

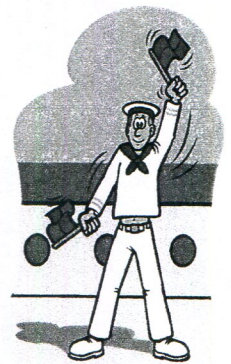
*USS Wilhoite DE/DER 397*

**WEEPIN WILLIE**

APRIL MAY JUNE

**Will 2018 Do**

WELL HERE WE ARE  
WITH THE 2ND NEWSLETTER OF MY  
TENURE AND SINCE I HAVE HAD NO  
MAJOR THREATS OF SERIOUS  
BODILY HARM I WILL CONTINUE ON  
WITH THIS PROJECT.



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YOU NEVER KNOW I MAY BE ABLE  
TO MAKE SOME IMPROVEMENTS  
BUT, DON'T EXPECT TOO MUCH  
REMEMBER I WAS A MM2

reunion

information

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# **USS Wilhoite 2018 Reunion**

October 8 - 11 – MCM Elegante Hotel

## **Monday – October 8**

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

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

## **Tuesday – October 9**

We will leave the hotel by shuttle for the train station (Exact time for leaving will be provided upon arrival at the reunion). We will arrive in Santa Fe at 11:30 or so where Custom Tours by Clarice will greet us at the train station. This is an open air tram lasting about 1½ hours. After the tour we will have lunch (on your own) at Tomasitas restaurant. This is by the train station and if you wish to return to the Plaza there are free shuttles to get you there. The return train to Albuquerque leaves promptly at 4:15.

## **Wednesday – October 10**

You can sleep in if you wish (breakfast is from 6-9 am). We will be leaving the hotel by bus at 11:30 for the Balloon Museum. We will be there until 2:30 pm. This will be a "self-guided" tour. There is a café where you can purchase drinks, sandwiches etc. and I am told plenty of places to rest.

In the evening we will have our Memorial Service followed by our dinner. Our dinner will be Westerner Buffet. We will have our door prize exchange this evening as well. If you bring a door prize you will receive a door prize as well.

## **Thursday – October 11**

We will have our business meeting in the morning. You will have a free afternoon. The bus will leave the hotel at 5:30 for the Balloon Fiesta grounds. We have reservations at the Chasers Club. We will have a meal there as well as reserved seating to watch the Glowdeo followed by a laser light show and then fireworks. We should be back at the hotel about 10:30 pm. We can say our good-byes in the hospitality room.

**USS WILHOITE  
ALBUQUERQUE, NEW MEXICO  
OCTOBER 8 THROUGH OCTOBER 11, 2018**

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City St Zip: \_\_\_\_\_

Email : \_\_\_\_\_

Host Hotel           MCM Elegante  
                          2020 Menaul Blvd NE.  
                          Albuquerque, New Mexico 87107  
                          Telephone Number: 505-884-2511  
                          Be sure to tell them you are with USS Wilhoite Reunion  
                          Rate will be \$90.00 per night

Reunion Activity Package will be \$135.00  
Number that will be attending: \_\_\_\_\_

Payments due by September 1, 2018

Make checks payable to USS Wilhoite  
                          Mail to USS Wilhoite  
                          % Frank Roche  
                          411 Miller Street  
                          Luzerne, PA 18709

Questions, please call Connie Mauldin at 405-354-9204 or email me at:  
cporetrn@cox.net.

SEE YOU IN ALBUQUERQUE .....SMOOTH SAILING  
You will find the itinerary on website: [www.usswilhoite.org](http://www.usswilhoite.org)

Fellow shipmates

I hope that all of you are well and enjoying life. It is getting close to reunion time again and as all of you know this one is in Albuquerque, New Mexico. I believe a good one has been planned and our thanks to Connie Mauldin for her efforts along these lines.

For those of you who were at our last reunion in Dayton, Ohio we were to reach out to the crew members of the USS Finch, a sister DER. I did this and they seem to be very interested in joining us. I would like to hear from all of you in regards to this matter. From all that I have been led to believe it would entail renting a larger bus than is presently reserved. Please let us know your feelings.

Also the crew members would like to have a reunion on the West Coast, however we would need a volunteer to spearhead this effort. Are any of you willing to take this on, if so again please let us no. I do believe that Ross and Cindy Thompson have volunteered to host a reunion in the Great state of Michigan around Saginaw.

We hope to see all of you in Albuquerque.

