Members Group Life Insurance (SGLI) program, is profiting from the funds intended for the families of fallen service members. Grieving families have the option of placing the entire \$400,000 insurance dividend into "retained asset accounts," which allow the beneficiaries to withdraw funds as needed.

Several senators are concerned that the insurance company is earning substantial interest on the deposited funds and are only passing on a small portion of the interest to

the beneficiaries. Secretary of the Department of Veterans' Affairs (VA) Eric Shinseki promised to fully investigate the reports and take corrective actions. Secretary of Defense Robert Gates also pledged to help the VA in its probe of the program.

FRA's Health Care Advisor Bob Washington and Director of Legislative Programs John Davis recently met with Prudential representatives and learned of confusion about disbursement options that are available to service members when they name a beneficiary. FRA will continue to monitor the situation to ensure that beneficiaries are treated fairly.

COLA Predictions for 2011

Consumer Price Index (CPI) data is used to calculate the annual cost-of-living adjustments (COLA) for military retired pay, veterans' disability benefits, survivor annuities, and Social Security benefits. Although the official statistics won't be released by the Department of Labor until mid-October, the Administration and Congressional Budget Office (CBO) are predicting this year's CPI will again be virtually unchanged, so a 2011 COLA is unlikely.

A no-COLA year has implications for about 75 percent of Medicare beneficiaries who pay Part B premiums. Medicare premiums cannot go up by more than the dollar amount of Social Security increases for these beneficiaries. Remember that enrollment in Medicare Part B is a requirement to participate in TRICARE for Life (TFL).

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Wesam Mahmoud, MBA

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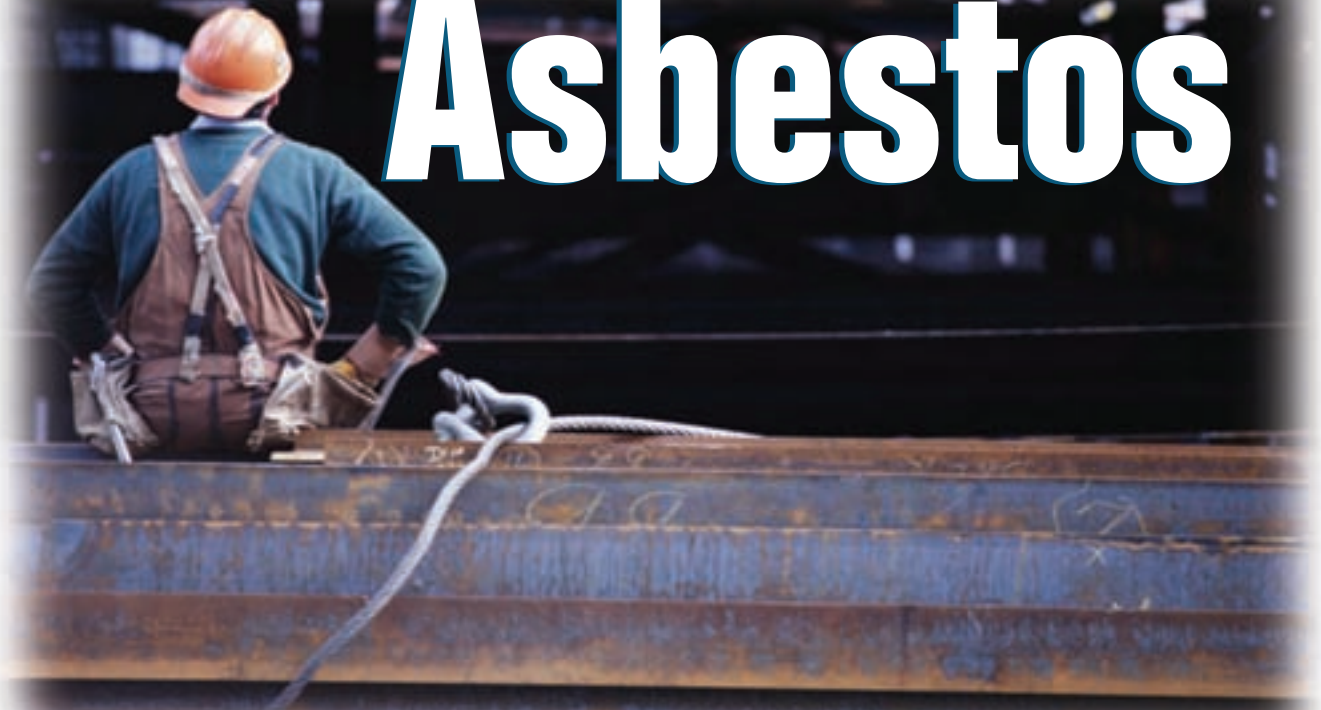
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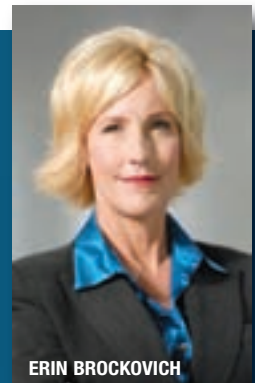
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ERIN BROCKOVICH

Cornyn Speaks Out on Military Voting

FRA commends Senator John Cornyn (Texas), a member of the Senate Judiciary Committee, for bringing attention to military voting concerns. In a letter to Attorney General Eric Holder, Cornyn referenced recent reports of the Department of Justice's (DoJ) reluctance to enforce the Military Overseas Voters Empowerment Act (MOVE), which requires states to send military voters their unmarked absentee ballots at least 45 days before Election Day. Cornyn requests DoJ guidance for state election officials regarding the MOVE requirement to ensure each state is in compliance with the law and to provide a state-by-state breakdown regarding compliance for the 2010 general election.

FRA is a member of the Alliance for Military and Overseas Voting Rights (AMOR) and worked to improve the process by which military overseas ballots are processed. The Association consistently references the need for voting reform in its congressional testimony and other interactions with lawmakers. Statistics indicate that less than half of the military voters who requested absentee ballots in 2006 had their votes actually counted, and FRA continues to monitor implementation to ensure service members stationed overseas have ample opportunity to vote.



Boatswain's Mate 3rd Class Jason Smith reviews the voting registration guidelines for North Carolina as he registers to vote while underway aboard the Nimitz-class aircraft carrier USS Ronald Reagan (CVN 76). (U.S. Navy photo by Mass Communication Specialist 3rd Class Torrey W. Lee/Released)

Navy Selective Reenlistment Bonus (SRB) Begins October 1

Navy Selective Reenlistment Bonus (SRB) annual installments began on October 1, 2010, for more than 17,000 Sailors working in critical areas. The Defense Finance and Accounting Service (DFAS) is reminding naval personnel that if their re-enlistment took place in a combat zone, they need to make arrangements with their Personnel Support Activity Detachment to ensure the bonus is disbursed tax-free. The bonus amount will appear on Sailors' September Leave and Earnings Statement.

FRA Education Foundation Scholarship Applications Now Available

Even though the school year has just begun, it's not too early to start thinking about paying for college in 2011. Applications for next year's FRA Education Foundation scholarships are now available at www.fra.org/foundation and must be submitted by April 15, 2011.

The FRA Education Foundation solicits contributions used to award academic scholarships to deserving students based on financial need, academic standing, and demonstrated leadership qualities. The Foundation partners with military and education professionals to promote lifelong learning opportunities that help scholars reach their educational, professional and personal goals. To contribute, visit www.fra.org/support.

The FRA Legislative team is Joe Barnes, National Executive Director; John Davis, Director of Legislative Programs and Branch 181 President; Bob Washington, Health Care Advisor and Outreach Manager; Chris Slawinski, National Veterans Service Officer and Ed Dockery, Assistant Director of Legislative Programs.

What is FRA Doing for You?

ALL FRA TODAY SUBSCRIBERS received a 2011 calendar with their magazine this month. The calendar is an important component of FRA's annual fund raising campaign, and in the past few years, we have only been able to supply calendars to a portion of our mailing list. We would like to thank United Litho, our magazine printer, for making it financially possible to provide one to everyone.

As explained in the letter from FRA National President James Scarbro, FRA depends on donations to bring such a wide variety of services to shipmates and their families. We work very hard to stretch every dollar, giving our members the biggest bang for the dues and donation dollar. It is widely recognized that an efficient organization spends no more than 25 percent on administrative costs — and FRA keeps that down to only 15 percent. Please review how your dues and donations are invested in programs for you and your family. If you are able to donate, please do so online at www.fra.org/calendar or by using the enclosed envelope. We thank you for your support!

