

YOUR MISSION, YOUR VOICE

FRA *today*

The magazine of the Fleet Reserve Association

MARCH 2022 / \$3.75

LIBERATION THROUGH LINGAYEN



INSIDE:

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March 2022 Volume 101 Number 3

Cover: Three Japanese ships under attack by Task Force 38 planes, off the north tip of Luzon on Oct. 18, 1944. The two nearer ships (with two stacks) may be *HOTEN MARU* and *TSINGTAO MARU*. The more distant ship may be the *TERUKUNI MARU*. The photograph was taken from a *USS INTREPID* (CV-11) plane. Photo courtesy of the Naval History and Heritage Command. Above: The *USS MISSISSIPPI* (BB-41) bombarding Luzon during the Lingayen operation on Jan. 8, 1945. The ship is followed by *USS WEST VIRGINIA* (BB-48) and *HMAS SHROPSHIRE*. The *MISSISSIPPI* is painted in Camouflage Measure 32, Design 6D. Photograph courtesy of the National Archives.

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After Japan invaded the Philippines and ousted the Allies, Gen. Douglas MacArthur made a vow to return to the Philippines to liberate its people from Japanese occupation.

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New York City is known for its museums, but there is another, less familiar treasure moored on the Hudson River at West 46th Street, just five blocks west of Times Square.



LOYALTY, PROTECTION AND SERVICE

The FRA is a congressionally chartered, nonprofit organization advocating on Capitol Hill for current and former enlisted members of the U.S. Navy, Marine Corps and Coast Guard.

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Finance Matters

What Can Market Volatility Teach Us About the Fundamentals?

First Female Commanding Officer for the *USS CONSTITUTION*

The *USS CONSTITUTION*'s first female commanding officer took charge of Old Ironsides during a change-of-command ceremony on Friday, Jan. 21, at noon. The *CONSTITUTION*'s 76th commanding officer, Cmdr. John Benda, was relieved by Cmdr. Billie J. Farrell. As the 77th commanding officer of *USS CONSTITUTION*, Farrell is the first woman to serve as captain in the ship's 224-year history, dating back to 1797.

Farrell previously served as the executive officer aboard the Ticonderoga-class guided-missile cruiser *USS TICKSBURG* (CG-69). She is a native of Paducah, Kentucky, a graduate of the U.S. Naval Academy as well as the University of Arkansas.



Cmdr. Billie Farrell (L), the commanding officer of the *USS CONSTITUTION* standing with Capt. Dave Snee (R), son of retired Navy Force Master Chief Tom Snee, past NED for the FRA.

The first female commissioned officer to serve aboard *USS CONSTITUTION* was Lt. Cmdr. Claire V. Bloom, who served as an executive officer and led the historic 1997 sail, the first time Old Ironsides had sailed under its own power since 1881.

The first female crew member was Rosemarie Lanam, an enlisted sailor, who joined *USS CONSTITUTION*'s crew in 1986. Today, women comprise more than one-third of the 80-person crew.

I grew up in middle America in the 1970s, when sports were separated by gender, but almost everything else was gender-neutral — the science fair, spelling bee, student council, etc. As this country continues to struggle with being politically correct, it is great to see progress being made in the military. For many decades women have been so important to the armed forces that Farrell's promotion seems a long time coming. There is a certain symbolism in having a woman at the helm of the nation's oldest commissioned vessel, giving women a place in the very heart of Navy history. We've certainly come a long way since the days of the WAVES and SPARs we've published articles about recently! I know I join many of our Shipmates in wishing Billie J. Farrell success in her new position.

FRA

In Loyalty, Protection and Service,
William D. Stevenson, Editor-in-Chief

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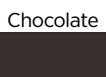
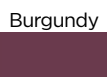
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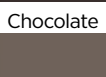
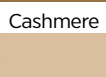
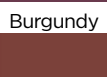
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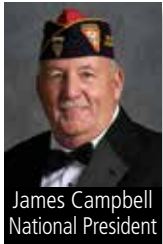


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Helping Make a Shipmate's Dream Come True



James Campbell
National President

This past Dec. 5, while in Phoenix, for the Arizona Pearl Harbor Remembrance Ceremony, I made a special trip to Tucson, Arizona, to have lunch with a 95-year-old WWII Navy veteran and also to present him with a lifetime membership to the FRA. This Shipmate, whose name is Bernard — or, as he likes to be called, Red — Hollander, is a very unique person.

When I arrived at the senior assisted living facility's main entrance, I was met by Shipmate Hollander, who was wearing his WWII ball cap and his *USS FALL RIVER* (CA-131) T-shirt. Red was also wearing the biggest smile. The first thing that Red said to me was, "I can't believe that the national president of the FRA came to visit me."

As we walked to the dining room, I could see that Red had a certain bounce in his step and pride in his heart. When we got to our table, Red introduced me to his best friend D.K., who is an Army veteran and a good friend to Red. As we were eating our lunch, D.K. shared a story about Red with me. He said that Red came across an *FRAtoday* magazine and said that he [Red] was going to call the FRA national president and talk to him. D.K. said, "Well you do that," and thought nothing more about it. A few days went by, and Red said to D.K., "I talked to the FRA president on the phone. He told me that he was attending the Pearl Harbor Remembrance Ceremony in Phoenix, Arizona, on Dec. 7th, but he would like to come to Tucson on Sunday, Dec. 5th." D.K. said that Red walked around so proudly because the FRA president was coming to visit him. I thanked D.K. for sharing that story.

After lunch, Red, D.K. and I went to Red's apartment and took a few photos while I presented Red with his lifetime membership. We all got a little emotional, and D.K. excused himself, but Red and I sat and talked for an hour or so. Red shared old photos from years gone by. He had joined the FRA in 1945 shortly after WWII. I had to ask Red, "Why did you join the FRA?" He said, "I had always intended to retire from the Navy and being



FRA National President James Campbell (L) presents Red Hollander (R) with his Lifetime Membership Certificate.

retired was one of the requirements to be a member of the FRA." I went on to ask Red, "What was the FRA like when you joined? Red said, "It was about my Navy."

Red's rate in the Navy was mailman. Red served as part of the pre-commissioning unit for the *USS FALL RIVER* (CA-131), then on a troop transport and finally aboard the *USS TABBERER* (DE-418). It was on the *TABBERER* that Red injured his back and was subsequently medically discharged from the Navy.

Remarkably, Red continues to serve his fellow veterans even in his 90s. Before COVID-19, Red volunteered nearly every day of the week. On Mondays he volunteered at the airport, on Tuesdays he served at the local VA, Wednesdays he was at the Elks Club and on Fridays he was back at the VA. He said, "Thursdays are laundry day."

I am very happy and honored to have met such a special Shipmate. **FRA**

In Loyalty, Protection and Service,
Jim Campbell

Jim is the national president of the FRA and may be reached at NP@FRA.org.

URGENT MESSAGE

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Article on QM3 Louis A. Conter

I read with great interest the article on QM3 Conter in December's *FRAtoday*. It brought to mind my first shop chief, Glenn H. Lane, while stationed at NAS Glynco, Georgia 1958-60. He also was a survivor of the *USS ARIZONA* (BB-39). Attached to the aviation unit, he was a flying radioman (RM3), that being prior to the rate change to Aviation Radioman (ARM). He kept us spell bound with a first-hand account of that Infamous Day. In 2006, I called on him in his home in Oak Harbor, Washington. A great wall of memorabilia and a huge model of the *USS ARIZONA* (BB-39) adorned his living room. He retired as a Master Chief (AVCM) and passed on Dec. 10, 2011. He is in his final resting place, interred in the bowels of the ship. His name, and rate at the time, RM3, are inscribed on a block of granite to the left of the main roster board at the *USS ARIZONA* (BB-39) Memorial.

*AVCM (AW) John P. Bozony, USN (Ret.)
FRA Branch 187, Chattanooga, Tennessee*

The Article Regarding Prostate Cancer

I am going on my 15th year after my Prostate Cancer was diagnosed and removed in 2007, I was only 52 at the time. I was seeing a local urologist at the time (not the VA), with a follow up after having kidney stones. Well, the urologist tested my blood PSA [prostate-specific antigen] and it was only 1.7 (which is okay), his finger didn't detect anything, but he was not 100% sure either about prostate cancer.

Since I was also seeing a local pulmonologist and was on a BiPap with Oxygen, no one could figure out why my oxygen counts dropped when I went to sleep. So the urologist knew that all men do not show elevated PSA when they have prostate cancer (see the book "Dr. Patrick Walsh's Guide to Surviving Prostate Cancer" by Patrick C. Walsh and Janet Farrar Worthington). My urologist scheduled me for a biopsy of one side of my prostate and while on the table, he asked if I wanted the other side done? I said yes, and glad I did. The doctor called me back the next day and asked that I be sitting down; the biopsy of the unplanned side came back as positive prostate cancer 2A, Gleason score of 6 and my blood PSA was only 1.7. He said that I should read Dr. Patrick Walsh's book. Our local library had a copy that I checked out. The Mayo Cancer Center later confirmed the results. Six weeks later, I had this cancer removed and later that year my pulmonologist removed the oxygen concentrator and a few years after that, my BiPap was no longer needed.

According to Dr. Walsh's book, 25% of men will never show up on the blood PSA test and the VA normally doesn't start treatments until you have a blood PSA above 10. I would never have reached 10 before it killed me, since my PSA was very low when my prostate cancer was discovered. I did discover after I retired from the Navy in 1993 after 20 years, the VA Clinic in San Antonio did test my blood PSA and it came back as 1.0 (very low).

The book is very well written and was recommended by my local urologist.

*In Loyalty, Protection and Service,
Branch 295 Secretary CPO Terry Cook, USN (Ret.)
San Angelo, Texas*

Misuse of Official Naval Terms

In the January issue the *FRAtoday* editorial staff continues to push terms that are not officially authorized. For example - Cmdr instead of CDR, Guner's Mate instead of Gunner's Mate and a few others. Could you please tell me why the changes are being made? The correct terms are listed in Navy regs and also in the Blue Jacket's Manual, which the staff should peruse. It is plainly stated "in the interest of all current and former enlisted etc." Nothing about civilians. After 40 plus years you are about to lose me as a subscriber.

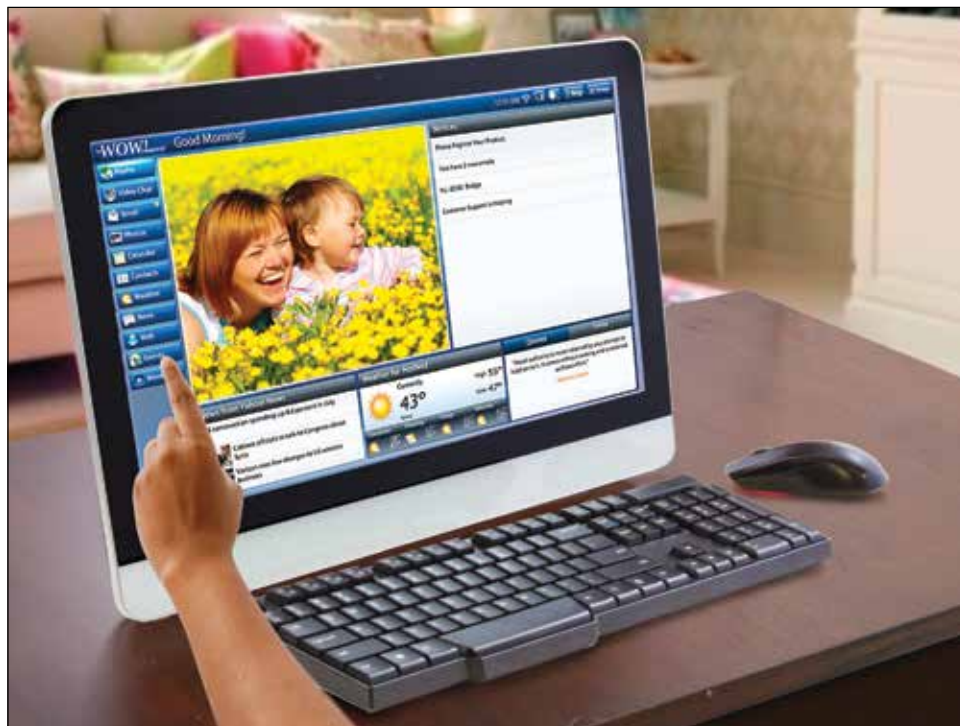
*In frustration, I remain,
RMCS Francis E. Hopton, USN (Ret.)*

FRAtoday: Shipmate, the *FRAtoday*, as well as many other military magazines, follow the Associated Press official style guide. It is one of several recognized editorial styles. Within this guide there is a section specific to military rank and ratings: <https://writingexplained.org/ap-style/ap-style-military-titles>. I suppose you could submit a New Business Resolution and have it presented to the annual convention delegates for a vote. Did you know the Association of the United States Army also uses AP Style guide for their publication? The American Legion has a 20-page style guide that also follows AP Style (see page 13): <https://www.legion.org/sites/legion.org/files/legion/publications/Legion-Publication-Style-Guide.pdf>. The Department of Defense also uses the AP Stylebook for military titles used in their news releases. **FRA**

Letters published in Shipmate Forum reflect the opinions and views of individual FRA members. They do not reflect the position of the FRA. The FRA is not responsible for the accuracy of letter content. To **Submit** letters to *FRAtoday* for consideration, please send them to: 125 N. West St., Alexandria, VA 22314 or to fratoday@fra.org.

