

WEEPING WILLIE

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2017 JANUARY, FEBRUARY, MARCH NEWSLETTER

NEWSLETTER

Hello Shipmates:

Our Association donations have really dropped and we really need to pick this up. At one time we had almost 100 shipmates that donated to the USS Wilhoite Association and now we are only showing about 40.

We have expenses that we have to keep up with and some of the things are; newsletters (printing, ink and postage) website, cards and sometimes we have reunions that we don't charge enough for and causes an override which comes out of our treasurer.

We really don't want to lose contact with our shipmates and we want to keep the USS Wilhoite alive. Afterall it was a ship that you all served on.

We are asking for help to please send in your 2017 donations and it is tax deductible. At our last meeting we decided to make our annual dues \$25.00 a year. You can send to USS Wilhoite % Frank Roche, 411 Miller Street, Luzerne, PA 1809. If you see your name on the list on next page, then you have paid.

If you need information on our upcoming Dayton, Ohio 2017 reunion and the 2018 reunion in New Mexico, please let me know and I'll be glad to give you whatever information that I have will be sent to you. We would love to see you in Dayton, Ohio, October 2-5, 2017.

Liz Kimball.....email: sailingaway1987@gmail.com



Listed below are our Association Officers. If you need information, please feel free to contact one of them.

President: Tom Morrissey
Address: 3240 South 76th
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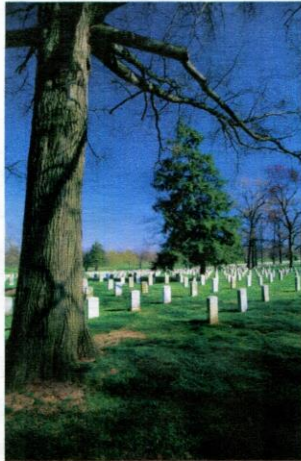
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Phone: 703-323-8297
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DUES PAID-2017

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Mike Alcorn
Carolyn Aument
Carlisle Martha
Ed Compton
Peter Cramer
John Dutchuk
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Steve Gergens
Charles Hagee
Eugyne Hawes
Richard Heller
Linda Horch
Gary Intemann
Keith Jensen
Julius Kaczmariski
Leroy Long
Mackie McLoy
Peter McKallagat
Tom Morrissey
Obie Murphy
Gary Payne
David Payson
Art Pohl
Shannon Pratt
Frank Roche
Richard Scheeder
John Shanahan, Jr.
Norris Syverson
Ross Thompson
Vernon Valiant
William West
Thom West
Leonard Wiseman
Ben Yonkofski





USS Wilhoite has lost another shipmate. His name is Ed Bunker. He served on the Wilhoite 58-62 as Radarman. If you would like to send a sympathy card, send to:

Mrs. Rita Bunker
622 20th Avenue N
P.O. Box 3204
Texas City, TX 77590

If you know of someone that is sick or has passed away and we have not been told about it, please let us know so we can send a card.

If any of our shipmates would like to have a ball cap with USS Wilhoite on it, please let Frank Roche know by calling him or emailing him. He can tell you how much and the postage on them. His email and phone number is below.

Frank Roche

Phone Number: 570-287-3992/690-3566

Email: frank3971033@verizon.net

USS WILHOITE 2017 REUNION ITINERARY

October 2 - 5 - Crown Plaza Hotel Dayton, Ohio

Monday – October 2 Check in.....12:00 until 6:00 p.m. - Hospitality room will be open to meet and greet shipmates, new and returning.