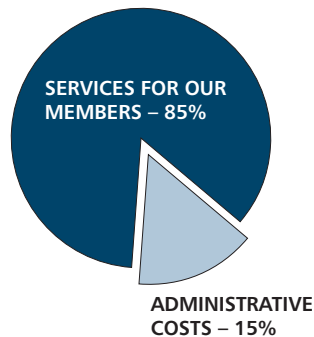
Founded on the principles of loyalty, protection and service, FRA is the leading voice on Capitol Hill for current and former enlisted Navy, Marine Corps and Coast Guard personnel. Members benefit from FRA's:

- Legislative programs
- Member communications and services
- Community outreach

On average, we provide over \$48 in services for each member!

FRA's administrative costs are kept to a minimum. 85% of FRA's budget is spent directly on member programs and communications.* We are fighting for:

- Active, Reserve, Retired pay & benefits



- Veterans' benefits
- Health care access & funding
- Education programs
- Family readiness
- Bonuses & special pays
- And, of course, personal attention to each member's needs.

What does FRA do for 85 cents on the dollar?

- Advocate for your pay and benefits on Capitol Hill.
- Provide legislative briefings to educate decision makers and voters.
- Send out a monthly magazine, *FRA Today* to keep our members informed.
- Distribute *NewsBytes* a weekly e-mail legislative update.
- Offer members *Communicate With Your Elected Officials* guide.
- Publish *Your Personal Affairs* — a booklet to help you organize important documents.
- Hold events to honor the outstanding personnel who serve our Nation.
- Aid shipmates in need through the disaster relief program.
- Support branches with reports, marketing materials and staff assistance.
- Promote reunions, help find former shipmates and offer online communities.

- Award education scholarships to worthy shipmates and their families.
- Sponsor a national Americanism Essay Contest to support patriotic spirit in school age children.
- Support veteran members with a National Veterans Service Officer.
- Answer countless e-mails, phone calls and letters, assisting members in need.

FRA HELPS SHIPMATES AND THEIR FAMILIES

Expert staff

- FRA's HQ staff will give you straight answers on a broad range of issues such as legislation, health care, education benefits, veterans' service benefits, survivor benefits, and finding former shipmates.

Disaster Relief

- FRA facilitates relief to fellow Shipmates and others in their time of need.
- All money goes directly to Shipmates and their families who suffer loss, damage or hardships. No administrative fee is deducted.

Essay Contest

- FRA's annual national essay contest for students in grades 7 to 12 promotes patriotism and awareness of civic issues.
- Contest winners receive more than \$75,000 in US Savings Bonds annually, including a \$15,000 award to Grand National Prize winner.

FRA Education Foundation Scholarships

- Awards over \$100,000 in scholarships annually to members and their families.
- Visit www.fra.org or call 800-FRA-1924 for more information.

*Based on 2009 audit figures.

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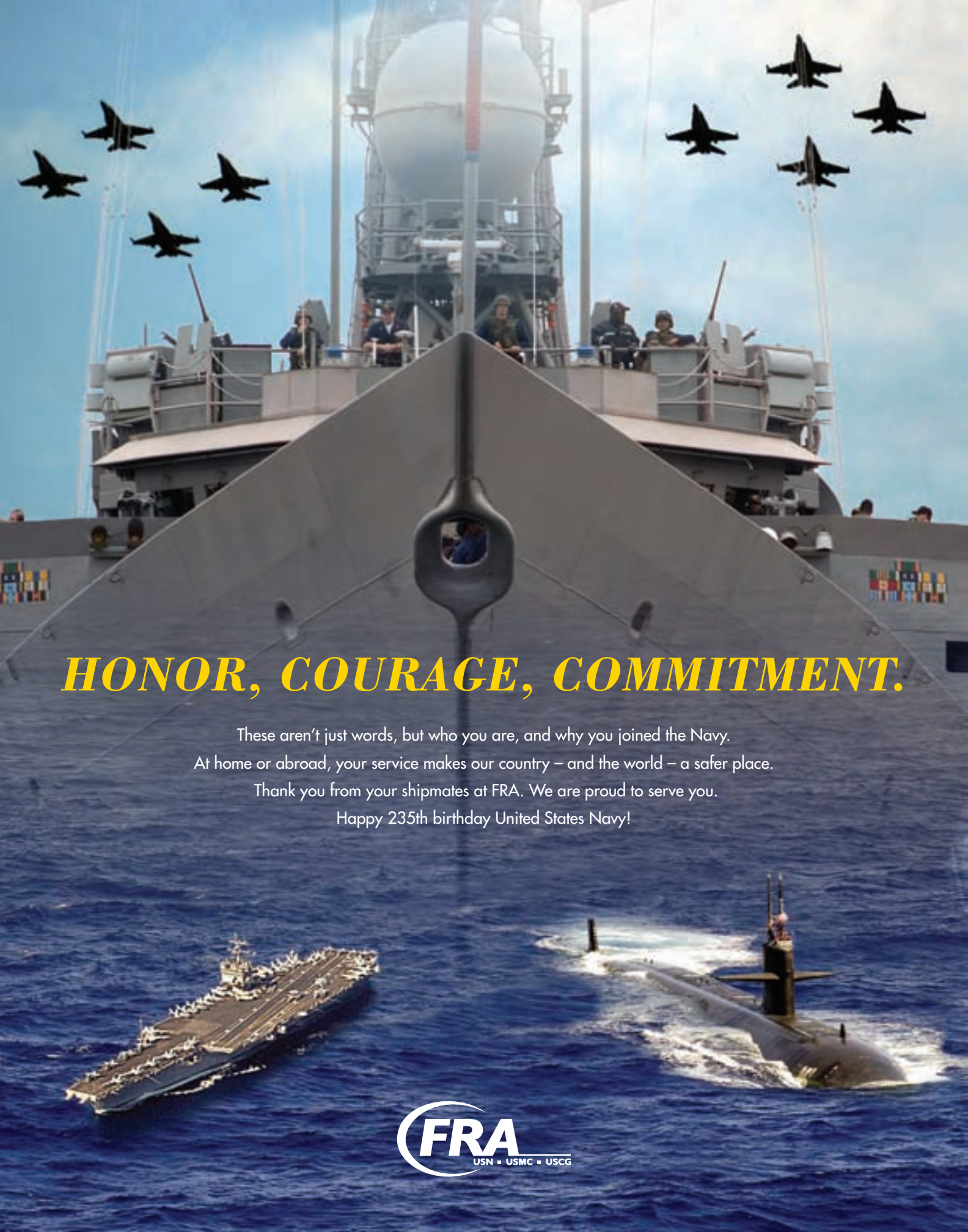
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At home or abroad, your service makes our country – and the world – a safer place.
Thank you from your shipmates at FRA. We are proud to serve you.
Happy 235th birthday United States Navy!





Penny Collins

E-Recruiting and E-Retention

FRA NATIONAL HEADQUARTERS RECENTLY launched a new recruiting program called *Operation 10,000*. This e-mail initiative is an easy way for shipmates to invite family and friends to learn more about FRA's important work and the valuable benefits of FRA membership. The concept is simple: FRA National President Gary Blackburn sent an e-mail to approximately 20,000 members whose e-mail addresses are saved in our membership database. The message asks shipmates to forward the e-mail to their contacts who have Navy, Marine Corps or Coast Guard experience. We all enjoy forwarding jokes or news items with our friends via e-mail, so why not share something meaningful and important to the future of our Association?

Branches were advised of this program in advance and asked to support it by ensuring members were aware of this new initiative. Initial feedback has been very positive from shipmates, and analysis shows that more than 25 percent of recipients opened the message and forwarded it on to prospective members. Preliminary results also show a continued positive trend for recruiting new members.

Using electronic recruiting methods is a quick, easy and cost-effective

way to reach prospective shipmates and is a great supplement to in-person outreach efforts. *Operation 10,000* complements FRA's online presence on Facebook (www.fra.org/fb) and Twitter (www.twitter.com/FRAHQ), as well as our Communities at www.fra.org/communities, where shipmates can discuss topics of interest.