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– Janet F.

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ON & OFF *capitol hill*

News & Notes from the Fleet Reserve Association's Legislative Team



Member Participation Critical to FRA Success

As you get this issue of *FRAtoday*, the second session of the 117th Congress will be well underway. As you will read below, many bills directly impacting Shipmates and their fellow sea service members are being considered in this session of Congress. You can stay up to date with accurate and timely information on the rapidly changing legislative developments on Capitol Hill by subscribing to NewBytes, our weekly electronic newsletter.

See a bill in NewsBytes or *FRAtoday* that impacts you or your Shipmates? Share your opinions and experiences directly with your legislators through the FRA Action Center. The Action Center makes participating in the

legislative process easy by providing pre-written letters that you can modify as much or as little as you like before sending them to your specific legislators with the click of a button.

There is strength in numbers, and when Shipmates make their voices heard on Capitol Hill, it directly impacts the FRA Legislative Team's ability to advocate on the behalf of the association membership. It's critical to the FRA's success in advancing the 2022 Legislative Agenda and representing member concerns before Congress and other federal agencies that members participate in the legislative process.

NewsBytes is the FRA's free weekly legislative update. If you would like to subscribe, please email: NewsBytes@Fra.org. Include your name and contact information in the body of the email. If you are a member of the FRA or LA FRA, please include your member number.

HASC Readiness Subcommittee Holds Hearing on Pearl Harbor Fuel Leak

The House Armed Services Committee's Readiness Subcommittee held a hearing on the jet fuel leak at Hawaii's Joint Base Pearl Harbor-Hickam. More than 9,000 military families in Hawaii have been affected, with many stuck in hotels through the holidays, after jet fuel from underground storage tanks at the Red Hill Bulk Fuel Storage Facility leaked into a well that supplies water to their on-base homes.

Rear Adm. Blake Converse and Vice Adm. Yancy Lindsey testified at the hearing and assured subcommittee members that the Navy will work to get the families back into

their housing with safe drinking water.

"The Navy caused this problem. We own it, and we're going to fix it," said Converse, deputy commander of U.S. Pacific Fleet.

The Navy pledged to work with Hawaiian state agencies and the U.S. Environmental Protection Agency on cleaning up the leakage. The Centers for Disease Control and Prevention has begun surveying residents about the health impact of the leaks. The FRA wants to ensure service members and their families have safe, quality homes and communities, and will continue to monitor the cleanup efforts.

Two Senate Committees Focus on Veterans' Toxic Exposure

At a recent hearing of the Senate Homeland Security and Governmental Affairs Committee, the Department of Defense stated it is focused on firefighting foams rather than other potential toxic exposures. The DOD also noted it may take decades to clean up all the contaminated groundwater around the many military installations known to have used firefighting foam containing toxic chemicals.

The Environmental Protection Agency sets the policy standards that the DOD uses to evaluate the safety of drinking water. However, the EPA inspector general testified at the hearing that the EPA is "sorely lacking in its ability not only to identify toxic chemicals but to evaluate their danger" and has not kept up with emerging chemical concerns with drinking water. That makes it difficult to determine a safe limit, in compliance with the Toxic Substances Control Act.

In related news, the Senate Veterans' Affairs Committee had a hearing on the cost of two veterans' toxic exposure

bills. The Comprehensive and Overdue Support for Troops (COST) of War Act (S.3003) and the Honoring Our PACT Act (H.R.3967) would both allow, for the first time, all veterans who were at risk of toxic exposure to obtain immediate and lifelong access to health care from the Department of Veterans Affairs. This would include 3.5 million Iraq and Afghanistan veterans, one of the largest expansions of health care eligibility in the VA's history.

The bills would provide presumptive care for numerous conditions associated with exposure to burn pits and other toxins. Both bills would also establish a new, science-based and veteran-focused process for the establishment of new presumptive conditions, and would provide benefits to thousands of toxically exposed veterans who have been long ignored or forgotten, including Agent Orange-exposed veterans suffering from hypertension. Members are urged to use the FRA Action Center located on the website (www.fra.org) to weigh in on these proposals.

113 Reps Request Briefing on NPRC's Plan to Reduce Vets' Request Backlog

A group of 113 members of the House of Representatives recently signed onto a letter to David Ferriero, who leads the National Archives and Records Administration. The lawmakers called for the National Personnel Records Center, or NPRC, to provide Congress with its plan for addressing the backlog of records requests from veterans.

"Repeatedly I have been calling for the White House to develop a plan to fully staff the NPRC to chip away at the backlog of veterans' record requests," said Ranking Member of the House Veterans' Affairs Committee Rep. Mike Bost, who signed the letter. "While I am encouraged that the NPRC has made strides since this time last year for records requests originating from VA, veterans are still waiting weeks to months on end for their own records requests."

The National Personnel Records Center has not maintained full capacity, in-person employment since March 2020; as of January 2022, only 25% of its staff was back at the office. Since then, many veterans have not received the records they need to demonstrate their military service and verify their service-connected conditions, having to go without their hard-earned disability compensation, medical care and retirement pay. For some veterans, a request to the NPRC is their only option for gaining access to these records.

The most damaging backlog has been in processing

critical requests for copies of DD-214 forms.

"Some veterans have been unable to obtain VA home loans due to long delays in receiving DD-214s," the letter noted. "More significantly, veterans have been denied their appropriate retirement pay levels due to not being able to demonstrate their military service for federal retirement consideration."

The letter requested that the NPRC go back to full capacity and inform Congress of its plans to operate in a timelier manner. "The NPRC is responsible for an array of veteran services. For some veterans, there may not be an alternative service for accessing the military records required by various federal and civilian agencies," the letter stated. Additionally, the NPRC processes requests for replacement medals, often when veterans or their families discover while making burial arrangements that a medal has become tarnished, destroyed or lost. Veterans and loved ones are now waiting up to 18 months for these routine requests to be completed.

Despite the NPRC's stated policy of quickly processing emergency requests, veterans report that they are waiting for documents to access necessary VA medical care. As the NPRC continues to cite health precautions as its reason for not being fully staffed, many veterans are suffering from health issues that need immediate attention.

EHR Rollout Delayed Again



Photo courtesy of Depositphotos.

The Department of Veterans Affairs has again delayed the ongoing rollout of the new electronic health record, or EHR, system. This time the source of the delay is the COVID-19 pandemic. The VA announced that the deployment of the new system to the VA Central Ohio Healthcare System, which was supposed to take place on March 5, will instead be pushed back almost two months to April 30. The VA is worried that staff absences and attendance limitations caused by the recent nationwide surge in coronavirus cases will impede the training time needed before the system's activation.

In December, VA leaders announced a new deployment schedule for the system — based on Cerner's Millennium software platform, the same one being used by the Department of Defense — that would start with Ohio facilities in March. They also unveiled a newly restructured office overseeing the work and new training plans to fix problems found with the initial deployment of the software in Washington state VA facilities in 2020. The VA medical center in Walla Walla, Washington, is still on track to begin using the new system later this spring.

The association believes congressional oversight of the ongoing implementation of VA technology upgrades that will provide a joint DOD-VA EHR is vital to ensuring improvements to the system. The FRA wants to ensure adequate funding for DOD and VA health care resource-sharing to deliver seamless, cost-effective, quality services to personnel wounded in combat and other veterans and their families. Some members of Congress have expressed concern about the cost and length of time necessary to fully implement the EHR. The cost and the long time for implementation notwithstanding, the FRA believes there is a tremendous opportunity for improved services if the two departments use the same EHR system.

House Passes Two Veterans Bills

The House approved the Guard and Reserve GI Bill Parity Act (H.R.1836), sponsored by Rep. Mike Levin (Calif.), which would allow National Guard and Reserve members to count time spent in training toward their Post-9/11 GI Bill benefits. The House also passed a bill (H.R.4673) sponsored by Rep. Mark Takano (Calif.), chairman of the House Committee on Veterans' Affairs, that would require qualifying veterans to be automatically enrolled in the VA's health care benefits after they separate from the service — there would also be the ability to opt out.

Republicans expressed concerns about both bills' long-term costs when they were marked up last year in the House Committee on Veterans' Affairs. As *FRAtoday* goes to press, both bills have gone to the Senate for further consideration.

CFPB Warning Letters

The Consumer Financial Protection Bureau and Department of Justice issued two joint letters regarding important legal housing protections for military families. One letter was sent to landlords regarding protections for military tenants. A second letter was sent to mortgage servicers regarding military borrowers who have already exited COVID-19 mortgage forbearance programs or will be exiting them in the coming weeks and months.

The letter to landlords and other housing providers reminded property owners of the important housing protections in place for military tenants under the Servicemembers Civil Relief Act, which is enforceable by the DOJ and service members themselves.

The letter to mortgage servicers came in response to complaints from military families and veterans about a range of potential mortgage servicing violations, including inaccurate credit reporting, misleading communications to borrowers and required lump-sum payments for reinstating mortgage loans. These complaints are being reviewed for compliance by the CFPB.

New Hemp Technology Is 450% Better For Discomfort Relief Than Regular Hemp Oil”

Next generation hemp technology soothes joint discomfort, aches and sore muscles 5Xs better than hemp oil.



Americans are rejoicing about a brand-new technology that gets the goods on the health benefits of hemp.

A next generation hemp technology is now available across the nation and can be purchased without a prescription.

And the best part, it comes with a new delivery system that's 450% more absorbable than oil.

So you can say good-bye to pills, oils and creams.

Canna LS contains pure “full spectrum hemp,” which works to relieve joint discomfort, restore sharp memory, and support a healthy normal inflammatory response, to name a few. And since it has no THC, it heals without the “high.”

Exciting new scientific research shows that hemp contains special molecules called cannabinoids which bind to receptor sites in the brain and body. When taken orally, hemp activates these receptors

This is why Canna LS contains a unique “water soluble” system. The technology is shown to improve absorption in the cells by 450%, quickly boosting the body's cannabinoid levels.

“The other problem is that most of these formulas only contain a single compound extract,” says Ms. Kim. “Hemp's full spectrum of cannabinoids are shown to work synergistically. In short, they work better together. It's called the “entourage effect.” Most miss out on the full effects because they are missing some of the best rejuvenating compounds within the hemp plant. This is why we've made Canna LS with “full spectrum” hemp.” “Finally, most hemp formulas are made on foreign farms with pesticides, or grown using non-organic seeds and processes. We've grown the hemp in Canna LS at a 100% organic American farm, under strict agricultural guidelines. It's grown without pesticides or GMOs. And it's grown to contain no THC.”

How It Works

The key to hemp's health benefits is the Endocannabinoid System, a network of receptors in the cells. The system is there to maintain homeostasis (balance). In response to toxins in our body, it releases cannabinoids to set things back to their natural state.

“It's really an amazing God-given system that's been completely over-looked,” says Ms. Kim. “Our bodies are practically designed to work with the compounds in hemp, which is why we needed a

technology like Canna LS that unleashes its full potential.”

Over time, with aging, the endocannabinoid system eventually burns out. Fewer cannabinoids are released, so the body's levels deplete. The result is, all sorts of symptoms of aging like age-related memory loss, blurry vision, joint discomfort, and much more.

“This is why there's almost nothing hemp can't do and no health concern it can't address,” says Mi Hwa. “The trouble is, most hemp formulas are just not absorbable enough for the cell, so they fail to activate the endocannabinoid system. This is why they don't deliver anything close to the full range of potential results.”

Fortunately, Canna LS is clinically shown to enter the cell membrane 450% more powerfully. This is how it boosts cannabinoid levels fast, helping to relieve joint discomfort... restore foggy memory... and support healthy blood sugar. And what most people really love is that the “pearl” gel is easier to take than taking a pill or oil.

Not Yet Sold In Stores

Full-spectrum hemp, like Canna LS, is available nationwide. However, several major pharmaceutical companies are currently testing hemp in clinical settings, which means it may require a prescription in the future. It's advised to get Canna LS while you can.

Taking All The Risk Off Consumers

A large percentage of men and

women using Canna LS experience truly amazing results. That's why it's now being sold with a guarantee that goes way beyond the industry standard. “We can only make this guarantee because we are 100% certain our customers will be satisfied,” says Ms. Kim. We want to take full risk off consumers. So in addition to offering substantial discounts for first-time customers, we also make them a huge promise that ensures they don't have to risk a cent.”

Here's how it works: Take Canna LS exactly as directed, and you must be thrilled with the results! Otherwise, simply return the bottles and any unused portion within 90 days of purchase.

Where To Find Canna LS

This is the official nationwide release of Canna LS hemp technology. And so, the company is offering a special discount supply to anyone who calls within the next 48 hours. An Order Hotline has been set up for local readers to call. This gives everyone an equal chance to try Canna LS hemp extract. Starting at 7 a.m. today, the discount offer will be available for 48 hours. All you have to do is call TOLL FREE at **1-866-863-1353**. The company will do the rest. Use Promo Code **FRACA0322** when you call in.

Important: Due to hemp's growing popularity and recent media exposure, phone lines are often busy. If you call and do not immediately get through, please be patient and call back.