Tom Morrissey

## **New 'blue water veterans' deal could mean benefits for 90,000 Vietnam War troops**

*Leo Shane III*

Members of the House Veterans' Affairs Committee will vote next week on a plan to cover benefits for so-called "blue water Navy veterans" from the war with a new fee on home loans through the Department of Veterans Affairs.

Committee Chairman Rep. Phil Roe, R-Tenn., called the deal long overdue.

"We owe it to the brave veterans who served in the Vietnam War to provide benefits for conditions they may have developed because of exposure to Agent Orange," he said in a statement.

The announcement comes the same day as a court hearing on the issue that could eventually force VA to award disability payouts to the veterans, many of whom have felt unfairly slighted by a policy change 16 years ago which stripped them of thousands of dollars a month.

They are approaching the congressional news with cautious optimism.

"While it's been rumored we are going to get this legislation passed in a Memorial Day package, we have been told before we were close to victory, only to have our legislation held up as a political pawn," said Mike Little, national executive director of the Blue Water Navy Vietnam Veterans Association.

"This kills the spirits of my members. This time, we have tried the best we can to make sure we have all the facts before we go let them down again."

At issue is VA's process regarding presumptive status for exposure to Agent Orange and other dangerous wartime chemicals.

Under current department rules, troops who served on the ground in Vietnam or patrolled inland rivers are assumed to have been working with or near the chemical defoliant, and are given special status when filing disability benefits claims to speed up the process.

But the blue water veterans — who served on ships off the coast of the country — still must prove they were directly exposed to Agent Orange for their illnesses to be labeled as service-connected. In many cases, collecting scientific evidence of the presence of the chemical on or near the ships is impossible, given the decades that have passed.

Lawmakers in recent years have called the distinction an unfortunate oversight, but have also struggled with how to pay for the cost of extending presumptive status to the excluded veterans.

The new home loan fee — which has the backing of Little's group and other veterans organizations — will cost the typical veteran homeowner about \$350 over 10 years, and will generate about \$1.1 billion over the same span to offset the extension costs.

However, only about 60 percent of borrowers will pay that new fee. Most veterans with a disability rating who use the home loan program will be exempt.

Committee ranking member Tim Walz, D-Minn., said he will support the plan, calling it “yet another example of the good we can accomplish when we work together on a bipartisan basis with veterans service organizations and reach across the aisle.”

Committee members are expected to vote on the proposal next Tuesday. A ruling from the pending lawsuit is expected to take several more months.

Little noted that many of the veterans who would benefit from the policy change are elderly or infirm, making every delay more upsetting.

## 'Push button' captains in the Navy now one step closer to reality

*Mark D. Faram*

The Navy is one step closer to recruiting officers with much-needed skills into the service and immediately promoting them to a pay grade up to captain – O-6 – without any prior military experience.

It's a move the Navy has been asking Congress to allow for the past couple years, specifically in the hope of adding high-powered cyber experts to expand the service's uniformed information warfare capabilities.

Though it's not a done deal, the move has passed its first hurdle in the approval process and was announced by the House Armed Services Subcommittee as one of its personnel proposals included in the latest mark-up of the FY19 National Defense Authorization Act.

Despite being rocketed up the ranks, these officers won't be commanding ships. Instead, the skillful software engineers will serve the critical role of ensuring the military's ability to fight and wage cyber war, both on offense and defense.

"You gave us some legislative authority to bring them in with the equivalent of three years of experience laterally," the Navy's top uniformed personnel officer, Vice Adm. Robert P. Burke, told the House Armed Services Committee on April 13.

"That's about a lieutenant junior grade in the Navy, or a first lieutenant in the other services. But it's about a \$50,000 pay."

And that level of compensation just isn't enough to entice the level of expertise the Navy needs, Burke told the panel.

The Navy is not only competing with Silicon Valley companies for these skills, he said, but with the rest of the government, where there is already a program in place that can pay employees with these skills substantially more.

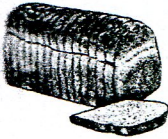
"In Silicon Valley, these folks would be, you know, up over \$100,000," Burke said. "The mission and the service appeals to these folks, but there's an equivalent accepted cyber civilian program that allows the government to pay in the closer to \$100,000 range."

As a result, Burke told the committee, the best and brightest tend to take the money and go into civilian government service. What Burke wants is a level paying field.