These electronic tools not only help with recruiting, they are also valuable retention assets. Anytime a member is engaged in FRA activities, it strengthens his bond with his shipmates and the Association as a whole. A simple e-mail message welcoming new branch members and inviting them to attend the next branch meeting makes them feel a part of the branch right from the start. E-mail is also a great way to remind shipmates of an upcoming branch meeting or special event (like those shown below), let them know their membership is about to expire or check in on a shipmate you haven't seen in a while. And while these are simple ways to keep members informed and involved, don't let them replace the face-to-face interaction that means so much. Visit ailing shipmates who are hospital- or homebound or offer to provide transportation to a branch event.

Events such as officer installations, recruiting and outreach events or ceremonies that honor long-standing FRA members are great opportunities to involve all shipmates.



Shipmate Steve Fitton, Unit President Reta Fitton and Shipmate Tom McNamara let people know about FRA's great work at a July 4th celebration.



Branch 210, Milton, Fla.
Installing Officer F. A. Smith hands over gavel to Branch President Robert W. "Rob" Hayes. 89, Atlanta, Ga.

Another important way to keep members engaged is to subscribe to *NewsBytes*, FRA's free weekly e-mail update. *NewsBytes* subscribers are 80 percent more likely to renew their membership than non-subscribers. If you'd like to receive this informative newsletter each Friday afternoon, simply e-mail newsbytes@fra.org with "Subscribe" in the subject line and your name, address and membership number in the body. Or you can edit your membership profile online, add your e-mail address and check the box that says "Subscribe to NewsBytes." Encourage your shipmates to add their e-mail addresses to their profiles, too!

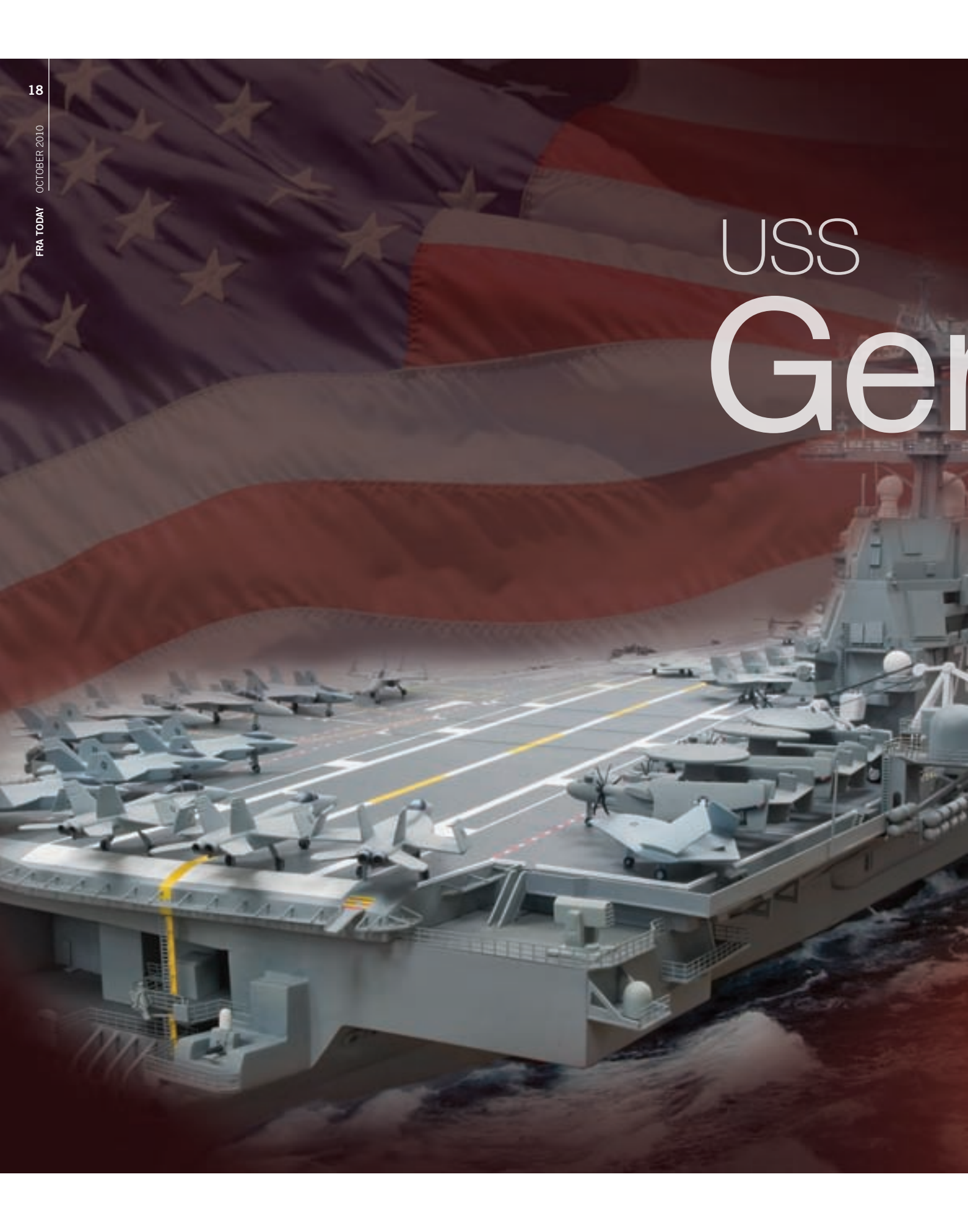
Getting new members and keeping them involved will help us gain a stronger voice on Capitol Hill. In the coming months, Congress will be working to dramatically cut government spending and we need to make sure it's not our military benefits that get the axe. Remember: the larger our membership, the louder our voice will be heard by members of Congress. Let's let our lawmakers know we deserve their attention!

Penny Collins is FRA's Director of Membership Development and a member of FRA Branch 24 in Annapolis, Md. She can be reached at penny@fra.org.



Branch 72, Fall River, Mass.
Shipmates (l to r) William Fonseca (40 years), John J. Buzzi (30 years), Donald Bernardo (10 years), Allen R. Give (25 years) and Richard Wallace (45 years) were honored for their longstanding service to the FRA.

USS Ger





Gerald R. Ford

Endless Possibilities

Aircraft carriers have come a long way since 1910, when Eugene Ely flew his Curtiss pusher airplane off a wooden platform mounted to the deck of the USS *Birmingham*. In the past 100 years, carriers have evolved to become the centerpiece of America's naval forces and are the core of each U.S. Navy fleet. Advancing technology has led to numerous carrier improvements, including the development of nuclear-powered vessels, faster and longer-range aircraft, and safer working conditions for crewmembers.

When the USS *Gerald R. Ford* (CVN-78) is launched in 2015, she'll take today's aircraft carriers to the next level, showcasing state-of-the-art innovations that will allow her to more effectively fulfill a variety of missions and provide an improved quality of life for the Sailors who man her. Every feature aboard *Ford* is designed and constructed to maximize mission capability and minimize operational and maintenance costs, including an updated missile system, a new nuclear reactor design that will triple its power generation capability, a dual-band radar, and stealth features to help reduce her radar profile. Her hull design, length and displacement are similar to the *Nimitz*-class carriers that preceded her, but it's her differences that are most exciting about this new supercarrier.

By Lauren Armstrong

New Priorities Mean New Processes

As our nation's military missions change, so do the requirements for her assets. Today's aircraft carriers must not only meet evolving warfighting needs, they are also called upon to support humanitarian, anti-piracy and other missions. As the Navy's existing carriers rapidly approach the end of their 50-year service lives, these new requirements are the foundation for the design and construction of the next generation of Navy ships.

"There are new priorities for aircraft carriers today," explains Brian Nehrbass, ship design manager for CVN-78, "such as incorporating new electronics capabilities and providing berthing spaces for females at sea. With *Ford*, we've been able to incorporate those enhancements right from the beginning, rather than trying to retrofit them into the [most recent] *Nimitz*-class design."

In an era of budget cuts and national belt-tightening, finding ways to leverage technology to save money is also crucial. *Nimitz*-class carriers are manpower intensive and, because the first vessel of this class (CVN-68) is already 35 years old, their maintenance requirements grow with each passing year. *Ford* was designed from the hull up to include innovations that will require less manpower, fewer repairs and will incorporate more effective operational and maintenance processes.

"We've made the operations more vertical," elaborates Navy Captain Brian Antonio, program manager for Future Aircraft Carriers, Program Executive Office Aircraft Carriers. "This allows us to maximize warfighting capability and cost savings. For example, on the *Nimitz*, we had five separate galleys and five separate teams and infrastructures. *Ford* will have two galleys with the mess halls clustered around them. We've also grouped services, such as personnel and pay offices, so they're more centralized. The chapel and dedicated training spaces are lower in the ship, where it's less noisy."