SVAC Approves Veterans Health Care Bills

The Senate Veterans' Affairs Committee approved legislation to better serve veterans by delivering stronger benefits and health care through the Department of Veterans Affairs. The bills the SVAC considered and passed include the following:

- The Making Advances in Mammography and Medical Options for Veterans Act (S.2533), which would strengthen and expand access to high-quality breast cancer screening and lifesaving care for veterans.
- The Fiscal Year 2022 Veterans Affairs Major Medical Facility Authorization Act (S.2624), which would authorize several VA construction projects to serve veterans for FY2022.
- The Rural Veterans Travel Enhancement Act (S.2627), which would permanently expand travel assistance programs and advance travel reimbursements to help low-income veterans access VA services.
- The Veterans' Prostate Cancer Treatment and Research Act (S.2720), which would standardize the treatment and expand the research of prostate cancer to better diagnose and treat veterans through the Veterans Health Administration, which diagnoses prostate cancer more frequently than any other type of cancer.
- The Servicemembers and Veterans Empowerment and

Support Act (S.3025), which would improve military sexual trauma survivors' access to benefits and health care, as well as bolster MST claims processing and access to MST care for former National Guard and Reserve members.

- The Post-9/11 Veterans' Mental Health Care Improvement Act (S.3293), which would strengthen the VA's mental health care workforce, expand care options and support mental health research at the department.
- The Brian Neuman Department of Veterans Affairs Clothing Allowance Improvement Act (S.2513), which would improve the VA's application and review process for clothing allowance claims submitted by veterans. The clothing allowance program helps veterans replace clothing damaged by prosthetics, orthopedic devices or medications for service-connected skin conditions.
- The Long-Term Care Veterans Choice Act (S.2852), which would require the VA to expand veterans' access to the Medical Foster Home program. The program allows veterans in need of long-term care to choose to live in the home of a VA-approved caregiver, rather than in institutional care.

As *FRAtoday* goes to press, these bills have been sent to the Senate floor for further consideration.

VA Education and Employment Bills Sent to Senate

Following approval in the Senate Veterans' Affairs Committee, five bills focusing on education and employment benefits for veterans were sent to the Senate for further consideration:

- The Guard, Reserve, and Active Duty (GRAD) Department of Veterans Affairs Educational Assistance Parity Act (S.2644), which would expand GI Bill benefits to select National Guard and Reserve duty statuses.
- The GI Bill National Emergency Extended Deadline Act (S.1936), which would protect veterans' educational benefits from expiring due to institutional closures or other factors caused by the COVID-19 national emergency.
- The Student Veterans Transparency and Protection Act (S.1607), which would improve veterans' access to information about higher education and allow the VA to restore benefits that veterans have used at schools subject to civil enforcement action.

- The Reaching Every Homeless Veteran Act (S.3094), which would seek to expand the Department of Labor's Homeless Veterans' Reintegration Program to all 50 states and all U.S. territories through community outreach and education. This program offers customized employment and training services to veterans who are homeless or at risk of homelessness to address their specific barriers to employment.
- The Vet Center Improvement Act (S.1944), which would mandate that the VA evaluate productivity expectations for readjustment counselors at its vet centers in order to assess the impact of these expectations on the welfare of counselors and on the care provided to veterans. It would also create a pilot program at vet centers to assist veterans and service members experiencing food insecurity.

The FRA Legislative Team will continue to monitor and keep Shipmates informed about the progress of these bills.

Global Warming Hoax?

New Book Reveals Fact From Fiction ...

What every American must know about DECADES of questionable scientific data used to potentially restrict our freedoms.

If you ever suspect that you (and everyone else) have been lied to about the causes of “global warming” — then ...

Here’s one way to find out.

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Plus, you’ll see how you may have been misled about climate change by government officials, scientists, and various foundations.

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Ultimately, it comes down to controlling how we’ll live our daily lives in the coming years.

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We’ve already seen it happening in the first months of the Biden administration.

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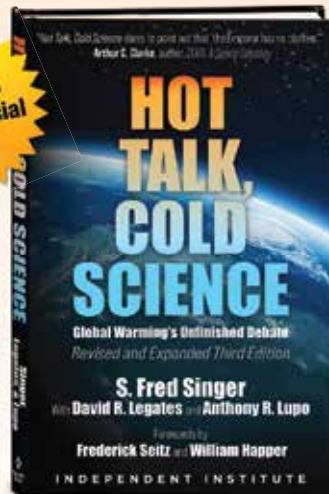
In the newly expanded third edition of this controversial bestseller, the authors and renowned climate experts reveal:

- **Why there is NO climate crisis** arising from human activities now

“*Hot Talk, Cold Science* provides the reader with important facts and evidence conveniently overlooked by climate alarmists ...”

— U.S. Senator Ted Cruz

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... nor on the horizon over the upcoming years (p. 103)

- **How the ice mass in Antarctica has actually been *increasing*** since 1979 and NOT decreasing like we’ve been led to believe (p. 64)
- **The carbon dioxide disconnect** and why there is ZERO evidence linking carbon dioxide to climate change (p. 66)
- **How the BIGGER problem of “global cooling” has been overlooked** and why it could cause far greater hazards to humans than global warming (p. 174)
- **How a FAKE consensus of scientists and CORRUPTION of the peer-review process** have been purposely misused by politicians to further their agendas since 1990 (p. 56)
- **The “Hockey Stick” scandal** in which a small group of scientists conspired to rewrite climate history so they could claim that temperature increases in the 20th century were “unprecedented” —

and how it was debunked! (p. 73)

- **The “Climategate” scandal** among top IPCC scientists that misrepresented and withheld important climate information ... and then attempted to prevent discovery! (p. 77)
- **And much, much more ...**

Those are just a handful of the little-known facts (which are never reported by the mainstream media!).

Discover What the “Establishment” Doesn’t Want You to Know

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Life Insurance and Burial Bills Approved by SVAC

The Senate Veterans' Affairs Committee recently considered and approved three bills related to life insurance and burial benefits, including:

- The Supporting Families of the Fallen Act (S.2794), which would increase the VA's Servicemembers' Group Life Insurance (SGLI) and Veterans' Group Life Insurance (VGLI) coverage — upgrading these coverage amounts for the first time since 2005.
- The Burial Equity for Guards and Reserves Act (S.2089), which would ensure all members of Reserve components are eligible to be buried in state veterans cemeteries as long as their

service was terminated under honorable conditions.

- The Chaplains Memorial Preservation Act (S.1850), which would allow the National Conference on Ministry to the Armed Forces to update the Protestant, Catholic and Jewish chaplains memorials at Arlington National Cemetery with the names of all military chaplains who have died on active duty.

The FRA Legislative Team will continue to monitor the progress of these bills and keep Shipmates informed.

New Bills Seek to Improve VA Accountability and Claims Processing

A significant number of bills recently approved by the Senate Veterans' Affairs Committee aim to improve VA transparency, accountability and efficiency across multiple areas of the organization. These bills include the following:

- The Department of Veterans Affairs Post-Traumatic Stress Disorder Processing Claims Improvement Act (S.1664), which would require the VA to continually update and make annual its PTSD-specific training for claims processors to ensure veterans experiencing PTSD receive access to health care, treatment and compensation.
- The Veterans Benefits Improvement Act (S.3388), which would seek to reduce the VA's claims backlog, increase the transparency of the claims process and provide veterans with timelier access to their earned benefits.
- The Reform and Update Rural Access to Local (RURAL) Exams Act (S.3163), which would improve rural veterans' access to medical disability examinations by enhancing the transparency of the medical disability examination program and revamping how the VA delivers exams to rural and housebound veterans.
- The Every Veteran Counts Act (S.2761), which would direct the VA to establish and regularly

update an anonymized database of veterans' demographic information.

- The Department of Veterans Affairs Office of Inspector General Training Act (S.2431), which would require the VA to provide training to employees on reporting waste, fraud and abuse, in coordination with the VA Office of Inspector General.
- The Strengthening Oversight for Veterans Act (S.2687), which would provide the VA Office of Inspector General the authority to subpoena testimony from former VA employees who have left federal service, former contractor personnel who performed work for the VA, and other potentially relevant individuals during its inspections, reviews and investigations.
- The Department of Veterans Affairs Information Technology Reform Act (S.731), which would increase transparency and accountability through congressional oversight of proposed and current information technology systems and management at the VA.

The FRA Legislative Team will continue to monitor and keep Shipmates informed about the progress of these bills.

FRA

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Once in a lifetime, a product comes along that truly moves people. Introducing the future of battery-powered personal transportation . . . The Zinger.

Throughout the ages, there have been many important advances in mobility. Canes, walkers, rollators, and scooters were created to help people with mobility issues get around and retain their independence. Lately, however, there haven't been any new improvements to these existing products or developments in this field. Until now. Recently, an innovative design engineer who's developed one of the world's most popular products created a completely new breakthrough . . . a personal electric vehicle. It's called the **Zinger**, and there is nothing out there quite like it.

"What my wife especially loves is it gives her back feelings of safety and independence which has given a real boost to her confidence and happiness! Thank You!"

—Kent C., California

The first thing you'll notice about the **Zinger** is its unique look. It doesn't look like a scooter. Its sleek, lightweight yet durable frame is made with aircraft grade aluminum. It weighs only 47.2 lbs but can handle a passenger that's up to 275 lbs! It features one-touch folding and unfolding – when folded it can be wheeled



Available in Green,
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The Zinger folds to a mere 10 inches.

around like a suitcase and fits easily into a backseat or trunk. Then, there

are the steering levers. They enable the **Zinger** to move forward, backward, turn on a dime and even pull right up to a table or desk. With its compact yet powerful motor it can go up to 6 miles an hour and its rechargeable battery can go up to 8 miles on a single charge. With its low center of gravity and inflatable tires it can handle rugged terrain and is virtually tip-proof. Think about it, you can take your **Zinger** almost anywhere, so you don't have to let mobility issues rule your life.

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A stock image of the Philippines. Photo by Depositphoto. Right: Gen. Douglas MacArthur (center with sunglasses) wades ashore during initial landings at the Philippine Island of Leyte in October 1944. Photo courtesy of the Naval History and Heritage Command.

MacArthur's Promise

Liberation Through Lingayen



By Ezra Phillips

Following his relocation to Australia on March 11, 1942, after Japan invaded the Philippines and ousted the Allies, Gen. Douglas MacArthur made a solemn, unshakable vow to return to the Philippines to liberate its people from the increasingly notorious cruelty known to accompany Japanese occupation during the war. His determination was not unanimously supported by fellow high-ranking members of the Allied military, and prior to any battles with Japanese forces, he fought years of bureaucratic battles with peers who did not see the strategic value of the islands.

By 1944, now-General of the Army MacArthur had found the break in the clouds of disagreement that shone light on the Philippines as a link in the Allies' island-hop to the Japanese mainland. A mission whose number of landing troops would rival

that of the Battle of Normandy, the re-invasion of the Philippines required heavy collaboration between land and sea forces to get ground troops to the shores to carry on to Manila, the capital of the Philippines. With the long-sought-after agreement of his fellow military officials, MacArthur was finally able to prepare for a landing in Lingayen Gulf, slated to take place on Jan. 9, 1945: S-Day.

Methods of Opposition

The immense Allied Navy was tasked with transporting ground and air forces, minesweeping, and providing initial bombardment support along the shore during landings while perilously navigating the variable depths of the shoals along the coastline. Vice Adm. Jesse B. Oldendorf took the lead onward as commander of Task Force 77.2, the Bombardment and Fire Support Group, aboard the battleship



During the invasion of Luzon in January of 1945, a sailor who is streaked with blood and blackened from burns goes below for treatment after his ship was hit in Lingayen Gulf. Photo courtesy of the National Archives.