Monday - 6:00 p.m.There will be a reception held in hospitality room

Tuesday – October 3Be in front of hotel by 9:00 a.m. to load the bus for the History of Flight National Museum of the U.S. Air Force. **Board bus at 9:15 a.m.** Arrive at Museum at 9:30 a.m. Our guide will be sharing history and highlights en route to Air Force Museum.....This museum is the largest of its type in the world. This newly enlarged facility traces the history of flight from early ballooning to space travel. Included in the exhibits are U.S. and foreign military planes, space capsules, and early Presidential planes. The museum features more than 360 aerospace vehicles and missiles and thousands of artifacts amid more than 19 acres of indoor exhibit space and there is also an IMAX. There are four buildings and brand NEW building (the fourth) is one of the most exciting. Visitors can climb aboard the Space shuttle Exhibit, walk through four presidential and three cargo aircraft and try out the Air Force Museum Foundation's new suite of simulator rides. Visitors will also be able to see the C-20B VIP transport aircraft, which arrived at the museum last fall. Make sure you have some kind of ID on you. Be sure to wear comfortable walking shoes. Lunch on your own in Cafeteria.

Leave the Museum at 2:00 p.m.

Memorial Service at 7:00 p.m. in Hospitality room

Wednesday – October 4 **Please be in front of hotel at 9:00 a.m.** Load Motor coach at 9:15 a.m. Your guide will enlighten guests on history and highlights throughout the Dayton area. The Birthplace of over 1000 inventions. 9:30 a.m. - Departure for Driving Tour of Dayton. Some of the places of visit is the Wright Cycle Company Complex. This structure also represents the site where Orville and Wilbur Wright first became actively interested in the idea of flying. Korean War Memorial.....This site was dedicated in memorial to Korean War Veterans.

11:30 a.m. Departure for lunch at the Engineers Club 1:30 p.m......Esther Price.....Inside the distinctive gold box tied with red ribbons are chocolates celebrated for their high-quality ingredients and unsurpassed taste. Watch the video on how they make these delicious treats and then taste test.

2:30 Depart and return to the hotel. Business Meeting at 4:00 p.m.

Thursday - October 5th.....Free day

Pictures at 5:30 p.m.

Banquet at 6:30 p.m. Entertainment and drawings.

Be sure to bring something from your state



NAVY TO USE EMBATTLED ARRESTING GEAR TECHNOLOGY ON NEXT SUPER CARRIER

The electric motor-based advanced arresting gear system developed by General Atomics is designed to provide for aircraft deceleration during aircraft carrier recovery operations. The technology - compatible with the Nimitz-class and Ford-class carriers--allows for stopping a range of aircraft, reducing manning and maintenance, and provides high reliability and safety margins. The design uses energy-absorbing water turbines coupled to a large induction motor for fine control of the arresting forces.

A controversial arresting gear system that has suffered delays and spurred congressional inquiries will remain the technology of choice for the Navy's next aircraft carrier, officials with Naval Air Systems Command announced Monday.

Citing continued progress in the test program for the Advanced Arresting Gear developed by General Atomics, officials announced in a release that the system would remain the recovery system of choice aboard the future carrier John F. Kennedy, set to be commissioned in 2020. The Kennedy is the second in a new class of carriers, with the first, the Gerald R. Ford, expected to be delivered to the Navy in April.

"AAG works," Capt. Stevek Tedford, Aircraft Launch and Recovery Equipment program manager and head of the team managing the AAG development program, said in a statement. "The progress of AAG testing this past year has been significant and has demonstrated the system's ability to meet Navy requirements. The team overcame many challenges to get the system to this point and ensure its readiness to support CVN 78 and future Ford-class ships."

NAVAIR officials said the decision to continue with AAG was the result of a thorough program review conducted in November, with leadership from Chief of Naval Operations Adm. John Richardson and Assistant Secretary of the Navy for Research, Development and Acquisition Sean Stackley. The board, according to the release, also considered the possibility of returning to the legacy MK-7 landing system in use by carriers today.

Last July, the Defense Department Inspector General released an audit finding the new recovery system had blown past cost as schedule baselines due to ineffective program management and expensive midstream redesigns.

NAVY TO USE EMBATTLED ARRESTING GEAR TECHNOLOGY ON NEXT SUPER CARRIER (CONT)

"Ten years after the program entered the engineering and manufacturing development phase, the Navy has not been able to prove the capability or safety of the system to a level that would permit actual testing of the system on an aircraft carrier because of hardware failures and software challenges," the authors of the report wrote.