"*Ford* will have store rooms that serve different parts of the ship," adds Nehrbass, "and the stores elevators are larger. The crew will be able to load a full pallet directly onto the elevator and take it directly to stores intact," eliminating the need for work parties and conveyor belts to transport supplies to storage areas. "The pallets can be loaded in the order they'll be used, so there's no need to rearrange. A day's food stores can be loaded together, for example, and brought directly to the galley all at once."

"The capability of the *Ford* is eye-watering," says Antonio, "particularly when you compare it to the cost in dollars and manpower required by *Nimitz*. When a taxpayer hears this ship is going to cost \$8 billion dollars, he might ask how this



Secretary of the Navy (SECNAV) Dr. Donald C. Winter, VP Dick Cheney, Susan Ford Bales, Jack Ford, Mike Ford, Steve Ford, Sen. John Warner, Sen. Carl Levin and Chief of Naval Operations Adm. Mike Mullen salute as the model of USS Gerald R. Ford (CVN 78) is unveiled.



Ford-Class (CVN 78) artist rendering



Ford-Class (CVN 78) construction

can possibly be a good deal. But over the 50-year lifespan of this ship, there will be considerable savings."

Reduced Manpower

One of the ways *Ford* will generate cost savings is by reducing manning requirements.

"The use of three-dimensional (3-D) visualization tools and human systems integration will enhance Sailor productivity," says Antonio. "We'll make greater use of remote watchstanding equipment, electronic monitoring and diagnostic tools.



“THE CAPABILITY OF THE FORD IS EYE-WATERING...PARTICULARLY WHEN YOU COMPARE IT TO THE COST IN DOLLARS AND MANPOWER REQUIRED BY NIMITZ.”

and chairs and then replace them once the weapons were relocated. *Ford* crewmembers will be able to load weapons faster and more efficiently, thanks to a redesigned process.

These innovations will allow *Ford* to operate effectively with 789 fewer crewmembers than a CVN-68 class carrier. With additional reductions in airwing personnel, *Ford* is expected to deploy with about 1,300 fewer crewmembers than *Nimitz*. Navy cost estimators have projected the savings at more than \$5 billion over the life of the ship; funds that can be invested in new technology for the future.

With Sailors in Mind

Fewer crewmembers aboard *Ford* will save the government money to be sure, but will it require assigned Sailors to carry a heavier workload? That's not the case, according to Antonio.

Although the crew size will be reduced, many of the innovations incorporated into *Ford's* design are aimed at helping Sailors work smarter, not harder, and also provide better living and working conditions. And Sailors' have played an integral role in the design process.

“We've been receiving input from Sailors through focus groups since the mid 1990s,” says Nehrbass. “We asked what worked, what doesn't and how we could make it better. Sailors' input became the foundation for the Operational Requirements Document (ORD) for *Ford*.”

Advances in technology have also facilitated the design process. “When the *Nimitz* was designed 40 years ago, we used vellum and ink,” explains Nehrbass. “Today's 3-D computer modeling enables us to see the design in three dimensions, so we can bring Navy personnel and contractors in and see exactly what a space will look like and how the crew will operate in that space. It's really allowed us to find more efficient ways to build, operate and maintain this vessel.”



struction, March 2009



35 tons of steel poured for the Ford-Class (CVN 78)

3-D visualization of the product model has also allowed designers to see the ship from a Sailor's perspective, and watch stations, maintenance panels and fittings have been designed for ease of inspection and maintenance.”

Sailors were also asked to help designers find ways to reduce regular maintenance requirements and facilitate easier repair processes, so they are less disruptive. For example, on *Nimitz*, some weapons had to be transported through the galley to get them from the magazine to the deck. This required the galley crew to stop whatever they were doing, cordon off a path through their work space, move tables

Operational Improvements

By definition, an aircraft carrier's primary purpose is to launch and recover airplanes. *Ford's* flight deck has been redesigned to be larger, with a smaller island that's further aft than that of *Nimitz* carriers. These features allow more deck space for planes and provide centralized locations for rearming and refueling the aircraft, which in turn means fewer deckhands are required for these tasks. And even with fewer flight deck personnel, these changes are expected to increase the sortie-generation rate by as much as 25 percent.

Ford's catapult and arresting systems are both electrically powered, which provides a variety of advantages. For starters, the new Electromagnetic Aircraft Launch System (EMALS) is more versatile and more controllable than the steam powered catapults currently being used.

"EMALS allows us to launch lighter aircraft, such as unmanned aerial vehicles (UAVs), and fine-tune the system based on the type of aircraft being launched, so we can better control acceleration. This not only gives us more war-fighting capability, but we also believe it will reduce stress on the airframes and lengthen the aircrafts' life," says Nehrbass.

Another benefit of EMALS is that it's virtually silent. "On *Nimitz* we use steam headers and pressure driven pistons," says Antonio. "Once the aircraft is launched, these pistons slam into a water brake. It makes the whole ship shudder, it's loud and it requires a lot of maintenance. Of course you'll hear the aircraft noise on *Ford*, but the last few stops on the EMALS launch track have reverse polarity, which eliminates the impact and noise of the water brake."

The new Advanced Arresting Gear (AAG) also adds to *Ford's* versatility by providing for the recovery of a broader range of aircraft and eliminates the hands-on adjustments currently required during each landing. The AAG is an

electro-mechanical system that will replace the Mk 7 hydraulic system currently employed aboard CVN-68 class carriers.

"Both systems use a cable, or deck pendant, to engage an aircraft's tailhook and apply deceleration forces," elaborates Antonio. "However, the Mk 7 relied predominantly on a linear hydraulic ram to decelerate aircraft. The new technology includes digital controls and a large induction motor coupled to an energy-absorbing water turbine and a mechanical brake. It's designed to operate more reliably, to self-diagnose problems and to provide maintenance alerts — decreasing maintenance and manning requirements by approximately 34 Sailors."

Because of all the electrical technology aboard, including the number and types of radar, expanded air conditioning capacity, electromagnetic elevators and launch and recovery systems that are no longer hydraulically powered, there's also a need for greater electrical capability. This increased need is met by the ship's turbine generator that's capable of creating two-and-a-half times as much electrical energy as *Nimitz* carriers.

"We're no longer using steam or hydraulics," adds Nehrbass, "so there's no more hydraulic fluid and there's no piping system for the steam. This makes *Ford* a greener ship and also makes designing and constructing her more efficient. It's a lot easier to run cables than route pipes ... and cables don't leak...and will require less mechanical maintenance."

Quality-of-Life Enhancements

Life at sea gets more civilized with each passing generation of ship and *Ford*-class carriers will be no exception. Living conditions aboard CVN-78 will be significantly improved compared to its predecessors.

"We've added a lot of insulation for sound dampening on the O3 deck, the first deck below the flight deck. Hearing protection will still be required, but it's going to be a lot better," elaborates Antonio. "The internal configuration of the hull has been completely redesigned, allowing more ergonomic use of space, and the move to all electric utilities will eliminate steam piping that runs through most *Nimitz*-class crew spaces.

continued on page 25

General Atomics Electromagnetic Aircraft Launch System (EMALS) manufacturing plant is the next generation of aircraft catapult systems that will be installed on the newest nuclear-powered aircraft carrier USS Gerald R. Ford (CVN 78).



USS Gerald R. Ford Honors 38th U.S. President



Ford in Navy uniform, 1945

The Navy's newest aircraft carrier is named for Gerald Ford, a Navy veteran and our nation's 38th president. A native of Grand Rapids, Mich., Ford served aboard the aircraft carrier USS *Monterey* in the South Pacific during World War II and represented Michigan's 5th District in the U.S. House of Representatives for nearly 25 years, five of which he served as the Republican Minority Leader. Ford was the first person appointed as Vice President of the United States under terms of the 25th Amendment in December of 1973 and assumed the presidency following Richard Nixon's resignation in August of 1974.

Ford's entire political career was defined by his personal integrity. In the turmoil of the Watergate scandal, an economic recession and expanding global tensions, Ford vowed his presidency would be a time of healing for our nation. House Speaker Tip O'Neill summed it up this way: "God has been good to America, especially during difficult times. At the time of the Civil War, He gave us Abraham Lincoln. And at the time of Watergate, He gave us Gerald Ford — the right man at the right time who was able to put the Nation back together."