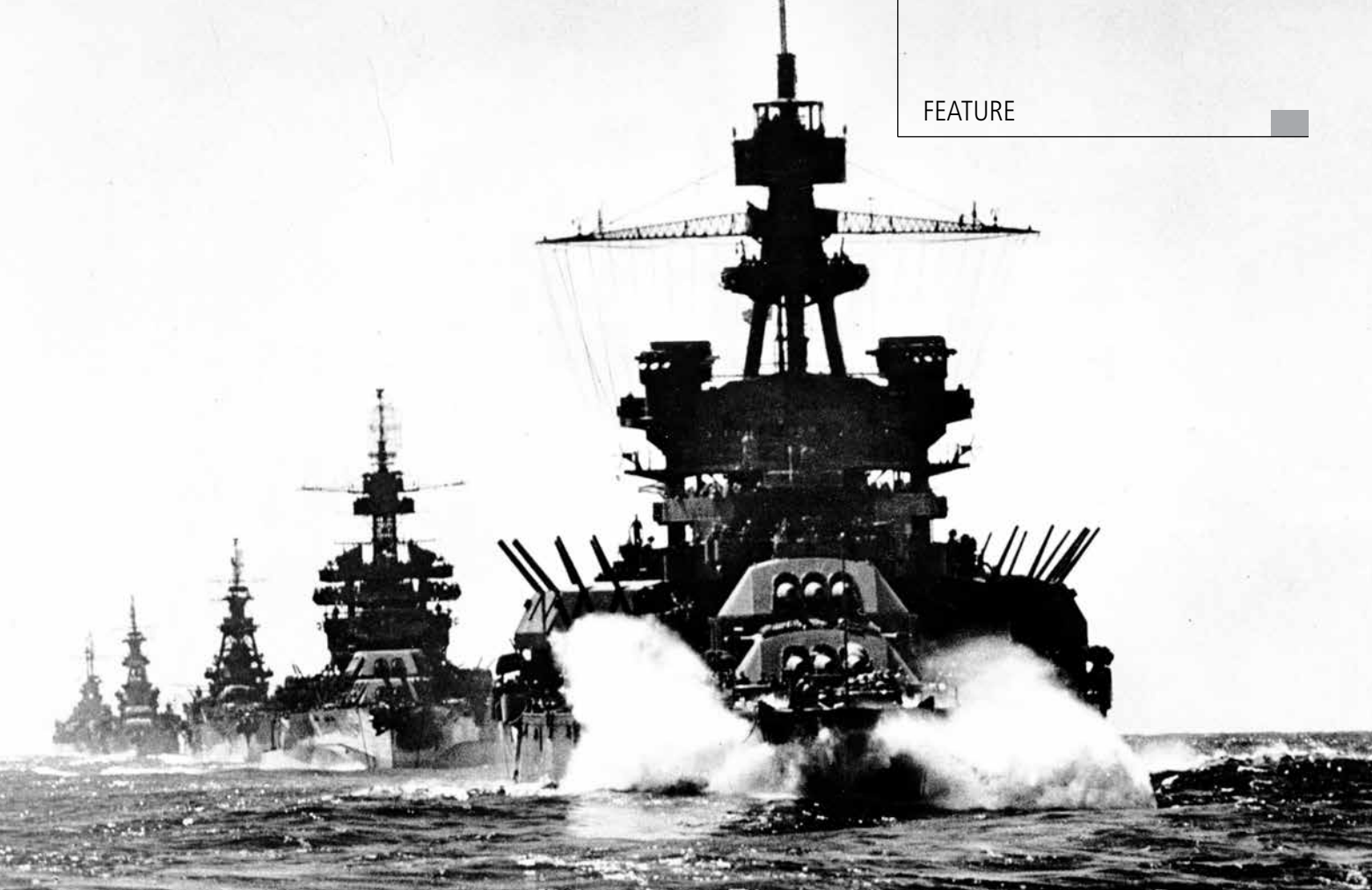
CALIFORNIA (BB-44). The slowest task force groups dispatched first, and the remaining ships departed over the span of the following three days. For Oldendorf's group leaving Leyte Gulf on Dec. 2, it was a full month before minesweeping and hydrographic vehicles enlightened the enemy of their presence on Jan. 2, 1945. Jan. 3 brought the first kamikaze attack when a "Val" dive bomber took aim and crashed into *COWANESQUE* (AO-79). The subsequent fire on the oiler was rapidly extinguished. With two lives lost, the crew was able to prevent further casualties with a dash to roll the undetonated bomb from the plane over the side of the ship.

Like sharks on a scent, the successful hit was soon followed by a swarm of 120 enemy planes. Despite the fatal novelty of kamikaze attacks, patterns emerged. The pilots were found to retreat when their target appeared in considerable volume and well-equipped, calculating the high likelihood of failure in accomplishing their goal. One outlying

enemy plane came as close as crashing into the sea 500 yards from escort carrier *MAKIN ISLAND* (CVE-93); the rest were deterred as the mindset behind such mortal attacks was to only commit to the mission when odds were notably more favorable.

At 5 p.m. the following day, an estimated 15 enemy planes approached Oldendorf's group. Allied aircraft interception neutralized one of two P1Y "Frances" twin-engine bombers despite radar complications. The surviving Frances' escape and trajectory were not reported to the surrounding unsuspecting forces and at 5:12 p.m., it crashed into the escort carrier *OMMANEY BAY*'s (CVE-79) flight deck. The two bombs released during impact sparked a devastating chain of events. After both pierced the flight deck, one exploded amongst recently fueled aircraft in the forward hangar bay and then the other detonated below the second deck.

Terminally hobbled from the attack and ravaged by the outbreak of fires, *OMMANEY*



The *USS PENNSYLVANIA* (BB-38) leads the *USS COLORADO* (BB-45), *USS LOUISVILLE* (CA-28), *USS PORTLAND* (CA-33) and *USS COLUMBIA* (CL-56) in a battle line entering the Lingayen Gulf preceding the landing at Luzon in the Philippines in January 1945. Photo courtesy of the National Archives.

BAY evacuated its wounded crewmen first at 5:45 p.m., followed by the rest of the crew when Capt. Howard L. Young ordered them to abandon ship at 6:12 p.m. Mirroring the will of the men previously aboard the ship, the *OMMANEY BAY* stubbornly remained afloat until the destroyer *BURNS* (DD-588) was given the order to fire a torpedo to lay the ship to rest. The following day, Japan lost one of their own after destroyers *MOMI* and *HINOKI* were discovered at 2:30 p.m. en route to Formosa (modern-day Taiwan). The ships were pursued over the span of an hour before 19 Wildcat fighters and 16 Avenger torpedo bombers reached their location and sunk *MOMI* and damaged *HINOKI*, turning the ailing ship back towards Manila.

The Path Forged in Chaos

In synchronicity with the *MOMI* and *HINOKI* attacks, Oldendorf's force faced off against 16 kamikaze and four escort aircraft. The heavy cruiser *LOUISVILLE* (CA-28) was the first to take a

hit, resulting in the loss of one crewman and the wounding of 59 others, including the commanding officer, Capt. Rex Hicks, who was left in poor condition with considerable burns. Rear Adm. Theodore Chandler filled Hicks' role with the resolve to stay the course of their mission, ensuring the ship would be in attendance for the invasion the following day. Australian heavy cruiser *HMAS AUSTRALIA* and destroyer *HMAS ARUNTA* were also targeted, with the *AUSTRALIA* suffering the loss of 25 and the wounding of 30. The strike against *ARUNTA* was a near miss, killing two crewmen.

Demonstrating brilliant innovation, Capt. Clarence Ekstrom aboard the escort carrier *SAVO ISLAND* (CVE-78) utilized the 24-inch searchlight to blind the incoming kamikaze pilot, throwing him off course to only damage a radar antenna. Escort carrier *MANILA BAY* (CVE-61) and destroyer escort *STAFFORD* (DE-411) were both struck, with 24 killed and 66 wounded between them,



U.S. Navy Vice Adm. Jesse B. Oldendorf (L), is presented the Distinguished Service Medal by Gen. Mark W. Clark, commanding general of the 6th U.S. Army, on the parade ground of the Presidio of San Francisco, California, on June 28, 1948. U.S. Navy Fleet Admiral Chester W. Nimitz, is at right in the background. Photo courtesy of the Naval History and Heritage Command.

though both ships were saved. *MANILA BAY* would return to battle for the invasion and *STAFFORD* would return for Okinawa in March 1945.

Three Days Prior to S-Day: Mayhem Sustained

Arriving in Lingayen Gulf just before first light on Jan. 6, Oldendorf's force sent their minesweepers in first to clear the way. The first kamikaze attack, consisting of 10 enemy planes, arrived after sunrise, when the Allied force had begun preliminary bombardment. At the cost of an Allied aircraft, five enemy aircraft were shot down and the remainder of the pilots were deterred. Between 11:22 and 11:43 a.m., another kamikaze attack arrived, but was unsuccessful as it only landed a glancing blow off the forward turrets of the destroyer *RICHARD P. LEARY* (DD-664). At noon came a more devastating loss when the battleship *NEW*

MEXICO (BB-40) took a direct hit to the bridge on the port side, causing the death of commanding officer Capt. Robert W. Fleming and 29 others, including Time magazine's correspondent William Chickering and Prime Minister Winston Churchill's personal representative to MacArthur's headquarters, Lt. Gen. Herbert Lumsden. Despite 87 more being wounded throughout the day, the ship remained engaged in battle and continued to fire upon the shore.

Alongside the attack on *NEW MEXICO*, the destroyer *WALKE* (DD-723) was attacked by four consecutive kamikaze pilots. The initial two were shot down, but the third hit the port side, killing 13 men and wounding 24 others, including the commanding officer. Despite grievous injuries, Cmdr. George F. Davis relinquished his post only when he was visibly assured the ship would remain afloat and the fourth attacker had been neutralized.

Fish Oil Failure Shines a Grim Light on America's Memory Crisis

America's top memory M.D. reveals the startling reason why "senior moments" may be caused by fish oil — and the #1 way to fix it fast

More than 16 million Americans suffer age-associated cognitive impairment. And according to nationwide research, these numbers are only rising.

Thankfully, anti-aging specialist and bestselling author, Dr. Al Sears, says there's an easy way to banish senior moments for good. It's a safe, natural compound that can grow the brain significantly bigger.

And unlike failed solutions that promise what they can't deliver, this one actually works — at least, according to studies from Framingham, and other reputable universities.

But in order for it to work, you must avoid using run-of-the-mill fish oil supplements. "The worst thing you can do for your memory," explains Dr. Sears, "is to supplement with fish oil."

Dr. Al Sears, a highly-acclaimed MD — who has published more than 500 studies — says today's low-grade supermarket fish oil is causing the surge in America's memory crisis. "These cheap oils are no longer as nutrient-dense as they once were," he explains.

If you want to get rid of embarrassing senior moments Dr. Sears recommends a different approach.

THE SECRET TO A LASTING MEMORY

Research has shown our paleo ancestors were able to grow bigger and smarter brains by eating foods rich in one ingredient — DHA. "Our hippocampus thrives off DHA, and grows because of it," explains Dr. Sears. "Without DHA,

our brains would shrink, and our memories would quickly fade."

A groundbreaking study from the University of Alberta confirmed this. Animals given a diet rich in DHA saw a 29% boost in their hippocampus — the part of the brain responsible for learning and memory. As a result, these animals became smarter.

The same was found in human studies, too. After analyzing more than 1,500 seniors, the Framingham study found that those whose brains were deficient in DHA, had significantly smaller brains — a characteristic of accelerated aging and a weakened memory.

"Unfortunately, it's almost impossible to boost levels of DHA simply by eating more fish or fish oil," explains Dr. Sears. "DHA in fish oil has plummeted over the years. And it's being replaced by another compound. One that can cause memory failure and brain fog."

The ingredient Dr. Sears is referring to is called ALA — a compound found in cheap, grocery store fish oil. Studies have shown that even moderate levels of ALA can eat away at your memory and make you forgetful.

PEOPLE'S BRAINS ARE SHRINKING AND THEY DON'T EVEN KNOW IT

Fish farming has caused DHA levels to plummet and ALA levels to rise, according to Dr. Sears.

"In order to produce DHA," he explains, "fish need to eat a natural, marine diet, like the one they'd eat in the wild." Without a marine-rich diet, most fish won't produce

DHA.

Dr. Sears uncovered that sometime during the 1990s, fish farmers stopped giving their animals a natural, DHA-rich diet and began feeding them a diet that was 70% vegetarian.

"It became too expensive for farmers to feed fish what they'd eat in the wild," explains Dr. Sears. "And since more than 80% of fish oil comes from farms, it's no wonder the country is experiencing a memory crisis. Most people's brains are shrinking and they don't even know it."

Since fish farmers are depriving these animals of their natural diet, ALA levels in fish oil are going up, while DHA levels are being cut in half.

When asked, what can people do to improve their memory and brain function in the most effective way possible, Dr. Sears replied, "Find a quality DHA that doesn't come from a farmed source. Only this will help improve memory by growing the brain significantly bigger."

Dr. Sears and his team have been working tirelessly for the last 24 months developing a unique brain-boosting formula called Omega Rejuvenol. It's made from the most powerful source of DHA in the ocean, squid and krill — two species that cannot be farmed.

According to Dr. Sears, these are the purest and most potent sources of DHA in the world, because they haven't been tampered with. "Omega Rejuvenol is sourced from the most sustainable fishery in Antarctica. You won't find this oil in any stores."



Why the 'brain fuel' ingredient in fish oil is slowly drying up.

MORE IMPRESSIVE RESULTS

Already, the formula has sold more than 27,000 bottles. And for a good reason, too. Satisfied customers can't stop raving about the memory-boosting benefits of quality-sourced DHA oil.

"I see a noticeable increase in my brain function. I'm experiencing a noticeable increase in my concentration level and productivity throughout the day," says satisfied customer, Timothy B.

"It's great to remember everyone who played in the '75 World Series. My memory has never been sharper," says Mike T.

"After the first time I took it, I experienced mental clarity and focus. I noticed my mental function improve and I could concentrate better and be more productive throughout the day," raves John F.

And 70-year-old Mark K. says, "My focus and memory are back to age-30 levels."

These are just a handful of the thousands of reviews Dr. Sears receives on a regular basis thanks to his breakthrough memory

formula, Omega Rejuvenol.

WHERE TO FIND OMEGA REJUVENOL

To secure bottles of this brain-booster, buyers should contact the Sears Health Hotline at **1-800-236-3304** within the next 48 hours. "It takes time to manufacture these bottles," says Dr. Sears. "The Hotline allows us to ship the product directly to customers who need it most."