"This occurred because the Navy pursued a technological solution for its Ford-class carriers that was not sufficiently mature for the planned use, resulting to hardware failures to mechanical and electrical components and software modifications to accommodate those failures," they wrote.

Speaking to reporters earlier this month, outgoing Navy Secretary Ray Mabus said the problems arose from an overeagerness to equip the first of the new Ford class of supercarriers with the latest technology under development.

"New technology got pushed onto the (U.S.S. Gerald R. Ford) much faster than it should have been. That was a decision made by Defense Secretary Donald Rumsfeld in 2002. All this new technology was put on three different successive carriers, and it was all unproven," Mabus said. "It's going to be ready for the Ford to go into the fleet and to deploy, and it will be effective. But it took a long time, because it was brand-new technology, and it shouldn't have all been put on that first ship."

Navy officials said the decision to move forward with AAG came on the heels of the 350th recovery of an F/A-018E Super Hornet in December using the new system. Other milestones for testing include the completion of more than 1,400 dead-load arrestments and 351 test arrestments with the Super Hornet, and on going commissioning testing aboard the Ford, according to the announcement.

"There is much left to be done to qualify the entire air wing for deployed operations," Rear Adm. Mike Moran, Program Executive Officer for Tactical Aircraft Programs, said in a statement, "but this team is on the right track and focused on delivering the performance the Navy requires."



COURT "K-19 THE WIDOWMAKER" SUB MUST BE REMOVED FROM RIVER

A Rhode Island court has ordered a scrapyard to remove the remnants of a Russian submarine once used as a set for a Harrison Ford movie from the Providence River.

The hull of the submarine, known as Juliett 484, rests mere feet from the shore in Providence.

After the Cold War, the sub was sold and used as a restaurant and vodka bar in Helsinki, Finland and as a set for the 2002 Ford movie "K-19. The Widowmaker" then it became a floating museum. It sank during a nor'easter in 2007 and was sold for scrap.

State environmental officials sued to get it and several other vessels removed/for scrap and the permitting process is underway. It says by January 15 for removing the first vessel. Those permits haven't been issued as yet according to Richard Land.

NAVY CONFIRMS FALL RELEASE FOR "GREEN CAMMIES"

The Navy's new "green cammies" and several other uniform updates are on track to be released this fall..

The Navy Working Uniform type III will be introduced Oct 1 at Recruit Training Command in Great Lakes, IL., a recent administrative message said.

Sailors now have the option of wearing either the blue or green camouflage uniform, but will be required to own the new clothing by Oct 1, 2019, when the blue uniform will no longer be authorized.

The new uniforms are tentatively scheduled to arrive at Navy Exchange Centers this fall, the message said.

The blue uniform, known as Type 1 and nicknamed "blueberries," was issued in July 2010 as the Navy's only authorized work uniform, however it was the blue uniforms are being phased out partly because of sailors complaints, former Secretary of the Navy Ray Mabus said in an August statement.

"They want uniforms that are comfortable, lightweight, breathable...and they want fewer of them," he said.

BUDGET OFFICE; SHIPBUILDING COSTS MAY CAUSE NAVY PROBLEMS

A new analysis from the Congressional Budget Office finds the 30-year shipbuilding plan released by the Navy last year may leave the service in financial straits.

Over three decades, the analysis finds, the Navy will spend \$60 billion more than its own estimates indicate, and the plan overall would cost nearly a third more than the service spent on shipbuilding across the last three years.

The four-page summary concludes that planners and lawmakers have a choice; Maintain current shipbuilding spending levels and purchase 29 ships instead of 38 over the 2017-2021 construction period, a reduction of nearly 25 percent-or find savings elsewhere in the Navy and Defense Department budget and increasing shipbuilding funds.

The summary assesses the Navy's plan to build the fleet to a total of 308 ships by 2021, a goal originally set in 2014. It's current fleet has 274 ships. The assessment does not, however, account for a new force structure assessment released in December that called for a fleet of 355 ships to meet the Navy's operational needs going forward.

