



VOL. 2024 #8

AUGUST 2024

USS HENRY L. STIMSON ASSOCIATION SSBN655 NEWSLETTER

Association Officers & Board of Directors 2023 - 2025

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**SSBN 655 COMMISSIONING
UNDERWATER SOUND LAB, NEW LONDON, CT
AUGUST 20, 1966**

**From the Reunion Committee -
John & Gretchen Glaub**

Shipmates, we have been busy working on the reunion plans since we came back from Florida. We appreciate all the positive replies we received and look forward to hosting you.

The reunion will be in Groton, CT October 8-12, 2025. We will be staying at the Holiday Inn in Norwich on Route 82. Room prices: Tuesday - Thursday \$129.00, Friday and Saturday \$159.00, Sunday \$129.00. Total room prices with taxes and hotel fees added will be on the registration form when it goes out.

For travel planning purposes, the airports to consider flying into are: T.F. Green, Providence, RI 49 miles to the hotel and Bradley International Airport in

Hartford, CT 54 miles to the hotel.

At our previous reunions, we have asked our shipmates to consider supporting the reunion committee by bringing or sending items that can be used for door prizes. This has been a great hit at past reunions. You'll hear more about this in

**REUNION CONTROL CENTER
2025 Stimson Reunion
Fall of 2025
Groton CT**

future newsletters.

We are planning a tour of SUBBASE New London, USS Nautilus Museum, and the WWII Submarine Memorial. We are hoping to hold something at the Groton SUBVETS clubhouse which is now the new home of USSVI National Organization.

There are many things to do on your own time in the area. Mystic Village, Mystic Seaport, Mystic Aquarium, Foxwoods Casino and Mohegan Sun Casino. The hotel has a free shuttle to and from Mohegan Sun.

If you have any questions, please email us at 655reunion2025@gmail.com. There will be updated information in future newsletters.



From the Association President - Jerry Blevins, LT(SS) B 76-79, USSVI USS Groton Base, 655 Assoc Life Member:

CJ and I hope everyone is enjoying this summer. Two sub related notes: This is the commissioning month for the STIMSON (08/20/1966) and a reminder that the USSVI National Convention is being held in Cleveland, OH August 18-24 [[USSVI National Convention 2024 \(subvetconvention.org\)](http://USSVI National Convention 2024 (subvetconvention.org) .) .]



From the Association Vice President - Ray Kreul, TM2(SS) [TMC Ret] G Comm 65-69 Plank Owner; Assoc. Life Member; USSVI Groton Base/Snug Harbor

Base/Rhode Island

Well shipmates, summer is coming to an end and it's been a hot one. It's been like our political scene hot and crazy. I encourage everyone to think about the status of country, the one we so dearly defended. I encourage everyone to get out and vote it looks like this may be a crucial year for country and our military. So, get out and vote don't leave it for the other guy.



Chaplain's Corner - Bruce Stefanik, MS1(SS) B 73-77, 655 Assoc Life Member, USSVI USS Asheville Base:

In some places the weather is getting hot. Wild fires are raging in some places. The love of God is with us no matter where we are. May we stay cool and safe in the love we have for each other.

He who dwells in the shelter of the Most High will rest in the shadow of the Almighty. Psalm 91:1
May you and your families be blessed as we think of each other this month.

Bruce was inducted into the Holland Clut at the combined Subvets/American Legion picnic. It was presented by the USS Asheville Base Commander who is also the American Legion Post president.



Submarines Lost During the Month of August

USS BULLHEAD (SS 332)	August 6, 1945 – 3 rd War Patrol	LOST WITH ALL HANDS – 84 SOULS
USS FLIER (SS 250)	August 13, 1944 – 2 nd War Patrol	LOST WITH 83 SOULS; 8 MEN SURVIVED
USS S-39 (SS 144)	August 14, 1942 – 3 rd War Patrol	NO LOSS OF LIFE
USS HARDER (SS 257)	August 24, 1944 – 6 th War Patrol	LOST WITH ALL HANDS – 79 SOULS
USS COCHINO (SS 345)	August 26, 1949	NO NAVY LOSS OF LIFE; ONE CIVILIAN LOSS; TUSK LOST 6 SOULS DURING THE RESCUE

FIVE Boats and 253 Men Lost

August 14, 1945 - VJ Day – Victory in the Pacific

This is for all Stimson shipmates, not just the ones who qualified on the 655. No matter what boat you qualified on if you were on the Stimson send me a scan or picture and it will be added to the website.