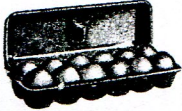
Furthermore, the law would not limit these direct accessions to exclusively cyber.

Instead, the law is being re-written to give wider latitude for future needs.

The new wording would allow lateral entry up to the O-6 paygrade to "any scientific or technical field designated by the Secretary of Defense" that "requires a high level of skill and that an insufficient number of officers possess in the military department concerned."



## That Good Navy Chow!



### CHICKEN RICE SOUP

Portion: 1 cup (approx. 8 ounces)  
100 Portions

**Ingredients**

Onions, chopped	2 pounds, 12 ounces (½ gallon)
Celery, diced	2 pounds (½ gallon)
Rice, uncooked, washed	1 pound, 8 ounces (1½ pints)
Chicken Stock	(7 gallons)
Chicken fat, melted	1 pound, 8 ounces (1½ pints)
Flour	12 ounces (1½ pints)
Salt	4 ounces (½ cup)
Pepper	¼ ounce (¾ tablespoon)
Chicken, cooked, diced	2 pounds, 8 ounces (½ gallon)

Add onions, celery and rice to stock.  
Heat to a boiling temperature. Let simmer 20 to 30 minutes or until rice is cooked.  
Blend together fat and flour. Stir into soup.  
Add salt, pepper and chicken. Cook 15 minutes or until thickened.

Source: The Cookbook of the United States Navy, Revised 1944



## Your Navy

(/news/your-navy//)

# A sailor was arrested for stealing grenades from this Navy destroyer

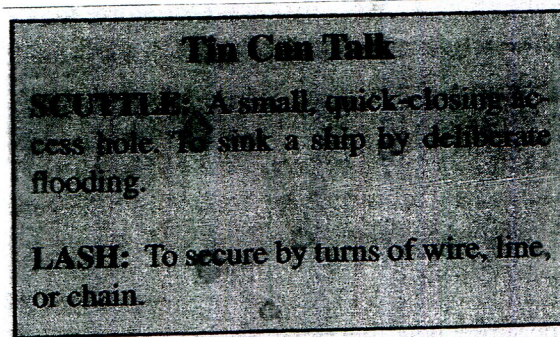
By: The Associated Press 🗓️ 23 hours ago

SAN DIEGO — A sailor was arrested in Illinois on Tuesday on charges he stole 20 hand grenades from a San Diego-based Navy destroyer, authorities said.

Gunner's Mate 2nd Class Aaron Booker, 31, of Waukegan, Illinois, was taken into custody in Great Lakes by U.S. Navy criminal investigators and was expected to be returned to California. It was unclear whether he had an attorney.

Booker stole the concussion grenades — each of which contained about a half-pound (226 grams) of TNT — while he was assigned to the Weapons Department aboard the USS Pinckney, prosecutors said. Booker's job was to check the temperature of the secured locker where the grenades were kept.

The grenades were discovered missing from their storage crates in February 2017. He left the ship about a week later to drive to his new duty station in Great Lakes.



About two months later, a black military backpack containing 18 grenades was found leaning on a guardrail on the side of Interstate 15 in northwest Arizona, officials said. The words "GM2 BOOKER" were written on a tag inside the backpack, prosecutors said.

Booker told investigators that he had driven that road but said the backpack had been stolen from him and denied taking the grenades, according to a criminal complaint. Authorities continue to search for the two missing grenades, which Booker indicated to investigators might have wound up in Mexico, the complaint said.

It was unclear why the grenades were stolen or what the thief intended to do with them.

"A backpack full of grenades on the side of the road is obviously extremely dangerous and could have had resulted in injuries or death," U.S. Attorney Adam L. Braverman said in a statement. "The theft of explosives is a very serious offense, particularly if it is carried out by an insider with access to military weapons and secrets."

## US Navy takes ownership of its second stealth destroyer

*David Larter*

WASHINGTON – The U.S. Navy announced Tuesday that it accepted delivery of the Zumwalt-class destroyer Michael Monsoor from Bath Iron Works, Maine, meaning the ship is officially U.S. Navy property.

Like Zumwalt, the ship is delivered from a hull, mechanical and electrical standpoint. Both ships still need combat systems installations. Zumwalt is expected to complete her combat systems activation in the coming months, while it will likely be 2020 until Monsoor has its combat system activated, according to a schedule obtained by Defense News.

Still, getting the ship out of Bath is a big step for the Navy and the builder.