The process of naming CVN-78 after Ford began when Virginia Senator John Warner proposed it as part of the 2007 Defense spending bill. When the bill was signed into law in late 2006, it included only a non-binding "sense of Congress" that the aircraft carrier bear Ford's name. A few weeks before Ford's death, former Defense Secretary Donald Rumsfeld visited Ford and told him of the tribute, which was officially announced during his eulogy for the president on January 3, 2007.



Ford's daughter, Susan Ford Bales, is the ship's sponsor and her initials are etched into a steel plate in the ship's keel. CVN-78 is being built at the Northrop Grumman Shipbuilding facility in Newport News, Va., and scheduled to be launched in 2015. When she's christened, the USS *Gerald R. Ford* will replace the USS *Enterprise* (CVN-65), which was launched in 1961.

Susan Ford Bales, daughter of President Gerald R. Ford, spoke to an audience of 300 during the official naming ceremony of the USS Gerald R. Ford (CVN 78) and etched her initials into a steel plate in the ship's keel.

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USS Gerald R. Ford (CVN 78) Keel Ceremony
Preparation Banner Signing

“THE USS GERALD R. FORD WILL BE THE FIRST CLASS OF AIRCRAFT CARRIERS
DESIGNED TO MAXIMIZE THAT FLEXIBILITY...”

continued from page 22 “And *Ford’s* air conditioning capability is about one-and-a-half times better than CVN-68, so we’ll now be able to cool spaces we couldn’t on *Nimitz*. Engineering spaces, for example, are notoriously hot and sticky. I can recall days when engine room personnel would congregate around a single tube where there was a minimal flow of fresh air. *Ford* will be different.”

“There will be fewer 100-degree spaces when the *Ford* deploys to the Gulf,” agrees Nehrbass. “Some spaces won’t be air conditioned, such as the hangar bay and some of the workshops, but much, much more of the ship will be air conditioned than *Nimitz*-class vessels.”

Berthing compartments aboard *Ford* have also been redesigned to provide a higher level of privacy and also make it easier to incrementally mix male and female crew members. Each berthing space aboard *Nimitz*-class carriers generally accommodates 200 Sailors, while quarters aboard *Ford* will house from 17 to 100, with an average of about 70 men or women per compartment. By breaking the berthing areas into smaller segments, there are fewer people per berthing area and, because there are fewer crew members required to operate *Ford*, there’s more cubic feet of space available for each crew member.

Each berthing area will also have an integrated head. Recreation areas, which usually contain a table, chairs and a television, are no longer in the berthing area. They’ve been moved just outside, so crew members’ quarters are quieter with fewer disruptions.

Preparing for Tomorrow’s Missions Today

Aircraft carriers are tremendously flexible assets. In addition to launching combat missions every day since 2001 over Iraq or Afghanistan, carriers serve a variety of functions. Over the past 16 years, they’ve been used as aviation bases to support the intervention in Haiti, as a special operations base for the invasion of Afghanistan and a carrier was the first ship to respond with heavy lift helicopter support in Tsunami and Haiti Humanitarian Relief Operations.

“The USS *Gerald R. Ford* will be the first class of aircraft carriers designed to maximize that flexibility,” says Antonio. “The flight deck and air wing have always been flexible and adaptable to new missions because of the ship’s speed and power, and *Ford’s* infrastructure extends that capability. For example, in a humanitarian mission, the ship’s medical facilities can be expanded to handle an increased patient flow. In an anti-piracy operation, the flexible space can be used for detention and screening of detainees. And we don’t need a team of shipbuilders to reconfigure the space.

“*Ford’s* flexibility will add tremendous capability to the fleet,” summarizes Antonio. “Her possibilities are endless.”



Lauren Armstrong is the Contributing Editor and an LA FRA Member at Large. She can be reached at lauren@fra.org.

Brazil Expedition Uncovers Thousands of Carats of Exquisite Natural Emeralds

Brandish a whopping 50 carats of genuine South American emeralds in a handcrafted new necklace design for less than \$200.... and get a \$100 Stauer Gift Coupon!

Halfway into our ambitious trek through the rain forest I had to remind myself that "Nothing good comes easy." These days it seems that every business trip to Brazil includes a sweltering hike through overgrown jungles, around cascading waterfalls and down steep rock cliffs. But our gem broker insisted it was worth the trouble. To tell you the truth, for the dazzling emeralds he delivered, I'd gladly go back to stomping through jaguar country.

Now our good fortune is your great reward. Don't miss this rare opportunity to own an impressive 50 carat strand of genuine South American emeralds for under \$200. And for a limited time, we'll sweeten every necklace order with a **\$100 Stauer Gift Coupon!**

Faced with this embarrassment of riches, our designer transformed this spectacular cache of large stones (each is over 8 carats average weight) into a stunning 50 ctw necklace of faceted emeralds set into .925 sterling silver. Each emerald is surrounded by delicate sterling silver rope work and filigree in the Bali-style. The 18" necklace dangles from a sterling silver chain that fastens with a secure double-sided shepherd's hook clasp.

What is the source of our emerald's timeless appeal?

The enchanting color of the Stauer *Carnaval Faceted Emerald Necklace* comes from nature's chemistry. Our polished and faceted, well-formed natural emeralds are immediately recognized as something special. Indeed, when we evaluated these emeralds, color was the most important quality factor. Today, scientists tell us that the human eye is more sensitive to the color green than to any other. Perhaps that is why green is so soothing to the eye, and why the color green complements every other color in your wardrobe.

Emeralds are, by weight, the most valuable gemstone in the world.

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50 ctw of genuine emeralds. Enlarged to show details.

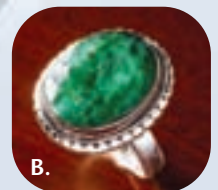
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SUBRON SIX Diesel Boat Reunion:

April 28–May 1, 2011, Norfolk, Va.
Contact bickel485@aol.com or David Glasserat, ss485@bay-springstel.net.

USCGC Westwind (WAGB-281)

September 9–11, 2011, Mobile, Ala.
Contact Frank Roberts, 910-279-0823, froberts@frankrobertsconstruction.com.

USS Ault (DD-698)

April 28–May 2, 2011, Mobile, Ala.
Contact Tony Fuentes at 1614 Adobe Springs Dr., San Antonio, TX 78232, 210-495-9554, fountain48@sbcglobal.net or Carol Peterson of Bay City Tours at 1-800-338-5597.

USS Gunston Hall (LSD-5)

May 1–3, 2011, Seattle, Wash.
Contact Ron Kennedy, 623-907-3688, ussgunstonhall@yahoo.com.

USS Spinax (SS/SSR-489)

August 29–September 02, 2011, Branson, Mo. Contact Jerry Cartwright, 1456 Lincolnshire Road, Oklahoma City, OK 73159, 405-692-5380, moondauggy@sbcglobal.net.

USS Wahoo (SS-565 & SS-238)

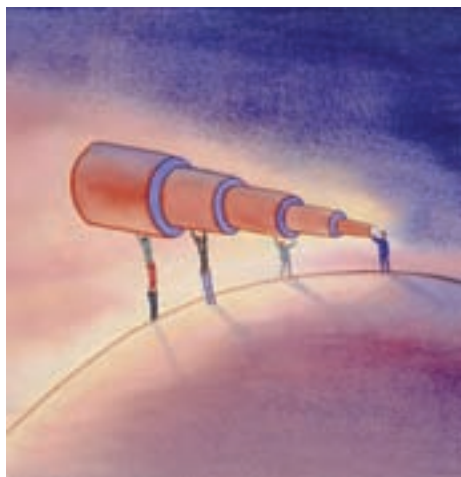
April 7–9, 2011, Branson, Mo.
Contact Tom Young, 1 Pine Knoll Drive, Atkinson, NH 03811, 603-362-5781, tank@tomandshirleyyoung.com.

Veteran Communicators

October 7–10, 2010, Charleston, S.C.
Contact Joe Garza, 9789 Paseo Montril, San Diego, CA 92129, 858-254-0175, jgarza@san.rr.com.

Members can post reunions online at www.fra.org, submit to reunions@fra.org or mail to: FRA Reunions, 125 N. West St., Alexandria, VA 22314.

LOOKING FOR...