You can include any item related to your SS qualification: Qual Certificate; Qual card, picture receiving your dolphins; etc.

Qualification Cards of Stimson Sailors

Submitted by Trin Rios, LCDR B NAV 76-78, USSVI/ HC Tri-State Base

At the last International Submarines Association (ISA) Congress held in Ireland last May, the countries present made presentations at the Memorial Service of the number of submarines and sailors lost since 1901.

Below is the listing of the number of submarines and sailors lost list by country:

COUNTRY	SUBMARINES	SAILORS
	LOST	LOST
1. United States	74	4,300
2. United Kingdom	135	6,000
3. Germany	939	34,000
4. Russia	132	4,143
5. Hungary	9	95
6. Italy	95	1,071
7. France	12	1,650
8. Greece	4	104
9. Australia	2	35
10. Norway	1	40
11. Sweden	1	33
12. Israel	1	69
13. Korea	1	46
14. Japan*	142	1,136
TOTALS	1,548	52,722

*** Japan was not at the IAS Congress, but I added their totals**

I was surprised by the total number of submarines lost and the number of boat sailors lost. May God Bless Their Souls, Trin



The following Stimson Shipmates have departed on Eternal Patrol.

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ET1(SS) James Wofford B 71-74
Eternal Patrol: September 18, 2023

RM2(SS) Bernie Munoz G 76-80
RMC(SS) Retired
Eternal Patrol: May 27, 2024

MT2(SS) Brett Johnson B 85-89
MT1(SS) when left Navy
Eternal Patrol: June 30, 2024

ET? Thomas J. Dolehanty ? 70?
Eternal Patrol: June 21, 2024

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The direct link to the Association Eternal Patrol page is: <http://ssbn655.org/eternal-patrol/eternal-patrol.html>



WELCOME ABOARD: Found & Updated Shipmates

(Shipmate has been added or information has been updated on our Sailing List. Please check the online Sailing List for shipmates contact info.)

NOTE: Don Ort, MM1(SS) G/SY1/G 69-74, CWO4 Ret, continues to locate our Stimson shipmates who are on our Sailing List but without an email address.

TM2(SS) Victor 'Bill' Lindley G/SY1/G 70-75
 [updated by shipmate]

BINNACLE LIST UPDATES: If you know of a shipmate who should be on the binnacle list please let me know. I will contact the shipmate for permission to add them to this list. I only add those who have given permission.

I am using the binnacle list as an ongoing story for each person on it. This way you will be able to understand the update better than if you do not remember what their health issues were.

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Bruce Stefanik, MS1(SS) B 73-77, 655 Assoc Life Member, USSVI USS Asheville Base:
 Cards to: 50 Fairway View Dr., Etowah NC 28729
6.15.24: Email from Vicki: Bruce is doing great. His neurologist was a little surprised at his May clinic visit at how Bruce has not progressed but Bruce reminded him that he is on both Rx's to slow the progress. He decided Bruce doesn't have to go back to clinic for 6 months instead of 3.
4.17.24: Email from Vicki: The only thing new is that we now have a Toyota Sienna Hybrid Conversion Van equipped to transport Bruce's 425 pound power chair with a 6-way front passenger seat to make it easy for him to transfer into it. Of course he doesn't need it currently but we are prepared for when the need comes. He did have to go to the VA hospital in Salisbury for a driving evaluation which was like taking the test for a first license which Bruce passed with flying colors. The examiner said Bruce was only the 2nd ALS client she had that has passed.

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Elam Lee Mauk, EMCM(SS) B 65-69 COB 66-68 Plank, Assoc. Life Member, USSVI USS Sailfish Base Holland Club

Card to: 4000 Ibis Way Unit 201 Venice FL 34292

No recent updates
2.20.2024: Email from Gretchen Glaub: John has joined the USS Sailfish Base and received the following email from the Base Commander. Elam is a member of the USS Sailfish Base:

- I called his home and spoke with his wife. He is in the Douglas T. Jacobson State Veterans Nursing Home in Port Charlotte with dementia. I have added him to our binnacle list. Bill Heck, USS Sailfish Base Commander*

9.17.2023: Email from Angie Mauk: Elam Lee has been in dementia for the past two years, Of course we cannot travel. Hope your reunion is a great success, We will miss you all