“Delivery of DDG-1001 marks the culmination of years of dedication and hard work from our Navy and industry team,” said Capt. Kevin Smith, the program manager for DDG-1000, in a statement. “We have incorporated many lessons learned from DDG 1000 and are proud of the end result. DDG 1001 will be a tremendous asset to the Navy.”

Michael Monsoor is named for Master-at-Arms 2nd Class (SEAL) Michael Monsoor, who was posthumously awarded the Medal of Honor after jumping on a grenade to save his teammates in Ramadi, Iraq, during a mission in 2006.

The third ship, the Lyndon B. Johnson, is still under construction at Bath.

The class was given a new mission earlier this year, according to budget justification documents submitted in February.

The Navy added Raytheon’s SM-6 missile to the 610-foot behemoth and changed its mission from primarily a land-attack platform to a ship killer and strike platform.

In testimony last week, the Navy’s top requirements officer, Vice Adm. Bill Merz, told lawmakers the change in mission was prompted by delays in the ship’s Advanced Gun System.

The AGS, in conjunction with the Long-Range Land Attack Projectile, was supposed to fire a round more than 80 nautical miles. The Navy canceled the projectile after the cost per round increased to more than \$800,000 per round. Furthermore, the system was also failing to achieve the range it wanted out of the system, Merz said.

“Even at the high cost, we still weren’t really getting what we had asked for,” he said. “So what we’ve elected to do is to separate the gun effort from the ship effort because we really got to the point where now we’re holding up the ship.”

## Loretta Perfectus Walsh



www.doncio.navy.mil

When the U.S. entered WWI Loretta Walsh was almost 21, and like many Americans she wanted to help her country. Walsh was the first female to enlist in the Navy on active duty and the first woman to serve in a non-nursing capacity in any of

the U.S. armed forces. Sworn in as chief yeoman on March 21, 1917, she also became the first female petty officer.

The duties of female yeoman, popularly referred to as “Yeomanettes,” ranged from clerical work to production tasks. Walsh was in charge of recruitment at the Navy home for the Naval Coast Defense Reserve.

She went through the same rigid examinations as male applicants for the chief yeoman positions. Notably, she was also one of the first women to enjoy the same earning as fellow male colleagues — \$28.75 per month, along with equal benefits. Walsh paved the way for the “Yeomanettes” and future generations of female sailors.

The Navy Log is a continuously growing National Registry of Sea Service veterans, with more than 684,000 records of active duty, retired and reserve personnel. Registration in The Log is free. If you know veterans who should be in the Navy Log, please help us preserve their legacy; enroll them today!

### Tin Can Talk

**ANCHOR:** A metal device so shaped as to grip the bottom and hold a ship by means of the cable attached.

**BOOT TOPPING:** The surface of the outside plating between the light and loaded waterline. Paint for ship’s waterline.

**JURY RIG:** Any temporary or makeshift device, rig, or piece of equipment.

**STERN:** The aftermost part of a ship.

## Most Navy C-130s remain grounded nearly one year after fatal crash

*Geoff Ziezulewicz*

Nearly a year after the fiery crash of a Marine Corps Forces Reserve KC-130T killed 15 Marines and a Navy corpsman, most of the Navy's C-130 fleet remains grounded due to lack of new propellers, impacting one of the service's sole capabilities for transporting people and gear, according to U.S. lawmakers and service officials.

A propeller problem was identified during inspections of the fleet that occurred after the July 10 crash in Mississippi, when most Navy and Marine Corps C-130Ts and KC-130Ts stopped flying.

Only 10 of the 43 C-130s in the fleet are currently available for operations, according to Greg Kuntz, a spokesman for Naval Air Systems Command, or NAVAIR.

As those aircraft sat grounded and Naval Reserve's lift capability diminished as a result, the sea service initially opted to place new propeller funding on an unfunded priorities list.

That was rectified in March, when the propellers were funded via a \$1.3 trillion omnibus spending bill passed by Congress.

Marine Corps spokeswoman Capt. Sarah Burns said the 12 remaining Marine Reserve KC-130Ts are no longer grounded, and that the squadron conducted its first flight in October, a few months after the crash.

"Some of them are flying," Kuntz said. "We are bringing them back online as they are needed operationally."

Kuntz declined to say why some C-130 variants can fly today while others are still grounded.

Following last summer's crash, which pancaked the aircraft upside down and left it broken in two, scattering debris for miles, Kuntz said most Navy and Marine Corps C-130Ts and KC-130Ts stopped flying immediately.