Dr. Sears feels so strongly about this product, he is offering a 100%, money-back guarantee on every order. "Send back any used or unused bottles within 90 days and I'll rush you a refund," says Dr. Sears.

The Hotline is taking orders for the next 48 hours. After that, the phone number will shut off to allow for inventory restocking.

Call **1-800-236-3304** to secure your limited supply of Omega Rejuvenol. Readers of this magazine immediately qualify for a steep discount, but only if they call within the first 24 hours. To take advantage of this great offer use Promo Code **FRAOM0322** when you call.



A bulldozer landing on the shore of Lingayen Gulf on Jan. 29, 1945. LSM-14 is in the background. Photo courtesy of Naval History and Heritage Command.

Davis succumbed to his injuries within a few hours.

The mayhem of the afternoon saw four more Allied casualties in more kamikaze attacks. Further losses were abated by Task Force 38's fighters, as well as overcast weather conditions reducing visibility. Amidst the craze of battle, 17 U.S. aircraft were shot down, mostly due to friendly anti-aircraft fire, a theme that followed into the later afternoon. Task Force 38 had successfully eradicated approximately 32 enemy aircraft by the close of the day.

Jan. 7 and 8 were marked by continued kamikaze attacks, some striking déjà vu for a number of ships that had been struck in the previous couple of days. Such was the case for *HMAS AUSTRALIA*, which was struck by a twin-engine aircraft that skittered across the water after being shot down and struck the side of the ship. However, *AUSTRALIA* only sustained notable damage when it was struck a few minutes later for the fourth time by another skidding kamikaze attack and the attached bomb

erupted. *AUSTRALIA* was hit for a fifth time at 1:11 p.m., but luckily damage was minimal, with only the mast and forward funnel struck.

The night of Jan. 7 marked the final significant exchange between surface ships of the U.S. Navy and the Imperial Japanese Navy for the remainder of the war. The destroyer *HINOKI* was caught trying to flee Manila, as it had been when *MOMI* was sunk two days prior, and was sunk by four U.S. destroyers. Although Japan's naval resources had been considerably weakened, the Allied Navy encountered consistent and sustained attacks by land, sea and air, though with shrinking forces, to deter their encroachment.

Onward, to the Capital

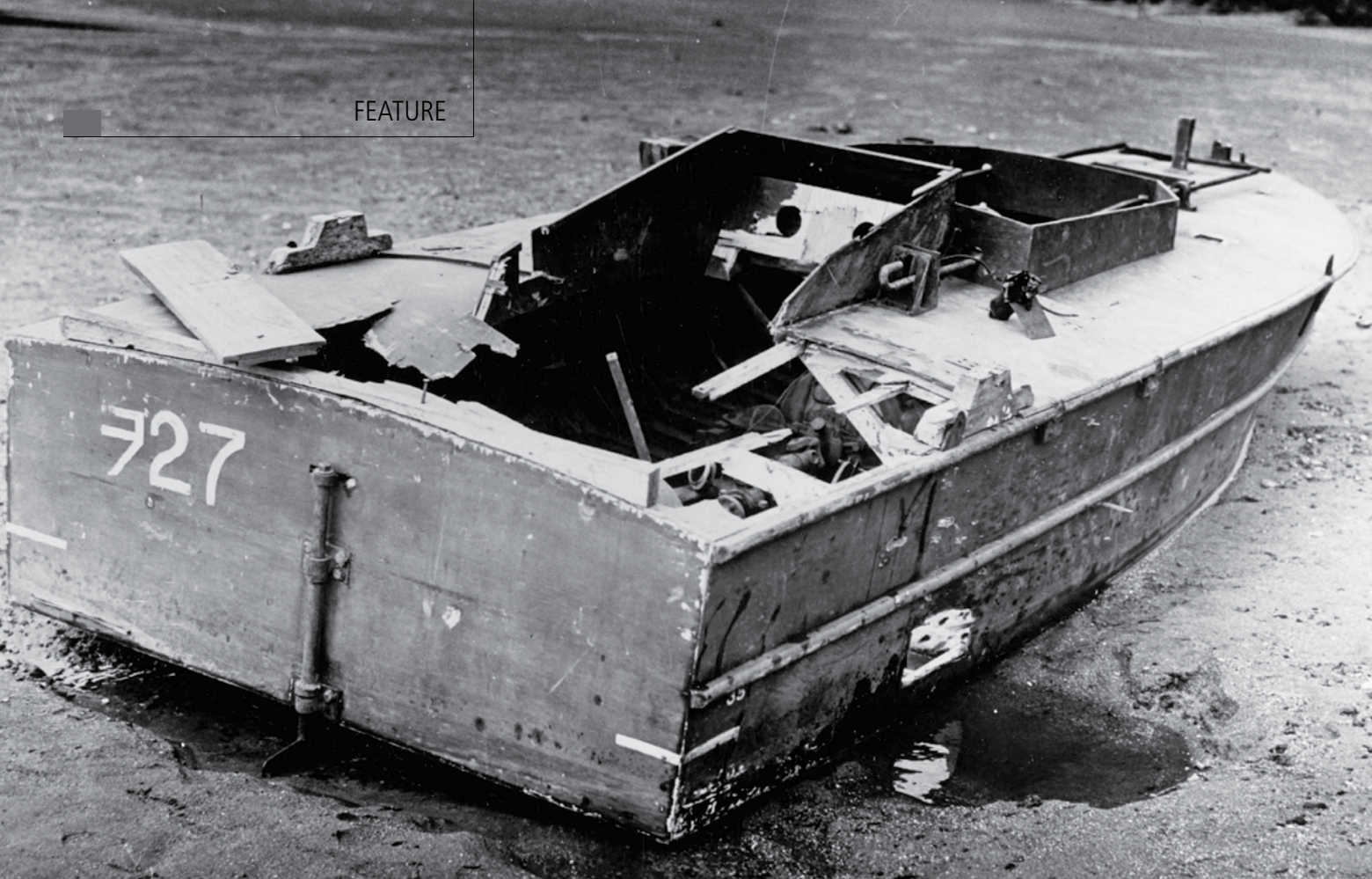
The first day of landings on Jan. 9 set forth 68,000 troops to begin the roughly 110-mile haul to Manila, and about 107,000 more would follow in their wake. Japanese Gen. Tomoyuki Yamashita had largely pulled his men away from the shores to

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A Japanese Shinyo explosive motorboat on the beach at Lingayen Gulf in the Philippines in early 1945. PT boats destroyed many of these “suicide boats” during the Philippine campaign. Photo courtesy of the Naval History and Heritage Command.

lay in wait for the incoming troops. The portion of Yamashita's forces designated for coastal defense did unfortunately prove effective, particularly during the San Fabian landings, when a 75 mm shore battery and artillery fire damaged destroyer *JENKINS* (DD-447) along with three landing ship tanks and two landing ship mediums. Allied losses totaled nine dead and 41 wounded.

At the tail end of the Allied Navy's active involvement before passing the baton to ground units, the enemy introduced 18-foot wooden suicide boats equipped with two 260-pound depth charges, having hidden about 70 of them around the gulf without their being decimated during the preliminary bombardment. Although 10 Allied ships are reported to have been attacked, only one was sunk before the suicide boats were exterminated. Kamikaze attacks remained a threat through the morning of Jan. 13, when an aircraft dropped from gray skies above and bored itself deeply below the flight deck of the escort carrier

SALAMAU (CVE-96) before crewmen had an opportunity to react, narrowly missing the ship's own explosives. Grappling with 15 dead and 88 wounded men, the crew was still able to preserve the ship's integrity and remain afloat, dispelling the enemy's last attempt, in this battle, at stealing more lives at the cost of their own.

A Promise Made, a Promise Kept

The Allied Navy's persistence in bringing men ashore, despite repeated, shocking attacks and abundant deterrents, paved the way for finally fulfilling MacArthur's promise of liberating the Philippines. Deep into battle and still far from the end, as Yamashita's men hid in the foothills waiting for an opportunity to sacrifice themselves for their country, the Allies dug in to systematically rout the Axis powers from the islands. As MacArthur predicted, the Philippines proved to be a strategic base of operations as the Allies planned their next steps towards victory.

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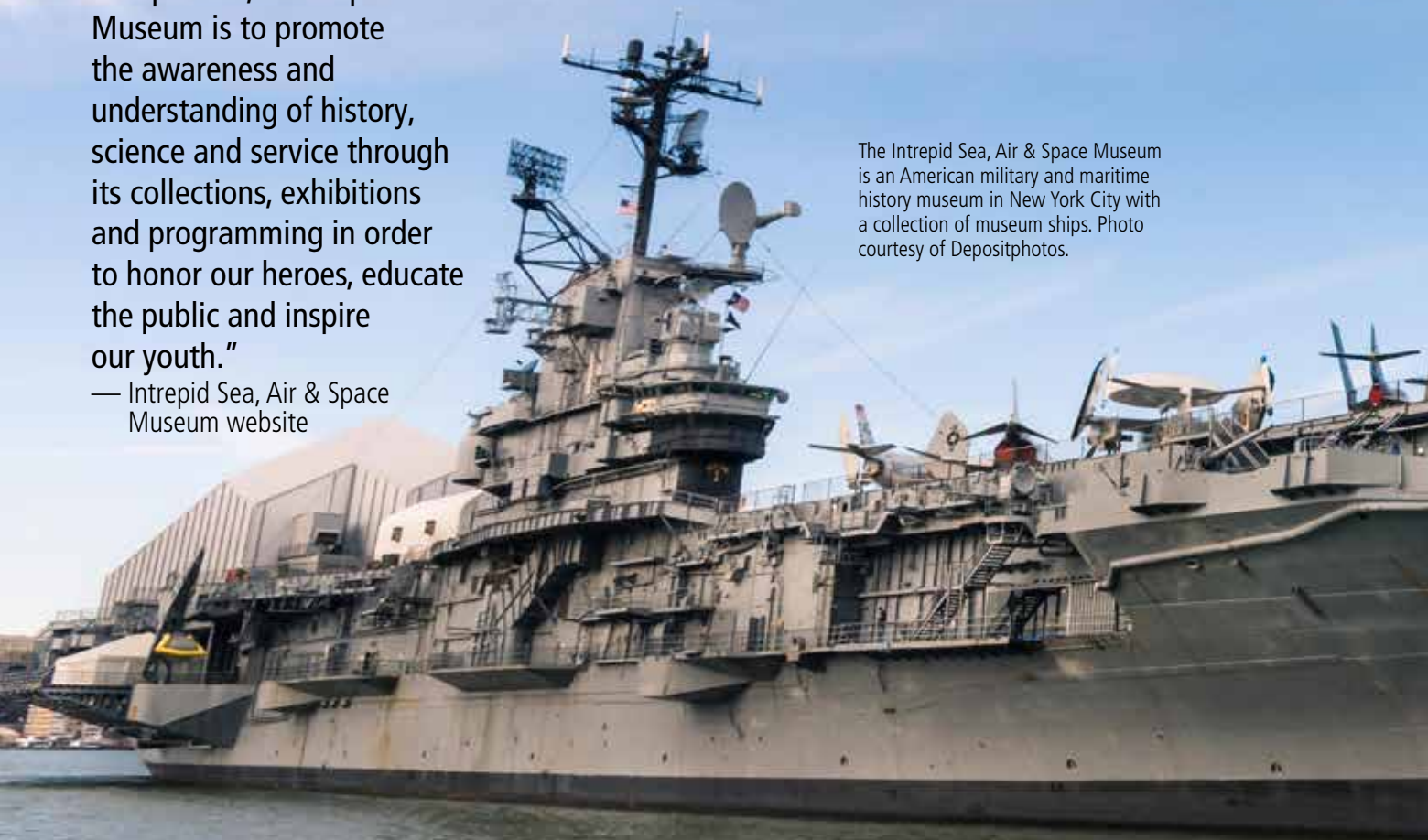
To learn more, contact FRA National Headquarters
at 1-800-372-1924 or email at phillipr@fra.org.

The Intrepid Sea, Air and Space Museum

"The mission of the Intrepid Sea, Air & Space Museum is to promote the awareness and understanding of history, science and service through its collections, exhibitions and programming in order to honor our heroes, educate the public and inspire our youth."

— Intrepid Sea, Air & Space Museum website

The Intrepid Sea, Air & Space Museum is an American military and maritime history museum in New York City with a collection of museum ships. Photo courtesy of Depositphotos.



Celebrating Ingenuity, From Below the Waves to Above the Skies

By Ann Norvell Gray

New York City is known across the nation and around the world for its museums. Everyone has heard of the Metropolitan Museum of Art, the American Museum of Natural History, the Guggenheim and the Museum of Modern Art, to name only a few — but there is another, less familiar treasure moored on the Hudson River at West 46th Street, just five blocks west of Times Square. Since 1982, the venerable aircraft carrier *USS INTREPID* (CV-11) has been in service there as part of the Intrepid Sea, Air & Space Museum. The ship was rescued from the scrapyard for this purpose by a

foundation established in 1972 by the real estate development mogul and tireless philanthropist Zachary Fisher, long a dedicated benefactor of the U.S. armed forces and their families. It then began its transformation into the centerpiece of what is now one of the most visited sites in New York City.