DPC Tom Lawson

Served on the USS Saipan (LHA-2) in 1978. Contact Ray Kemp at 1764 Hollow Glen Drive, Middleburg, FL 32068, 904-579-3189, rkemp4@comcast.net.

Brown Water Navy

Seeking correspondence from any Vietnam Brown Water Sailors. Please contact Richard A. Guy, Box 9999, #AP6877, LaBelle, PA 15450.

AVCM Robert Beed (Ret.), wife Gayle

Served at NAMTG Hdqtrs, Memphis, Tenn, in mid-1060s. Contact ADJC Porter "Foye" Terrell (Ret.) at halfbreednine@cox.net or 850-434-5237

YNC Robert (Bob) Wakefield, wife Mary

Was on the staff of the U.S. Naval Attache in Copenhagen, Denmark in 1963. E-mail Jim Egolf at jeegolf@yahoo.com

MR1 George Gunderson

Last known address was aboard USS Frontier (AD-25) in 1959-1960. Please contact Dean Gauger megauger@hotmail.com or 775-354-2068.

VA-164 Veterans

I'm looking for anyone who was attached to VA-164 squadron in 1964–1965 and went to West Pac/Vietnam on USS Oriskany and knew Jack Holmes. I believe he was in Maintenance at that time. Please contact Leah Holmes (Jack's wife) at 702-799-9674 (home), 949-350-2700 (cell) or holmesii@hotmail.com.

These notices are published on a space available basis. Notices must be submitted in writing. E-mail fratoday@fra.org or mail your request to: FRA, *Looking for...*, 125 N. West St., Alexandria, VA, 22314.

BRANCH 361 ASHEVILLE, N.C.

Shipmate Andrew “Gunny” Boyko flew to Riverside (Calif.) National Cemetery to present a folded flag to the Nan Simonsen, the widow of his combat buddy, Bob Simonsen. Boyko was a member of the Marine Honor Detail at Riverside before moving to Pisgah Forest, N.C. in 2005.



BRANCH 17 CLEVELAND, OHIO

Branch President Ed Blind (left) and Treasurer Al Albergottie (right) present William Kneale (center) with a certificate recognizing 50 years of continuous FRA membership.

BRANCH 74 OLONGAPO CITY, PHILIPPINES

Branch and unit members provided Christmas outreach at the Botolan, Zambales Evacuation Center, one of four such centers that still house 180 families from the 1991 eruption of Mt. Pinatubo. The branch and unit also make donations to more than 525 families who live in nearby tent cities.



BRANCH 299 WILMINGTON, N.C.

Branch President Harry Whitted (far right) presented a memorial plaque to family members of the late PRPEC Del Herrmann in acknowledgement of his many years of service and leadership. Shown (l to r) are Rose (granddaughter), Roy (son), Betty (widow). The branch also made a pledge to double its membership by July 2011 as a tribute to Del — and is well on its way to achieving that goal.



BRANCH 23 BUFFALO, N.Y.

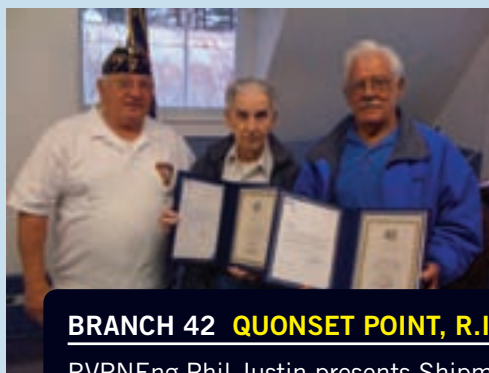
Branch President Walter Zawieruszynski (right) recognizes Shipmate ABH1 Andrew T. Young (left) for his 40 continuous years of FRA membership.

BRANCH 260 KINGMAN, ARIZ.

Shipmates represented their branch and the FRA with flying colors at a local Loyalty Parade.

**BRANCH 281 REDDING, CALIF.**

Branch President and PRPWC Lee Hollowell (right) and Master-at-Arms Frank Russell (center) present a collection of six military flags to Christine Sullivan, Assistant Curator for the Northern California Military Museum. The flags are on loan from the branch and will be displayed in the entrance to the museum.

**BRANCH 42 QUONSET POINT, R.I.**

RVPNEng Phil Justin presents Shipmates Jerome Farr (center) and Ralph Allen (right) with certificates honoring their 40 years of continuous membership in FRA.

**BRANCH 89
ATLANTA, GA.**

Shipmate Steve Fitton, with the assistance of an ROTC cadet, presents an FRA wreath at Memorial Day Ceremonies at the National Cemetery in Marietta, Ga.

**BRANCH 70 POWAY, CALIF.**

Newly-initiated members YN1(AW) Marie Newton and IT2(SW) Matthew Russell, both active duty Sailors, are shown with Branch President Darvin Dalrymple.

To submit a photo for *News From the Branches*, please e-mail a photo as an attachment in jpeg format to FRAToday@fra.org or mail a high-quality photograph to *FRA Today*, 125 N. West Street, Alexandria, VA 22314. Please include a brief description of the photograph and include the names of those pictured. Laser prints and scanned copies of photographs cannot be accepted.



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This story breaks my heart every time. Allegedly, just two years after the discovery of tanzanite in 1967, a Maasai tribesman knocked on the door of a gem cutter's office in Nairobi. The Maasai had brought along an enormous chunk of tanzanite and he was looking to sell. His asking price? Fifty dollars. But the gem cutter was suspicious and assumed that a stone so large could only be glass. The cutter told the tribesman, no thanks, and sent him on his way. Huge mistake. It turns out that the gem was genuine and would have easily dwarfed the world's largest cut tanzanite at the time. Based on common pricing, that "chunk" could have been worth close to \$3,000,000!

The tanzanite gem cutter missed his chance to hit the jeweler's jackpot...and make history. Would you have made the same mistake then? Will you make it today?

In the decades since its discovery, tanzanite has become one of the world's most coveted gemstones. Found in only one remote place on Earth (in Tanzania's Merelani Hills, in the shadow of Mount Kilimanjaro), the precious purple stone is 1,000 times rarer than diamonds. Luxury retailers have been quick to sound the alarm, warning that supplies of tanzanite will not last forever. And in this case, they're right. Once the last purple gem is pulled from the Earth, that's it. No more tanzanite. Most believe that we only have a few years supply left, which is why it's so amazing for us to offer this incredible price break. Some retailers along Fifth Avenue are more than happy to charge you outrageous prices for this rarity. Not Stauer. Staying true to our contrarian nature, we've decided to *lower the price of one of the world's rarest and most popular gemstones.*

Our 2-Carat *Sunburst Tanzanite Ring* features marquise-cut gems set dramatically in gorgeous sterling silver. Each facet sparkles with the distinct violet-blue hue of the precious stones. Behind the shine you'll find that the exquisite silverwork of the setting calls to mind the detailed treasures being produced by Europe's finest jewelers. This is a ring designed to impress and it does not disappoint.