A Navy spokesman Lt. j-g Seth Clarke, told Military.com in a statement that the recent assessment was focused on the Navy's operational needs, rather than its fiscal constraints.

"While the Force Structure Assessment (FSA) process is fiscally informed, in that it considers the cost benefit of options, when they exist, to deliver the required capability, it is not fiscally constrained," he said.

"There are certainly affordability challenges in procuring a larger force, especially while recapitalizing the nation's critical sea-based strategic deterrent," he added. "However, the FSA's primary purpose is to determine the battle force needed to meet strategic guidance with acceptable risk."

Yet the current 30-year shipbuilding plan is roughly in line with what has been proposed in previous years. The primary difference is a reduced request for small surface combatants: littoral combat ships and future frigates. The plan reduced the build demand for these ships from 67-58 last year as the Defense Department called for fewer of the ships.

Though the plans may be similar, Congressional Budget Office officials said the Navy will end up paying much more than expected due to two miscalculations. First, the report's authors said, the Navy's shipbuilding estimates aren't high enough, to the tune of \$1.9 billion a year, or \$57 billion over three decades.

They said, the Navy's plan excludes other costs that should be included in the budget, including refueling aircraft carriers or outfitting ships after delivery, which would account for \$1.8 billion of the additional cost, according to the author's calculations.

The simplest solution, they concluded, may be an increase in funding to account for the alleged higher costs.

NAVY ENDS RATINGS TITLES

The Navy has phased out all of its 91 enlisted ratings titles. As Navy Times reports, the system has existed since the days of the Continental Navy, and the changes will "reverberate through the fleet and the veterans community."

"We're going to immediately do away with rating titles and address each other by just our rank, as the other services do," according to Chief of Naval Personnel Vice Adm. Robert Burke. "We recognize that's going to be a large cultural change, it's not going to happen overnight, but the direction is to start exercising that now."

Navy Times provides an example: "Sailors will no longer be identified by their job title, say, Fire Controlman 1st class Joe Sailor, effective immediately. Instead, that would be Petty Officer 1st Class Joe Sailor."

Since its inception, the Navy has had some 700 titles, including 400 created during World War II.

The Navy's change in titles follows on the heels of a change within the Marine Corps which is removing "man" from 19 occupational titles.

AMERICAN SAILOR MUSEUM UNVEILED

In July, the Navy renamed the Great Lakes Naval Museum the "National Museum of the American Sailor." "Over the next two years, the museum will expand its exhibits to introduce visitors to the overall history and role of the U.S. Navy and the experiences of American Sailors in the past and today," according to a Navy History and Heritage Command (NHHC) news release.

The name change signals a shift in emphasis from a regional perspective to a national one. The museum will be "dedicated to telling the story of anyone who has ever worn the Navy uniform," said NHHC Director Sam Cox. "It will stand as a place that uses the history and experiences of sailors as the basis for its exhibits."



NAVY TO GIVE FINAL FAREWELL TO USS ENTERPRISE AT DECOMMISSIONING

The world's first nuclear-powered aircraft carrier will be decommissioned next week in what will be the final farewell to a warship that has played a role in major world events from the 1962 Cuban missile crisis to the recent wars in Iraq and Afghanistan.

The USS Enterprise has spent the past several years being defueled and dismantled at Newport News Shipbuilding, the shipyard where it was built and refueled.

The "Big E" as it was affectionately called by its crew, was inactivated from service in 2012 in front of about 12,000 people in a ceremony at Norfolk Naval Station after completing its 25th deployment.

The decommissioning ceremony is a long-honored naval tradition that retire a ship from service through a variety of ceremonial services, including the February 3 ceremony. This ceremony is closed to the public, but the Navy said Wednesday the entire event will be posted on its Facebook page. About 100 people are expected to attend at Newport News Shipbuild.

The ship joined the fleet in 1961 and has an active veterans group dedicated to preserving its history, which includes the first aircraft strikes.