INTREPID's Active-Duty Career

USS INTREPID was laid down at the Newport News Shipbuilding and Dry Dock Company of Virginia and commissioned in 1943, the third of the 24 mighty Essex-class carriers built to serve in





Navy frogmen work on the Faith 7 capsule, with astronaut Gordon Cooper on board, during recovery operations for the Mercury-Atlas 9 mission in 1963. Photo courtesy of the Naval History and Heritage Command.

WWII, and the fourth U.S. Navy vessel to carry the name. In the early months of 1944, it entered service in the Pacific, where it was instrumental in the relentless Allied effort to neutralize Japanese naval power. During the history-making Battle of Leyte Gulf, it was credited with the sinking of Japan's super- battleships *YAMATO* and *MUSASHI*. By all accounts, despite enduring the first organized kamikaze attacks and some serious communication missteps among the combined Allied forces, a combination of luck and overwhelming power in the four major engagements that made up this battle effectively dealt Japanese sea power a crippling blow from which it never recovered.

Despite requiring repeated repairs before, during and after the Leyte Gulf campaign for damages from kamikaze and torpedo attacks, the great carrier continued to return to active duty in the Philippines through the Japanese surrender

in August of 1945, and left the Yokosuka naval base for California in December of that year. Between its arrival in San Francisco in the week before Christmas and its final decommissioning in March of 1974, *INTREPID* served as an attack carrier in the Atlantic Fleet; participated in the huge peacetime naval exercise Operation Strikeback; deployed in the Mediterranean, along the Atlantic coast and in the Caribbean in a variety of operations; and was overhauled as an anti-submarine warfare support carrier. *INTREPID* was also assigned to NASA recovery teams, rescuing the 1962 Mercury capsule's astronaut Scott Carpenter and extracting John Young and Gus Grissom from the 1965 Gemini 3 capsule after a flawless flight.

For nine more years, the seasoned carrier served all over the world, participating in NATO exercises and seeing service in Vietnam. After decommissioning, it returned to a mooring at the Philadelphia Naval Shipyard as part of the



The Intrepid Sea, Air & Space Museum's collection includes a Bell UH-1A Iroquois, a Marine Corps AH-1J Sea Cobra, a Sikorsky HRS Chickasaw, and a Sikorsky HH-52 Seaguard shown on the flight deck. Also on display is a Harrier GR Mk. 1 (far left), which first flew on Dec. 28, 1967. Photo courtesy of Depositphotos.

bicentennial celebrations. Its life as the centerpiece of the Intrepid Sea, Air & Space Museum began in 1982 with the act of Congress transferring its ownership to the Intrepid Museum Foundation and its mooring to Pier 86 on the Hudson River, where it remains. In 2006, the museum closed for repairs and renovations to both the ship and the pier. *INTREPID*'s initial move to Staten Island for restoration was delayed when its propellers got stuck in years of accumulated mud, which required a month of dredging before it could float down the Hudson and undergo the planned expansion and upgrades. Two years later, *INTREPID* was towed back into place, and reopened to the public on Nov. 8, 2008.

A Second Life as a Museum

Like many of the warrior ships serving as museums and centers of public education around the country, this Essex-class carrier has been renovated and

restored to give visitors a firsthand look at the realities of life aboard a complicated military machine. *INTREPID* represents a particular period in the continuing growth of engineering and technology for the national defense. Each story about another renovation and refitting during its years at sea illustrates a problem-solving moment when someone said, "What if we changed that like this?" or "What if we moved those things over there to do that better?" Just seeing how complex the design and construction of a ship must be to provide for the needs of its crew as well as the purposes of its missions can be awe-inspiring, and has the potential to awaken the creative curiosity of young visitors.

A highlight of this museum's exhibits sure to intrigue Shipmates from all the services is its collection of technologically groundbreaking aircraft, most of them parked on and around the flight deck. It is "one of the most varied aircraft



The Space Shuttle Pavilion showcases the space shuttle Enterprise, the prototype NASA orbiter that paved the way for America's successful space shuttle program. Seventeen dynamic exhibit zones feature original artifacts, photographs, audio clips, and films that immerse visitors in the science and history of Enterprise. Photo courtesy of Depositphotos.

collections on the East Coast, ... [and] reflects some of the greatest achievements in aviation history,” according to a March 2020 museum video . The collection includes an Avenger torpedo bomber, an A-1 Skyraider built in 1945, one of the Coast Guard’s Sikorsky HH-52 Seaguards, a Russian MiG-17, an AH-1J Sea Cobra developed for service in Southeast Asia and a Grumman F-14 Tomcat (the movie-star fighter from “Top Gun”), to name only a few.

Perhaps the three most dramatic members of this assemblage are the formidable black Lockheed A-12, a high-speed, high-altitude reconnaissance plane; the Concorde supersonic transport, which flew faster and higher than any commercial airliner before or since; and the original prototype NASA orbiter Enterprise, which was awarded to the museum in 2011 .

Enterprise was given its name in response to a letter-writing campaign to President Gerald Ford

organized by legions of “Star Trek” fans across the nation. For those of us old enough to remember being glued to our television sets in August of 1977 with our fingers crossed, waiting to see Enterprise land for the very first time, this description from the Coca-Cola Space Science Center of the test of the craft’s ability to return safely to Earth brings back the excitement we felt:

“Because the Enterprise would not be required to fly into space, neither a protective heat shield or engines would be needed. The Enterprise would only glide in Earth’s atmosphere, but the tests this shuttle participated in were vital to the future success of the Space Shuttle Program. ... On August 12, 1977 the first free flight glide test was made with astronaut Fred Haise at the controls. Fred Haise had been the lunar module pilot on the ill-fated Apollo 13 mission in April 1970. Now he would make the first ever shuttle landing. The Enterprise was released from the Shuttle Carrier



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Website: <https://intrepidmuseum.org/>

Programs for Service Members and Veterans:

<https://www.intrepidmuseum.org/veterans-and-military-families.aspx>

Digital Resources:

<https://intrepidmuseum.org/digital-resources>

Aircraft Collection:

<https://www.intrepidmuseum.org/AircraftCollection>

Aircraft of the Month videos:

https://www.youtube.com/playlist?list=PLt_CJWSsxTHrP5aAobn6UU0acZPNrqiOG

INTREPID's History:

<https://www.history.navy.mil/research/histories/ship-histories/danfs/i/intrepid-iv.html>



The *USS GROWLER* first opened at the museum in 1989 and is the only American guided-missile submarine open to the public. Visitors have a firsthand look at life aboard a submarine and the once top-secret missile command center. Photo courtesy of Depositphotos.

Aircraft at an altitude of approximately 20,000 feet and then glided for 5 minutes and 21 seconds until landing on a dry lake bed at Edwards Air Force Base. ... [These tests] paved the way for Columbia to become the first shuttle to launch into space in April 1981.”

There is also an aircraft restoration hangar on the flight deck, with a crew working year-round to preserve new acquisitions and keep the collection in pristine condition. In 2019, the museum acquired and restored a Douglas F-4D Skyray, the carrier-launched fighter jet developed in 1947 as a high-speed interceptor. This plane was the first U.S. Navy or Marine Corps fighter aircraft that could exceed Mach 1 in level flight. The museum’s website describes the work accomplished in the hangar this way:

“This process can be as easy as a fresh coat of paint or as complicated as manufacturing entire

aircraft components from scratch. The Aircraft Restoration Team relies heavily on support from the service museums of the U.S. Navy, Air Force and Marine Corps, but the true heroes of our department are the dedicated crew of volunteers. These volunteers come from all walks of life and have invested thousands of hours performing everything from daily maintenance and research, to a major overhaul of the Museum’s collection.”

The *USS GROWLER* Submarine

Berthed on the opposite side of Pier 86 is the former *USS GROWLER* (SSG-577), the second of Zachary Fisher’s rescued historic warships. This Grayback-class submarine was designed to carry Regulus nuclear cruise missiles, and was used for deterrent patrols in strictest secrecy during the height of the Cold War. By 1980, it had been struck from the Navy’s register, and was destined to end its

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A Grumman/Eastern Aircraft TBM-3E Avenger torpedo bomber is on display. Avengers were the heaviest single-engine aircraft to fly during World War II and served on the *USS INTREPID* throughout the war. Photo courtesy of Depositphotos.

days as a target for torpedo practice. Enter Fisher, who added it to the museum's treasures. When *INTREPID* embarked for its renovations in 2006, the decrepit *GROWLER* was towed to Brooklyn, where it was returned to life. Back home at the refurbished Pier 86, it serves as the only American guided-missile submarine open to the public. At present, it is closed to tours, most likely because its tight quarters prevent enough distancing for the safety of visitors while COVID-19 remains a factor. However, a virtual tour is available outside the ship.

A Commitment to Veterans and Military Families

True to the now-deceased Fisher's dedication to those who have served, museum admission is always free to active-duty and veteran members of the U.S. military. With advance reservations, the programs offered both on-site and online are also free of charge. As we go to press, New York

City requires proof of COVID-19 vaccination for museum entrance. If you consider visiting in person, go to the museum's website and click on "Plan Your Visit" at the left of the red bar at the top of the page to learn more about that requirement.

You can also follow the specific links to pages of special interest to active and retired military. There is a wealth of information on their social media sites, including a YouTube channel that can be accessed, along with numerous interactive presentations. At www.intrepidmuseum.org/digital-resources the Digital Resources link, you can take a free virtual tour or tune in to the Oral History Project to see and hear from those who served on board the museum's ships. Odds are there are Shipmates represented among these storytellers. We are seasoned armchair travelers now. The great ships' guardians welcome your presence with proper caution, as well as your interest from home along the internet highway. **FRA**

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FRA's Education Foundation awards approximately \$90,000 in scholarship funds each year to recipients based on financial need, academic standing, character and leadership qualities. Our scholarship program is open to anyone who has an affiliation with the USN, USMC or USCG, through their own service or that of a spouse, parent or grandparent.

To learn more about the FRA Education Foundation and our scholarships, visit www.fra.org/foundation where you will find descriptions of each scholarship program, lists of past winners and, starting in September of each year, applications for the current year's programs. We encourage all eligible scholars to apply for our scholarships and to share information about them with others.

Questions? E-mail us at scholars@fra.org or call 703-683-1400.

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2022 Education Foundation Issues



NEDE Joe Barnes,
President, FRA
Education Foundation

Not that long ago, Scholarship America, the nation's largest nonprofit, private scholarship organization, listed five reasons why scholarships are essential. These were: 1) college costs a lot more than in the past, 2) the economy stinks and many parents have less money, 3) the cost of college living is up, 4) state support for students has decreased substantially, and 5) people owe a lot of money.

Sallie Mae (SLM Corp., formerly the Student Loan Marketing Association) reports on how America pays for college. The corporation found that last year, family income and savings covered 53% of college students' costs, with another 25% of costs covered by scholarships and grants, 20% by borrowed money, and 2% by relatives and friends. Noteworthy is the fact that scholarships and grants account for one-quarter of the costs and don't need to be repaid.

This is probably information that many already know, especially if a son, daughter or other family member is looking ahead and planning to go to trade school or college. There's likely a lot of anxiety about how to pay for tuition, fees, books, housing, meals and other expenses. When considering various options for covering these costs, remember that FRA Education Foundation scholarships may be a valuable alternative and help ease these concerns.

It's hard to believe that it's already March, scholarship application deadline time and time to repeat important information about the foundation's scholarship program.

That said, let's cover the basics. First is the upcoming scholarship application deadline. All applications must be postmarked by April 15. And note the importance of submitting complete application packages, since incomplete submissions will not be forwarded to the application review committee.

Regarding eligibility, students may apply for foundation scholarships if they are affiliated with the U.S. Navy, Marine Corps or Coast Guard through their own service or that of a spouse, parent, grandparent or great-grandparent. FRA

members in good standing are eligible for a wider range of scholarships.

Applicants must be U.S. citizens and full-time students at accredited U.S. trade schools, community colleges or four-year colleges or universities. The Education Foundation is proud to continue offering scholarships to students bound for trade schools and community colleges for a second consecutive year.

Awards range from \$1,000 to \$5,000 and selection is based on academic standing, financial need, character and leadership qualities. The total amount of annual foundation scholarships is approximately \$90,000 and students selected for the 2022-2023 academic year will be announced in July.

The foundation's work is directly related to the FRA's mission and 1924 founding principles of loyalty, protection and service. The foundation scholarships are a significant benefit of membership in the association and a high-interest issue with potential members, which is not surprising given the issues discussed above — so don't miss opportunities to mention our program.

Additional information, application requirements and forms are available at

. A list of the 2021-2022 scholarship recipients is posted there and was also published in last September's *FRAtoday*. Individuals wishing to make tax-deductible contributions in support of foundation awards can also do so at that address.

Questions about the program can be sent to Alicia Landis, the foundation scholarship coordinator at scholars@fra.org.

Last issue: please support the foundation by signing up for AmazonSmile if you purchase items from Amazon. Amazon will contribute 0.5% of eligible purchases to the foundation if you are signed up for the program. To register, simply go to smile.amazon.com and select the Fleet Reserve Association Education Foundation. Thereafter, go to smile.amazon.com to access Amazon's products and services. Thanks in advance for doing so and for your continuing support. **FRA**

Joe Barnes is president of the FRA Education Foundation.