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NAME	BRANCH	NAME	BRANCH
Ferrier, Frederick E., HMCM, USN	MAL	Murrell, Ritchie B., SSGT, USMC	026
Flint, Robert L., AEC, USN	MAL	Narciso, Mariano C., MS2, USN	289
Gibson, George J., BR1, USN	009	O'Brien, Ormond G., MMC, USN	MAL
Gillum, Jerry L., CWO4, USN	070	O'Sullivan, Eugene, ABC, USN	057
Golding, Thomas A., HMC(SS), USN	MAL	Ogden, Bruce F., COL, USMC	024
Gordon, Paul L., AD2, USN	201	Orr, Everett E., AECS, USN	086
Gorham, Boyd CPO, USN	MAL	Osbon, Richard H., 1STLT, USMC	208
Grabbe, Lewis F., BMCS, USN	MAL	Paul, Duane M., AGC, USN	MAL
Gray, Sammie AE1, USN	MAL	PRPNENG Patry, Michael J. ADR1, USN	156
Gresham, Hugh T., CTC, USNR	024	Pearle, Owen S., RMC, USN	050
Grieser, Joel E., SKCS, USN	094	Penrose, Edwin R., OMC, USN	043
Griffin, Elvin L., ETMC, USN	MAL	Petroski, Ernest L., AECS, USN	126
Grimm, Galen G., BTCM, USN	061	Pierson, Ralph A., BTC, USN	030
Gunderson, Robert W., ADRC, USN	MAL	Pitzer, Burke L., EMC, USN	061
Hale, Gerald L., MMC, USN	282	Placker, Thomas J., PO1, USN	201
Hall, Herbert C., SMC(SS), USN	043	Price, Carmen M., DCCS, USN	027
Hamann, Glenn M., QMC, USN	298	Proctor, Francis L., CTACS, USN	MAL
Hamil, Charles T., MSGT, USMC	296	Pryor, John F., GYSGT, USMC	313
Hansen, Obert G., ETC, USN	MAL	Randall, Morgan L., ATN2, USN	147
Harsey, James RMC	MAL	Reese, Frank T., LIC, USN	MAL
Hart, Hugh M., GMGC, USN	174	Reeves, Lucian W., OMC, USN	223
Heavilin, Carroll R., QMC(SS), USN	MAL	Renne, Wayne E., OTCM, USN	MAL
Heidmann, Fredrick J., ADCS, USN	238	Rivest, Omer E., LT, USN	MAL
Heidtman, Irene M., YNCS, USN	166	Rocque, Paul F., CAPT, USN	MAL
Hensley, Howard E., EMC, USN	172	Ryan, James A., CSC, USN	126
Herrington, William H., AK1, USN	163	Salinas, Feliciano M, SKCS, USN	084
Hoffman, Merle N., DP1, USN	041	Seal, John T., GMG1, USN	MAL
Holdeman, Leroy W., ACC, USN	MAL	Sharpe, Jerry L., SSGT, USMC	219
Holm, Frank G., HMC, USN	MAL	Shipp, George L., USN	175
Hopkins, Joseph A., YNC, USN	057	Sims, Thomas, CPO, USN	MAL
Hoyle, Robert F., CPO, USN	046	Siverson, Walter, PO1, USN	MAL
Hutton, John E., EA1, USN	042	Smith, Sidney P., MSGT, USMC	MAL
Hyde, Robert M., AGC, USN	MAL	Spencer, Ray, EQCM, USN	311
Jenks, Edwin R., RM1/CDR, USN	186	Steas, Charles R., ADJC, USN	106
Jimenez, Juan A., CSC, USN	MAL	Stelly, John M., CDR, USN	MAL
Johnson, Leo R., EMC, USN	MAL	Story, Emery G., CAPT, USN	046
Johnson, Paul A., SK2/C, USN	MAL	Stoye, William H., CPO, USN	022
Johnson, Clarence S., LCDR, USN	MAL	Straight, Glenn A., PN1, USN	085
Kelly, Durwood, ACR, USNR,	386	Sundquist, Gordon W., HMC, USN	038
Krayer, Kenneth R., ETCS, USN	258	Symonds, Earl, TMCM(SS), USN	210
Lane, Dean S., CDR, USN	MAL	Tatz, Harold H., 1STSGT, USMC	089
Lauer, Donald E., HMCS, USN	MAL	Tennyson, Harold E., RMCS, USN	MAL
Leck, Jack, GMG1, USN	038	Thompson, Robert, MM1, USN	006
Leckie, Ralph C., SSGT, USMC	210	Tilley, Ernest R., CPO, USN	366
Lewis, William F., MMC, USN	230	Torvund, Douglas A., ADR1, USN	136
Lloyd, Harry W., YNC, USN	MAL	Valiton, Dale E., RMCS, USN	061
Macias, Edward, Armando, BM1, USN	120	Varley, John C., CDR, USN	166
Mack, James, E01, USNR	215	Veasley, Robert, GYSGT, USMC	017
Mallard, Edward F., BTCM, USN	290	Walker, Marion E., LT, USN	MAL
Maloney, Edgar G., SK2, USN	022	Warner, Frederick J., BM1, USN	285
Maranda, Francis J., ETCSS, USN	020	Warren, John C., GYSGT, USMC	175
Marsh, Walter C., GMCS, USN	057	White, Henry W., SMCM, USN	175
Martin, Charles B., LCDR, USN	MAL	White, Lloyd M., BMC, USN	047
May, William J., ETCS, USN	156	White, Buddy R., AWC, USN	MAL
McGowan, Donald D., ADR1, USN	210	Whittington, Earl D., TMC, USN	311
McKelvey, Albert N., PT1, USN	MAL	Wier, Jerome J., OMC, USN	070
McVay, James M., GMC, USN	MAL	Williams, Albert B., AKCS, USN	MAL
Medford, Billie B., SM1, USN	MAL	Wilson, Electa M., DKCM, USN	106
Meighan, Raymond D., QMCS, USCG	008	Woloszynowski, Frank J., AMS1, USN	126
Mendenhall, John Leonard, PO1, USN	070	Womack, Thomas G., CSCS, USN	061
Miller, Claude E., SGTMAJ, USMC	292		
Moerland, Leonard, RMCS, USN	187		
Murphy, Phillip Joseph	MAL		

NAME	BRANCH
Ansink, John O., MGYSGT, USMC	030
Atkinson, Robert W., TM1(SS), USN	MAL
Atwell, James A., MGYSGT, USMC	141
Baker, Charles, LCPL, USMC	279
Barger, Ross C., AMCS, USN	156
Bennett, Paul D., ATC, USN	055
Bentley, Crilbert H., CSCS, USN	166
Bezanson, David E., FCCM, USN	099
Bird, John T., EN2, USNR	MAL
Bogle, James G., AWC, USN	160
Boldt, Louis R., FTC(SS), USN	136
Bowab, Joseph P., POCS, USN	040
Boyce, Charles W., BMC, USN	MAL
Bradley, John E., CWO2, USN	MAL
Brecht, Edward R., OSC, USN	089
Briody, John H., CWO4, USN	MAL
Brown, Ulyes, PO1/C, USN	085
Brown, Roy E. T., USN	113
Bruns, William P., AECS, USN	091
Burkhead, Jesse L., AMC, USN	177
Burnett, Charles, BM3, USN	040
Cabaluna, Paulo C., PO3, USN	MAL
Carvell, Leonard, MNC, USN	269
Childers, Richard L., SCPO, USN	022
Chilton, Oral S., BMC(SW), USN	047
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Clifton, William, B., HM1, USN	067
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Collings, Charles, R., ASCS, USN	089
Conway, George, Joseph, FTC, USN	038
Cook, Bill, MSGT, USMC	163
Coulter, Glenn, R., LCDR, USN	060
Craig, Charles, B., ADJ1, USN	077
Creecy, James, V., AOCS, USN	MAL
Crutchfield, Robert, E., ENC, USN	MAL
Davis, John, W., DKC, USN	120
Deszcz, John, M., ADC, USN	009
Dorsey, Walter, HON MEM, USN	093
Dreher, Robert, H., LCDR, USN	070
Drexler, Joseph, S., CDR, USN	163
Driver, Raymond, L., ADRC, USN	MAL
Durfee, Bradford, D., JOC, USN	072
Edwards, George, QMC, USN	020
Egan, Raymond, L., HMC, USN	046
Evans, Miles, J., CWO4, USNR	032
Farmer, Louis, T., HM1, USN	299
Faurote, Herbert, F., MMC, USN	229
Femrite, John A., AC2, USN	022

Names in red indicate 50 year continuous members.



Midway Atoll

Aerial photograph, looking just south of west across the southern side of the atoll, November 24, 1941.



Battle of Midway, June 1942

Scene on board USS *Yorktown* (CV-5), shortly after she was hit by three Japanese bombs on June 4, 1942. Dense smoke is from fires in her uptakes, caused by a bomb that punctured them and knocked out her boilers.

Photo by Photographer 2nd Class William G. Roy.

Aircraft Carriers' Pivotal Role in WWII

FROM THE JAPANESE RAID on Pearl Harbor to the pivotal Battle of Midway and beyond, aircraft carriers played a central role in determining the course of World War II in the Pacific.

In its first step in securing naval superiority in the region, Japan launched its December 7, 1941, air attack on Pearl Harbor from six aircraft carriers with the intent of neutralizing the U.S. Pacific Fleet. And although the attack was a tactical success — sinking three of the eight U.S. battleships moored there, capsizing another and severely damaging three more — it was a strategic failure. Fortuitously, three of the fleet's aircraft carriers — USS *Enterprise* (CV-6), USS *Lexington* (CV-2) and USS *Saratoga* (CV-3) — were at sea and spared during the attack, as were the fuel stores and dry dock facilities, which would prove to be great assets to the Allied forces in the weeks and months that followed.

When James Doolittle led a squadron of B-25 bombers from the deck of USS *Hornet* (CV-8) to the shores of Japan in April 1942, it angered and embarrassed the enemy's military leaders.