American History Trivia Challenge Answers elsewhere in newsletter

- 1. Who is the only person, to date, to have graduated from West Point Military Academy without a single demerit?**
- 2. Where is the original copy of the Declaration of Independence?**
- 3. Where was the Battle of Bunker Hill fought?**
- 4. On what was the Declaration of Independence written?**

"The Meaning of the Flag Draped Coffin"

In case you don't remember what it stands for

All Americans should be given this lesson. Those who think that America is an arrogant nation should really reconsider that thought. Our founding fathers used GOD's word and teachings to establish our Great Nation and I think it's high time Americans get re-educated about this Nation's history. Pass it along and be proud of the country we live in and even more proud of those who serve to protect our 'GOD GIVEN' rights and freedoms. I hope you take the time to read this ... To understand what the flag draped coffin really means

.... Here is how to understand the flag that laid upon it and is surrendered to so many widows and widowers.

Do you know that at military funerals, the 21-gun salute stands for the sum of the numbers in the year 1776?

Have you ever noticed the honor guard pays meticulous attention to correctly folding the United States of America Flag 13 times? You probably thought it was to symbolize the original 13 colonies, but we learn something new every day!

The 1st fold of the flag is a symbol of life.

The 2nd fold is a symbol of the belief in eternal life

The 3rd fold is made in honor and remembrance of the veterans departing the ranks who gave a portion of their lives for the defense of the country to attain peace throughout the world.

The 4th fold represents the weaker nature, for as American citizens trusting in God, it is to Him we turn in times of peace as well as in time of war for His divine guidance.

The 5th fold is a tribute to the country, for in the words of Stephen Decatur, 'Our Country, in dealing with other countries, may she always be right; but it is still our country, right or wrong.'

The 6th fold is for where people's hearts lie. It is with their heart that they pledge allegiance to the flag of the United States of America, and the Republic for which it stands, one Nation under God, indivisible, with liberty and Justice for all.

The 7th fold is a tribute to its Armed Forces, for it is through the Armed Forces that they protect their country and their flag against all her enemies, whether they be found within or without the boundaries of their republic.

The 8th fold is a tribute to the one who entered into the valley of the shadow of death, that we might see the light of day.

The 9th fold is a tribute to womanhood, and Mothers. For it has been through their faith, their love, loyalty and devotion that the character of the men and women who have made this country great has been molded.

The 10th fold is a tribute to the father, for he, too, has given his sons and daughters for the defense of their country since they were first born.

The Meaning of the Flaged Draped Coffin (cont)

The 11th fold represents the lower portion of the seal of King David and King Solomon and glorifies in the Hebrews eyes, the God of Abraham, Isaac and Jacob.

The 12th fold represents an emblem of eternity and glorifies, in the Christians eyes, God the Father, the Son and Holy Spirit.

The 13th fold, or when the flag is completely folded, the stars are uppermost reminding them of their Nations motto, 'In God We Trust.'

After the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who served under General George Washington, and the Sailors and Marines who served under Captain John Paul Jones, who were followed by their comrades and shipmates in the Armed Forces of the United States, preserving for them the rights, privileges and freedoms they enjoy today.

There are some traditions and ways of doing things that have deep meaning. In the future, you'll see flags folded and now you will know why.

Share this with the children you love and all others who love what is referred to, the symbol of 'Liberty and Freedom.'

MAYBE THE SUPREME COURT SHOULD READ THIS EXPLANATION BEFORE THEY RENDER THEIR DECISION ON THE PLEDGE OF ALLEGIANCE. FORWARD IT; MAYBE SOMEONE WITH THE NECESSARY POWER, OR POLITICAL AND FINANCIAL INFLUENCE, WILL GET IT TO THEM. IN THE MEAN TIME, MAY GOD PROTECT US ALWAYS. ONE NATION, UNDER GOD, WITH LIBERTY AND JUSTICE FOR ALL.

ANSWERS TO HISTORY TRIVIA

- 1 Robert E. Lee**
- 2 National Archives Building**
- 3 Breed's Hill**
- 4. Hemp paper**