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MARCH 2022

FRA Membership Benefits



Christina
Hitchcock

The Fleet Reserve Association serves all current and prior enlisted U.S. Navy, Marine Corps and Coast Guard service members and their families. Here are just a few of the benefits our members enjoy, as described on our website.

Advocacy

The FRA's respected legislative team ensures that your voice is heard and understood on Capitol Hill. We fight for the pay and benefits of active-duty, reserve, veteran and retired members of the Navy, Marine Corps and Coast Guard. Check out www.fra.org/ActionCenter to review the current issues and lend your voice to our shared mission. The FRA also has veteran service officers who assist veterans with filing their claims and appeals to the U.S. Department of Veterans Affairs.

Vast Network of Branches

Almost every state in the U.S. has at least one FRA branch, and several branches are located overseas. The FRA branches foster camaraderie among fellow sea service members, strive to keep Shipmates informed about changes in local policy, and support local veteran and youth activities.

VA Volunteer Service

FRA members volunteer thousands of hours at Veterans Affairs hospitals through the VA Voluntary Service, or VAVS, network, bringing assistance and companionship to veterans and service members who are in VA medical centers. Many members find that there is nothing quite like the personal fulfillment and sense of purpose that comes from continuing to serve alongside their fellow Shipmates.

Education Foundation Scholarships

The FRA Education Foundation provides more than \$90,000 in scholarship funds each year to sea service personnel, FRA members and their family members. The funds are applicable toward tuition at trade schools, community colleges and four-year

universities. See Page 37 for more information or visit www.fra.org/scholarships.

Disaster Relief

The FRA facilitates relief to fellow Shipmates during their times of need. Shipmates who have suffered losses due to natural disasters, such as Hurricane Katrina and Hurricane Rita, have received more than \$100,000 in aid.

FRA Publications

The FRA produces a monthly magazine, *FRAtoday*; a weekly email newsletter, NewsBytes; call-to-action emails, Making Waves; and quarterly e-newsletters for active-duty members, OnWatch.

Sparkfly Perks™

The FRA has partnered with Sparkfly Perks to offer unique discounts on things like travel, restaurants, electronics, movie and event tickets, shopping, and more! Discounts are accessible through your myFRA membership profile on www.fra.org or by calling Sparkfly Perks Customer Care at 1-800-687-2359 and providing your FRA member ID number.

Life and Health Insurance Programs

As an FRA member, you are eligible for excellent coverage at affordable group rates by participating in FRA-endorsed insurance programs. You can request information by calling 800-424-1120, or by following the links on the Membership Benefits page online at www.fra.org/benefits.

Invest in Your Future

Annual membership starts at \$40. First-time members can join the FRA for only \$64 for two years and enjoy all the benefits. Join or renew your membership with the FRA today by calling 800-FRA-1924 or visiting www.fra.org to join online.

I hope you are taking advantage of the full range of your membership benefits, and am happy to answer any questions you may have about them! **FRA**

1. BRANCH 89, ATLANTA, GA.

Former Sen. Sam Nunn was presented his 40-Years Continuous Membership Certificate by Wayne Barron and Branch President Ernie Rose. Nunn, a "Coastie," also served as chair of the Senate Committee on Armed Services. (L to R) Wayne Barron, Sam Nunn, Ernie Rose and John Staton, who was instrumental in Nunn joining the U.S. Coast Guard.



2

**2. BRANCH 146, JOHNSVILLE, PA.**

Branch President Otto Blavier honored Shipmate Gene Dyer by presenting him with a 45-Year Continuous Membership Certificate during the November branch meeting.

**3. BRANCH 115, LEHIGH VALLEY, PA.**

On Nov. 17, 2021, during the Lehigh Valley Phantoms hockey game, Branch 115 presented the U.S. military service flags as well as the POW flag while the National Anthem was played during Veterans Appreciation Night.

4. BRANCH 115, LEHIGH VALLEY, PA.

Jim Turner was recognized as a "Hometown Hero" during a Lehigh Valley Phantoms hockey game Nov. 27, 2021. Turner was introduced and honored before 10,000 people in attendance at the PPL Center in Allentown, Pennsylvania.

**5. BRANCH 163, PHOENIX, ARIZ.**

(L to R) LA FRA NP Pat Suckow, FRA RPSW Roger Bacud, LA FRA PNP Bea Parco, Bryan Ginter of Branch 163, Arizona Department of Veterans' Services Director Col. Wanda Wright, FRA JrPNP Mick Fulton, FRA NP Jim Campbell, LA FRA JrPNP Jackie Scarbro, Tina Campbell of Unit 40, and Carlene Baldosser of Unit 163 gathered for National Pearl Harbor Remembrance Day.

6. BRANCH 268, OKLAHOMA CITY, OKLA.

Branch President Jessie Whitney introduced guest speaker Capt. Cedrick Jessup, Commodore of Strategic Communications Wing 1 at Tinker Air Force Base, during the 80th remembrance ceremony held Dec. 7, 2021, at the USS OKLAHOMA (BB-37) Memorial at the Oklahoma state Capitol.





7. BRANCH 1, PHILADELPHIA, PA.

Branch Treasurer Thomas Groeber presented a plaque to Patricia Scott, who received it on behalf of Emily Scott, the grade 12 national winner of the Americanism Essay Contest, who is in Chicago, Illinois.

8. BRANCH 159, HOUSTON, TEXAS

(L to R) PRPSC Bruce Talbot and Branch 159 President and South Central Regional Treasurer Nicole Talbot joined with the USS Cavalla Base of U.S. Submarine Veterans, Inc. to tow the Galveston Naval Museum whale boat in the 2021 Veterans Day parade that was held in Houston.

9. BRANCH 126, JACKSONVILLE, FLA.

During the branch meeting that was held Nov. 18, 2021, two Shipmates were recognized for their continuous service to the FRA, which totals 90 years. (L to R) Branch President J. J. Thomas (30 years) and Shipmate Don Rodely (60 years).

10. BRANCH 367, SAN MIGUEL, PI.

(L to R) James Rogers, Michael Mummey, Lee Vater and John Corbin joined the veterans ceremonies held in the Philippines on Nov. 11, 2021. They were joined by VFW posts 2485 and 1144, Military Order of the Cootie Pup tents 11 and 15, and American Legion Post 4 at Clark Veterans Cemetery.

11. BRANCH 261, LEMOORE, CALIF.

Branch and unit members supported the nonprofit Central Valley Veterans' with a holiday food drive for area veterans. (L to R) Steve Taylor, Laura Graves, Janice Fratus, Branch President Doug McCann, Dennis Desjarlais, CVV VP John Schuler, CVV President Deb Riordan, Rose Desjarlais, CVV Food Program Co-chair Jack Torrey, Irene Ardito, Rob Waleki, Ray Fratus and Val Sharp.

12. BRANCH 222, SLIDELL, LA.

RPSC C. Ursula Gruetzner presented Shipmate Larry Cole his 50-Year Continuous Membership Certificate on Nov. 17, 2021.

Submit a photo by email as a high-quality attachment in jpeg format to FRAtoday@fra.org. Please include a brief description and include the names of those pictured.

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In Memoriam

Name	Rating	Branch			
Adolphson, Douglas	PO1, USN	MAL	George, Ralph C.	EN2(SS), USN	226
Angell, George E.	CTOC(NAC) USN	126	Gholston, Homer N.	CT11, USN	268
			Gomez, Gustavo	CPO, USN	MAL
			Gomez, Joe	IC2, USN	11
PRPSE, Baldwin, Dale	RM1, USN	MAL	Goodrich, Lloyd G.	HMC, USN	MAL
Ballard, Marion E.	PO1, USN	38	Green, Joseph	HTC, USN	MAL
Benjamin, Richard J.	SH3, USN	31	Greene, Vernon E.	NC1, USN	MAL
Bennett, Edwin A.	SKC, USN	40	Grubb, David F.	OSCS, USN	MAL
Bennett, Joseph F.	OSC, USN	276			
Bisbee, Doyle C.	AMS1, USN	268	Hall, Robert J.	USN	126
Bitcon, Russell L.	ADJ1, USN	91	Haluz, Jerome J.	CWO4, USN	97
Blair, Robert E.	ADCS, USN	86	Harwood, Thomas A.	AMEC, USN	MAL
Bonifacio, Luis E.	MM1, USN	MAL	Hebner, Robert	SOGSN, USN	118
Briand, Frederick F.	CAPT, USN	24	Hicks, Harold E.	ETCM, USN	MAL
Brodoski, Edward F.	PO1, USN	274	Hostman, Frederic J.	MRCS, USN	166
Brooks, Joseph D.	PO1, USN	MAL	Huber, Joseph W.	HMC, USN	310
Burke, Elmer R.	YNC, USN	MAL	Hughes, Chris	USN	94
			Hughes, Lee E.	MRC, USNR	MAL
			Hurlbut, Francis D.	LCDR, USN	174
Carr, Clifton G.	BMC, USNR	269	Ipock, Charles B.	STCM, USN	MAL
Carreras, Gilberto B.	USN	99			
Cass, Lloyd E.	CPO, USN	29	Jahn, Harvey W.	ATC, USN	201
Chestnut, Shelby A.	AD1, USAF	269	James, William T.	PNCS, USN	166
Chrisman, Thomas	MM1, USN	MAL	Jenkins, Charles L.	PNC, USN	307
Coons, John C.	HMCS, USN	73	Johns, Paul K.	CS1, USN	MAL
Cory, Robert V.	HMC, USN	316	Johnson, Rodney L.	CPO, USCG	103
Cournoyer, Gerald A.	PO1, USN	MAL			
Crabtree, Jack E.	AVCM, USN	91	Kenyon, Neal B.	ETC, USN	238
Critchlow, Melvin K.	DPCM, USN	162	Kokinda, Robert N.	CTMCS, USN	269
Critz, Donald E.	EO1, USN	24	Kubalsky, Gary J.	HM1, USN	97
Crocker, Frederick H.	HTCS, USN	61			
Crowe, Raymond	OM1, USN	MAL	Lafferty, Jerry D.	USN	24
Cuddy, Leonard W.	MUCS, USN	67	Langill, Richard J.	ETC, USN	163
			Lebeduik, Michael	DN, USN	24
D'Entremont, Billie	YN2, USCG	186	Lee, Clifton L.	CPO, USN	251
Delaney, John J.	HMC, USN	137	Lees, Mary C.	MA2, USN	94
Deledda, Frank J.	ETCM, USN	MAL	Leslie, Richard A.	CSC, USN	86
Dempsey, Robert J.	MSCS, USN	MAL	Linkswiler, Paul W.	POC, USN	41
Diggs, Austin E.	MS1, USN	MAL	Lovett, Lawrence R.	IS1, USN	13
Dollison, Dan P.	CAPT, USMC	MAL	Lussier, Andre J.	MUCS, USN	MAL
Dubson, Delbert D.	CWO2, USN	212	Luton, Edgar D.	MSCS, USN	104
Duncan, Charles T.	ABFC, USN	334	Lynn, Douglas B.	AFCM, USN	MAL
Dybas, Edward D.	SKC, USN	MAL			
			MacNeill, Kent V.	CAPT, USN	MAL
Eagle, Harry E.	CM1, USN	311	Mangapit, Conrado L.	FTMC, USN	MAL
Eason, Edward M.	ADJC, USN	126	Martin, Ronald K.	YN1, USN	289
Edwards, Calvin W.	MS2, USN	37	Massey, Walton E.	AMH1, USN	MAL
Elder, Gary L.	CTTCs, USN	MAL	Mattox, Samuel R.	EMCS, USN	08
English, William B.	PNCS, USN	162	McElroy, William M.	MNCS, USN	01
Eslinger, Darrell A.	AMSC, USNR	MAL	Mendez, Rogelio B.	MS1, USN	MAL
			Metcalf, Donald W.	CTACM, USN	212
Farrell, Robert R.	PNCM, USN	99	Miles, Harry E.	SSGT, USMC	316
Ferrer, Ricardo N.	PO2, USN	171	Monroe, Wilbur T.	BMCM, USN	29
Fleischmann, Thomas J.	MRC, USN	105	Moody, Charles H.	AECS, USN	91
Flores, Mario K.	USN	MAL	Morang, Walter H.	EM1, USN	156
Floyd, Clyde M.	SK1, USNR	194	Moreland, Donald G.	RMC, USN	290
Fornichella, Clair A.	RMCM, USN	47			
Forrest, James L.	OSCS, USN	70	Newsome, Eugene T.	RMC, USN	70
Fowler, David W.	LCDR, USN	57	Nickerson, Donald A.	HMC, USN	MAL
Gagne, Robert F.	AMHC, USN	42			