NAVAIR issued a grounding bulletin on Sept. 1, 2017, "as a precaution based on the preliminary engineering investigation," he said.

During inspections after the grounding, a propeller issue "was one of the things identified," Kuntz said.

“It is not tied directly to that incident,” Kuntz said. “It was identified during the inspection that these needed to be replaced.”

The new propellers had been considered before the July crash, he said, and are “now the most expedient option to return the C-130T aircraft to the fleet.”

“It’s not uncommon after an incident to do a program-wide look at the aircraft,” Kuntz said. “If you were to identify something, such as the propellers, you would focus on what the solution was.”

Marine Corps officials declined to comment on the cause of last summer’s crash, citing the ongoing nature of the investigation.

Fourth Marine Aircraft Wing commander Brig. Gen. Bradley James said after the crash that the mishap began while the plane was at cruising altitude.

The Associated Press reported in August that some witnesses described the plane descending in a “flat spin,” where the plane twirls around like a boomerang.

The wire service quoted a local named Andy Jones, who said he saw the plane corkscrewing downward with an engine smoking.

“You looked up and you saw the plane twirling around,” he was quoted as saying. “It was spinning down.”

In this Monday, July 10, 2017 frame from video, smoke and flames rise from a military plane that crashed in a farm field, in Itta Bena, Miss., killing several. (WLBT-TV via AP)

“The current fleet of C-130s has a long history of safe operations supporting Navy and Marine objectives with the current propellers,” Kuntz said.

As the C-130s sat grounded, the new propeller project was initially placed on the Navy’s unfunded priorities list, Kuntz said.

That list lays out programs the Navy wishes to see bankrolled if more money was available from Congress.

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But the initiative was recently moved to the Fiscal 2018 budget and is now funded via the massive \$1.3 trillion omnibus spending bill passed by Congress in March.

Why the Navy did not initially prioritize funding the new propellers to get the C-130 fleet flying again remains unclear.

Kuntz said “probably multiple reasons” factored into the new props not being a funding priority for the Navy.

“It was really obvious when the funding became available, and we got the omnibus, that they were included,” he said. “We worked very hard to make that happen.”

South Carolina Congressman Joe Wilson, the House Armed Services Readiness Subcommittee chair, questioned the head of Navy Reserve, Vice Adm. Luke McCollum in March about how the lack of propeller money and C-130 grounding was affecting Navy readiness.

Navy Reserve “provides 100 percent of the inter-theater lift for the Navy,” McCollum told the subcommittee.

“Said another way, boxes, people, crews, parts, have to be sourced and delivered around the globe,” he said. “The capability that resides in a Navy Reserve that delivers this is in the C-40 Alpha and C-130 Tango.”

The grounding of the C-130Ts had led to a 42 percent loss of that capability, McCollum said, adding that it was “highly important” that the C-130T propellers get upgraded.

“The demand signal for Navy Reserve in this capacity is very high,” he said.

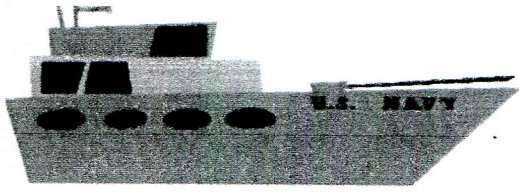
The new propellers cost \$2.7 million per kit and take a month to install. The Navy intends to replace propellers for all 43 aircraft in fleet, Kuntz said.

“The Navy has an aggressive schedule that could have the first aircraft with these new propellers returned to service in the fall and have the entire fleet back to service by Spring 2019,” Kuntz said.

The new propellers will offer increased thrust at the same engine torque, he said.

Navy and Marine Corps C-130T fleet age varies from 21 to 34 years, Kuntz said.

“Propellers, like other parts of the aircraft, are routinely inspected and replaced (in accordance with) maintenance procedures when required,” he said.



## Treasurers Report

Frank Roche

Frank would like for everyone to know that we still have Hats and Coffee Cups for sale. Buy either and your shipping will be free. remember the reunion can always use more money.

# AND FINALLY

Just a reminder to everyone to not pull a  
“Bob Gray” and procrastinate and not  
make the Reunion reservations.

Let’s make this the best and busiest  
reunion yet.

HOPE TO SEE THE WHOLE CREW  
IN LOVELY NEW MEXICO.

ALSO, REMEMBER THAT IT IS NOT A FORGEIN COUNTRY