During the Battle of the Coral Sea in early May, U.S. naval forces halted Japan's planned assault on Port Moresby in New Guinea and significantly slowed the enemy's efforts to establish a defensive perimeter for their homeland and a base from which to attack Australia. Air task forces from USS *Yorktown* (CV-5) and *Lexington* and their screening cruisers and destroyers worked in concert to sink one Japanese carrier, inflict serious damage on another and down dozens of enemy planes. Unfortunately, retaliatory air strikes launched torpedoes and bombs that forced the *Lexington* crew to abandon ship and severely damaged *Yorktown*.

Japan, still intent on destroying America's naval power, planned to attack and occupy Midway Island, near the northwestern end of the Hawaiian chain. In addition to establishing the island as part of Japan's defensive perimeter, Midway would also serve as a base of operations for an eventual attack on the larger Hawaiian islands. Military leaders also hoped to draw the remainder of the U.S. fleet into a decisive battle Japan felt certain it could win.

While the U.S. fleet was critically short of ships, it had one significant advantage over Japan's 165-ship war force and 18 submarines. Naval intelligence had broken the

Japanese code and Admiral Chester Nimitz, commander-in-chief of the Pacific, knew the enemy's intentions. He assembled a 76-warship force that included *Enterprise*, *Hornet* and *Yorktown*; six cruisers, 15 destroyers and no battleships to lay in wait for the Japanese attack. The Battle of Midway was the first and only battle where the three *Yorktown*-class carriers fought together.

Admiral Isoroku Yamamoto, commander of the Japanese combined fleet, was also at a disadvantage because he believed *Yorktown* had been sunk during the Battle of the Coral Sea. Despite estimates that it would take months to repair her battle damage, Pearl Harbor repairmen worked day and night and had *Yorktown* ready to fight in three days, leaving port with hundreds of workmen still aboard.

On June 4, 1942, the Japanese launched a strike against Midway, which proved to be ineffective. As the planes returned to their carriers to refuel and rearm, American torpedo planes launched from the three U.S. flattops, flew in low and attacked when the ships were at their most vulnerable. Despite the surprise attack, Japanese Zeroes flying combat air patrols over the carriers shot down 35 of the 41 U.S. Devastators.

As the Zeroes focused on their fight almost at sea level, three squadrons of Dauntless dive bombers attacked from higher altitude and left three of the four Japanese carriers in flames within minutes. Before the fourth enemy carrier could also be destroyed, she was able to launch planes that disabled *Yorktown* and forced her crew to abandon ship. She was listing terribly, but refused to sink until she was hit by an enemy torpedo the following day while being towed to port. *Enterprise* and *Hornet* survived the battle and went on to play decisive roles throughout the remainder of the war in the Pacific.

At the end of the fearsome fight, the U.S. had lost 307 men. Japan had lost more than 3,000. Ironically, the four Japanese carriers lost at Midway — *Akagi*, *Kaga*, *Soryu* and *Hiryu* — were among the six that launched the attack on Pearl Harbor six months earlier. The Japanese navy would not replace them until 1945, far too late to reclaim their temporary naval superiority. As a result, the Battle at Midway will be remembered as one of the most decisive battles of World War II.

Share your recollections of service aboard aircraft carriers at www.fra.org/history.



USS *Lexington* (CV-2) during the action, seen from USS *Yorktown* (CV-5), May 8, 1942. *Yorktown* has several SBDs and F4Fs on deck with engines running, apparently preparing to take off. *Lexington*, whose silhouette has been altered by the earlier removal of her 8-inch gun turrets, has planes parked fore and aft, and may be respotting her deck in preparation for launching aircraft.



Battle of Midway, June 1942

SBD "Dauntless" dive bombers from USS *Hornet* (CV-8) approaching the burning Japanese heavy cruiser Mikuma to make the third set of attacks on her, during the early afternoon of June 6, 1942.

Photo credits: All photos are official U.S. Navy photographs, part of the U.S. National Archives Collection.

Vinegar Can Be Used For WHAT?

1001 All New Vinegar Home Health Secrets

ST. LOUIS (Special) - Thousands of years ago ancient healers trusted apple cider vinegar, and modern research shows - *vinegar truly is a wonder cure!*

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In China, the health system that has been in place for thousands of years recognizes the value of vinegar. Traditional Chinese Medicine (TCM) oversees the health of millions of Chinese – not with modern drugs – but with proven remedies that include vinegar.

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- Boost memory
- Reduce sore throat pain
- Relieve itchy skin
- Lower blood pressure & cholesterol
- Eliminate bladder infections
- Chase away a cold
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- Replace many household cleaners

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Message from the Jr. Past National President

DURING OUR YEAR AS presidents, FRA NP Gary Blackburn and I were quite busy. The first official event was to place a wreath at the grave of Theodore Roosevelt in Oyster Bay, N.Y. The following weekend we were in New York for the Commissioning of the USS New York. Even though we watched it on TV monitors, it was an awesome sight. Immediately afterwards, we drove to Philadelphia for the 85th Anniversary of the Fleet Reserve Association and George Carlin Branch 1. On Veterans' Day, at the invitation of FRA NP Gary, I attended a breakfast at the White House and the ceremonies at Arlington National Cemetery. I was also invited to accompany NP Gary and NED Joe Barnes as they placed the FRA Wreath at the Tomb of the Unknowns. It was a most humbling experience.

Our trip in December to Hawaii was a most glorious time. Don and I were met at the Honolulu Airport by FRA PRPNW Noel Bragg and FRA Auxiliary PRPNW Laura Hood and received the most beautiful Hawaiian leis. After stopping by the Club for a "cold one," we headed through the Waikiki traffic to the Hale Koa Resort. Absolutely incredible!!!

The next day FRA NP Gary and I toured the Joint POW/MIA Accounting Command (JPAC) whose mission is "to achieve the fullest possible accounting of all Americans missing as a result of the nation's past conflicts." Later, the Branch and Unit hosted a dinner in our honor, after which we attended their meetings. I initiated a new member and was asked to say a few words. The following day, I was interviewed on Hawaiian television about the FRA Auxiliary. Friday, NP Gary and I attended the birthday luncheon for members of the Branch and Unit. From there, we headed to Tripler Army Medical Center and a meeting with James Hastings, MD, Director of the VA Pacific Health Care system. He made it a point to recommend that all veterans sign up for the VA even if they currently do not need the services. Sunday we attended a sunrise memorial service at Fort Barrett and then drove to Ewa Field for another very impressive ceremony. At sunset, there was a wreath laying at the USS Utah. One of the survivors told stories of the horrible events of December 7, 1941.

On December 7th, we attended the ceremonies on the pier across from the USS Arizona Memorial. Pearl Harbor survivors placed a wreath in memory of those who lost their lives. Many of the military escorts had served in Iraq or Afghanistan. Afterwards, we paid our respects by tossing a flower into the well on the USS Arizona. Our day ended on Ford Island at the USS Oklahoma Memorial which was dedicated in 2007.

IN MEMORIAM — LEST WE FORGET

- Barbara Sherwood, National President 1998–1999
- Nita DeLesdernier, National President 2003–2004
- Betty DeCleene, National President 1992–1993
- Past Regional President's
- Members, Life Members and MAL Members who passed away during the 2009-2010 FRA Auxiliary year.



Fran Hoadley is the editor of *FRA Auxiliary News* and the *FRA Today* Liaison.



CYNTHIA (CINDY) RODHAM-TUCK
Jr. Past National President



December 7, 2009, aboard the Pearl Harbor USS Arizona Memorial.
FRA NP Gary Blackburn and FRA Auxiliary NP Cindy Rodham-Tuck. Picture submitted by: PRP NW Laura Hood



December 7, 2009, aboard the Pearl Harbor USS Arizona Memorial
FRA Auxiliary NP Cindy Rodham-Tuck and PRP NW Laura Hood, Chairman. Picture submitted by: PRP NW Laura Hood



Unit 186 Citrus, Inverness, Florida
Dorothy Mayhew; Peggy Delfraisse, Kaye Weber, Mary Woitkun, Helen Boyd. Beverly Woods, Unit Secretary; Cindy Rodham-Tuck, FRA Auxiliary National President.

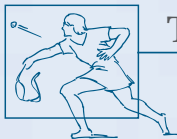


Asbestos Cancer Hits Former Sailors

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