Nicks, Vernon W.	BMC, USN	70	Rinehart, Irvin E.	CTC, USN	MAL	Stewart, Carl W.	SK1, USN	311
Nugent, William O.	MSGT, USMC	161	Roberson, Ulysses R.	SDCA, USN	MAL	Swift, Edward B.	LCDR, USCG	MAL
Nunnally, Rodney W.	AWCS, USN	MAL	Roberson, Ray V.	PNC, USN	MAL	Swirka, Edward D.	LTSC, USN	MAL
			Rogers, Jack A.	MSGT, USMC	302			
Pajarillo, Miguel	YNCS, USN	08	Rowe, Stanley	AMEC, USN	MAL	Trygar, Edmund B.	ADRC, USN	334
Parham, Robert S.	YNCM, USN	316	Roy, Manuel	MSGT, USMC	MAL	Vails, Bruce V.	PHCS, USN	38
Parker, Harold W.	AMS1, USN	184						
Parker, Royal F.	USN	146	Sanger, Randy	EN2, USN	367	Walsh, David F.	BM2, USN	MAL
Patrick, Walter A.	RMCS(SS), USN	08	Schneider, Kenneth E.	SHC, USN	307	Watland, Richard O.	USMC	136
Patterson, Donald R.	HM1, USN	251	Schroeder, James F.	PC1, USN	42	Watson, Robert D.	CS1, USN	156
Peverall, Cecil E.	ETC, USN	166	Schultz, Dale W.	POCS, USN	163	Watson, Willie E.	YN1, USN	MAL
Pickens, General C.	RM1, USN	MAL	Shaffer, Donald W.	USN	MAL	Weidner, Robert C.	CDR, USN	MAL
Potorenski, Thomas	PR1, USN	94	Shearer, William H.	GMT1, USN	60	Welch, William R.	DCC, USN	290
Purnell, Curtis	AD1, USN	MAL	Sherlock, David	TDCS, USN	42	Welker, James D.	MMCM, USN	87
			Silard, Con D.	LCOL, USMC	24	Widmayer, William R.	BM1, USN	MAL
Rachow, Milton S.	QMC(SS), USN	61	Slavin, Francis M.	AVCM, USN	MAL	Wilay, Douglas C.	EO2, USN	31
Rainwaters, James M.	BM1, USN	290	Smith, Franklin D.	MMCS, USN	273	Williams, George A.	EWCS, USN	269
Rampenthal, George E.	MSGT, USMC	263	Smith, Marcus V.	AEC, USN	MAL	Williams, Paul M.	MSGT, USMC	MAL
Raymond, Darrell G.	BM1, USN	55	Solhan, George W.	COL, USMC	24	Wirick, Robert A.	ADCS, USN	91
Reddeg, Edward R.	SSGT, USMC	08	Sopko, Mike	GMC, USN	258	Wooten, James A.	POCS, USN	MAL
Regan, Charles	USN	292	Spurlin, George C.	AT1, USNR	MAL	Wurtz, Peter J.	BT1, USN	MAL
Richard, Frederick L.	LCDR, USN	289	Stahl, David J.	ACCS, USN	115			
Richards, James D.	AOC, USN	261	Stallard, George	ETCS, USN	178	Zink, James P.	PO1, USN	MAL

Names in **red** indicate 50-year continuous members. Any names in **bold** indicate past national officers. To report a Shipmate death, email: mserfra@fra.org or call 703-683-1400, ext. 1.

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Membership Recruiting Awards –

Any member of the FRA or Auxiliary who sponsors or recruits:

- **1 active duty enlisted member** of the U.S. Navy, Marine Corps, and Coast Guard will receive a Navy, Marine Corps or Coast Guard pin respectively.
- **1 new active duty shipmate** from each branch of services will qualify for **The National President's Membership Club**.
- **3 new or reinstated shipmates** will receive the **Recruiting and Retention 2022-2023** pin award.
- **5 new or reinstated shipmates** in one membership year will receive the **Recruit Five Moving Forward** pin and a one-year extension of his/her existing membership (valued at \$40). If the sponsor is a Life Member, a \$40 membership gift certificate can be given to any current or new shipmate the recipient desires.
- **10 new or reinstated shipmates** shall be presented with a **Gold Lapel Button** emblem of the Association, a Gold Membership Card, and a Letter of Commendation signed by the National President.
- **32 new or reinstated members** during the membership year will receive **Life Membership or \$100 cash**. For each subsequent 32 members recruited, a Shipmate will receive an addition \$100.
- **50 new or reinstated members** will receive a **Silver Anchor Squadron Award Pin**, a Silver Anchor Squadron Certificate and a Letter of Commendation signed by the National President.

Awards are issued quarterly and will be shipped to your affiliated branch, directly to the Shipmate or a Member-At-Large.



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Service: _____ Status: _____ Membership Pref.: _____ Branch No. _____ ☐ Nearest to home ☐ Member-at-large

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Email Address: _____ Spouse's Name: _____

Applicant's Signature: _____ Date: _____

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Contact: Alan Hass
Telephone: 717-226-1595
Email: hassommno1@aol.com

MCB-11 Seabees Association

5/5/2022 - 5/9/2022
San Antonio, Texas
Contact: Larry Hagler
Phone: 512-796 2834
Email: mcb11@earthlink.net

VW-1 All Hands Alumni Association

5/22/2022 - 5/27/2022
Branson, Mo.
Contact: Ralph Link
Phone: 309-828-3244
Email: Linksterr@comcast.net

USS RASHER (SS/SSR/AGSS-269)

6/8/2022 - 6/12/2022
Mobile, Ala.
Contact: Richard Moore
Phone: 804-815-0730
Email: drifterpilot2@gmail.com

LOOKING FOR

James B. Stroud, ETR2.

My last contact with him was in 1970 during Electronics Technician 'B' school at Naval Station Great Lakes, Illinois. Any help would be appreciated. Please email Jay Norris at: jaybyrd99205@gmail.com

A list of reunions is available online at: www.fra.org/Reunions. Looking For/ Reunions must be submitted online, via email to reunions@fra.org, or in writing to FRA Looking For/Reunions at 125 N. West St., Alexandria, VA 22314.

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LA FRA MEMBERSHIP APPLICATION



ABOUT OUR ORGANIZATION: Founded in 1930, the LA FRA is a federally chartered organization. LA FRA Units are located throughout the United States and the Philippines. Eligible persons may also become Members-at-Large (MAL) who do not have access to, nor desire to join a Unit. The LA FRA has a proud standing tradition and heritage that supports this great nation and recognizes the sacrifices, past and present, of those who kept us strong and free.

WHAT WE DO: The LA FRA plays an active role in our communities. Local units sponsor youth programs, welfare projects, social and patriotic activities to benefit the communities at large, veteran programs and the active duty community. The organization provides annual scholarships to outstanding students each year.

WHO CAN JOIN? All applicants must be at least sixteen (16) years of age. Membership in the Ladies Auxiliary of the Fleet Reserve Association is limited to spouses, parents, grandparents, sisters, brothers, children, stepchildren and grandchildren not less than 16 years of age of members of the Fleet Reserve Association and widows, widowers, parents, grandparents, sisters, brothers, children, stepchildren and grandchildren not less than 16 years of age of persons who were members at the time of death or eligible to be members of the Fleet Reserve Association at the time of death.

HOW CAN I JOIN? Members fall into two categories. Members who belong to an LA FRA Unit or Members who do not but join as "Members-at-Large."

Join the Ladies Auxiliary of the FRA (DBA Auxiliary of the FRA)

Name in Full: _____
(First) (Middle) (Last)

Address: _____
(Street) (City) (State) (Zip + 4)

Telephone: _____ Date of Birth: _____

Email: _____



The following service member information validates this application:

(Serviceman's Full Name) (Rate/Rank) (USN/ USMC/ USCG)

☐ Certify that the information is true and accurate and that my sponsor is a member of FRA Branch _____ or is MAL

☐ Certify that the information is true and accurate and that my sponsor was eligible for membership at the time of death.

Unit Preference _____ Applicant's Signature _____ Date _____

Recruiter _____ Member # _____ Unit/Branch # _____

Verified by _____ Title _____ Unit/Branch _____ Date _____



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	Son		Grandmother
	Stepson		Grandfather

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National Financial Secretary
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A Message from the Southeast Regional President



Ronalee Klase
LA FRA Southeast
Regional President

The Southeast Region is a region with a very diverse climate. We have units in states that typically get snow during the winter and other units in areas that have winter low temperatures in the 60s. During the summer months, temperatures can routinely reach into the 80s and 90s.

No matter the weather, our members are always busy with a variety of activities, ranging from teaching self-defense classes to coaching softball for the young people in their cities. Our members visit branch and unit members who are in hospitals, at nursing homes or just homebound due to an illness or injury. The unique time we are living in today has made it necessary to change the way we help our fellow members. It just means that we need to get creative with our activities and the way we accomplish them. It doesn't mean that we've stopped; we have just slowed down a bit.



Unit and Branch 31 collected toys for the Toys for Tots program during the 2021 holiday season. (L to R) Bonnie Kirtley, Carl Kirtley, Mary Hall, Jim Richmond, and LA FRA PRPSE Babe Kilgore.

Several units collected toys for the Marine Corps Reserve Toy for Tots program, ensuring there were gifts under the Christmas trees of the children in their area. There are units that hold activities for the various other holidays, such as Easter egg hunts and picnics for Memorial Day, the Fourth of July and of course, Veterans Day. There are units in the region that offer steak or spaghetti dinners, which give members a chance

for a night out at their branch homes.

Wreaths Across America for Bay Pines National Cemetery in St. Petersburg, Florida, was coordinated by a member of Unit 22. This past year posed some unique issues for the coordinator. Normally, she invites a Civil Air Patrol honor guard, to present the colors during the ceremony. This year at the last minute, two members of the team were diagnosed with COVID-19. The Rough Riders stepped in at the last minute so there was an honor guard able to present the colors. Members of Branch and Unit 22 also participated in the veterans ceremony that was held at Barrancas National Cemetery on base at Naval Air Station Pensacola in Florida.

I had the privilege of attending the Veterans Day service in Birmingham, Alabama, with FRA RPSE Jack Fogel, his wife Julie and LA FRA PRPSE Babe Kilgore. Members of Birmingham Branch 112 hosted the regional presidents attending the program.

On Friday, Jan. 28, the Southeast regional presidents also presented a wreath at a *USCGC BLACKTHORN* (WLB-91) memorial service. FRA NVP James Robbins and LA FRA PNP Sandra Robbins also attended the ceremony. This year marks the 42nd anniversary of the *BLACKTHORN*'s fatal collision near the Sunshine Skyway Bridge in Tampa Bay, Florida.

The Southeast Region is combining its midyear convention with the Alabama-Tennessee caucus this year. The idea is to have more members attend a joint event without the extra travel involved in having to attend both events. As I write this, the events are planned for Feb. 10-13 in Crossville, Tennessee. Branch and Unit 294 will be hosting both events. **FRA**

I look forward to serving the region and the whole auxiliary to the best of my ability.

Ronalee Klase

Ronalee is the Southeast regional president.

What Can Market Volatility Teach Us About the Fundamentals?



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Stephen M. Bearce

While market volatility can be painful, it can remind investors of the importance of sticking to the fundamentals, such as having an asset allocation strategy and reviewing your plan. With that in mind, here are suggestions for turbulent times that may help you turn today's worries into tomorrow's good habits.

Remembering Asset Allocation

When market volatility occurs, investors have the opportunity to get back to fundamentals they may have forgotten. This is especially true for asset allocation — the strategy financial professionals return to time and again when investors want help dealing with volatile markets.

At its most basic level, asset allocation is how you diversify your investments across different asset classes (stocks, bonds, cash alternatives, etc.). This varies based on a number of factors, primarily:

- What you want your investments to help you achieve (objectives).
- How comfortable you are with market volatility (risk tolerance).
- How long it will be before you will need to access your investments (time horizon).

The asset allocation model that best suits any given investor depends on where he or she lands in regard to these three factors.

It's important to remember that asset allocation offers investors a trade-off. During good times, a diversified portfolio's return will lag behind the best-performing asset class. On the other hand, during down periods, it will do better than the worst-performing asset class. It's up to each investor to decide what's more important — participating more in the good times by holding more stock or avoiding the worst of the bad times by holding less.

Reviewing Your Plan Regularly

If you have an asset allocation plan and still find yourself lying awake at night, volatility is a chance to revisit your plan for possible adjustments.

It's possible you overestimated your risk tolerance when creating your plan. Due to their potential for

providing growth and, sometimes, income, stocks have an important role to play in many plans. But with that potential comes the likelihood of greater price volatility than is typically seen with other investments, such as bonds. If concern about your investments when there's volatility causes you stress, it may be time to see whether you need to scale back the amount you have allocated to stocks.

It's also possible the problem is not with your plan. Over time, market activity can shift your allocations away from your plan's targeted amounts. Say you started with a hypothetical 60% stocks/40% bonds portfolio. An extended rise in the stock market could shift it to, for example, 75% stocks/25% bonds. As a result, when there's market volatility, you would experience more of it than intended.

You may want to consider rebalancing your portfolio regularly. Rebalancing is simply checking your investments to see whether market activity has caused them to drift. If they have, you can decide if you want to sell investments that have increased in value and use the proceeds to buy others that may have decreased. Doing this at least once a year — or allowing your investment platform to do it for you — can keep your allocations, and risk level, where you want them. **FRA**

Asset allocation and diversification are investment methods used to help manage risk. They do not guarantee investment returns or eliminate risk of loss including in a declining market.

All investment involves risk, including the possible loss of principal.

This article was written by/for Wells Fargo Advisors and provided courtesy of Carl M. Trevisan, Managing Director-Investments and Stephen M. Bearce, First Vice President-Investments in Alexandria, Virginia at 800-247-8602.

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