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Sandy Hastie, CAPT B 80 (Oct-Dec) CO-1 patrol
 Cards to: 75 Lambeth Dr., Asheville NC 28803-3425

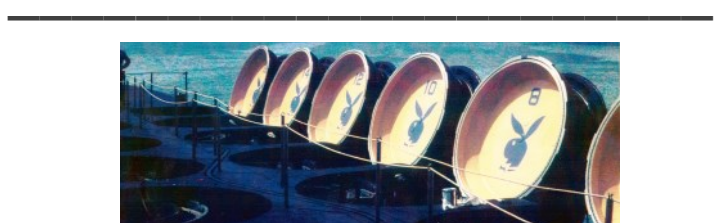
No recent updates
2.18.2024: Email from Sandy: Dear Friends, we met with our local oncologist on Wednesday, February 14 to review Sandy's February 11 PET/CT scans.
Although preliminary, the scans showed the three cryoablation operations reduced the size of the cancer nodules that were in my left glute area, right shoulder, and right chest wall. The next scans in May will tell a more complete story. But, our oncologist, our surgeons, and we are cautiously optimistic that the May scans will show the operations significantly reduced or eliminated the nodules. This would help reduce the cancer load on the Keytruda immunotherapy and will hopefully allow Keytruda to more easily control the remaining cancer nodules.
Sandy is still recovering from the operations but making good progress.
We thank you for your prayers and for God's graciousness in answering them!
Warmly, Donna and Sandy

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Ron 'RG' Hyson, STS1(SS) B 70-75, Assoc. Life Member, USSVI Hampton Roads Base, Holland Club, STSCM(SS) Retired

Cards to: 3425 MacDonald Rd., Virginia Beach VA 23464

No recent updates
3.26.2024: Email from Jean: The results of Ron's evaluation on January 2024, compared to last year, scored significantly lower on a test of global cognition. His doctor reported that Ron has transition to the Moderately Severe Stage of dementia. Also, he was prescribed an additional medication to help with his anxiety and agitation. The medicine is working great!! We now have a happier and calmer household.

Thank you for all the prayers, caring thoughts, cards, letters, pictures, and memories Ron has received. They really brighten his day. Jean/Ron



GREAT LINKS TO SPEND TIME WITH

655 Association Website

www.ssb655.org

SEA STORIES, COMMENTS and JUST GOOD THINGS From Our Shipmates

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Submitted by Dave Violette.

On June 28 Dave Violette's (Assoc. Life Member, MM1(SS) B 73-76, USSVI Carolina Piedmont Base, Holland Club) 10-year old grandson Isaac had his "Bell Ringing" (link: <https://youtube.com/shorts/Aqrft-4ktTw?feature=shared>) celebration for completing his chemotherapy treatments at Levine Children's Hospital in Charlotte, NC. Isaac has been going through cancer treatments since January. Reaching this major milestone and being able to "ring the bell" symbolized a joyous moment for Isaac, his family, and the dedicated staff at Levine.

As part of his celebration Isaac read the following poem posted next to the bell. The poem was written by Amanda White, a chaplain at Levine Children's Hospital. Dave freely admits the celebration "made his eyes start leaking."

A Blessing As You Ring The Bell

May your heart feel free to dance and sing with things like joy and wonder.

May your body feel peace and grow stronger, as you move forward into this unwritten new chapter.

May your mind feel calm and bright, like the sun that always rises.

And as this bell sings, may you sing too, of just how far you've come.

This is a great big day for you, and oh, how mighty you are!

Your journey has not been easy, my friend, and your story is important.

So, ring the bell and tell us now, that you are here at last!

By: Amanda White

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Submitted by Ron Testa, ETN2 [LCDR ret] B/SY1/G 70-73, Assoc. Life Member

Blast to the past at Naval Station Dam Neck, Virginia.

Navy training days 55 years ago at Naval Station Dam Neck, Virginia.



October 1969 - In Raborn Hall I attended six more months of study to learn to operate and repair Navigation computers and electronic equipment used to support submarine launched Polaris missiles.



March 1970 - My Mother the Spy! The infamous missile outside of Raborn Hall where base security took my mother into custody for taking its picture!

After a year of training at Naval Guided Missile School, it was finally graduation day. Only students were allowed to attend our little ceremony as it was held in our classroom in a building requiring security clearance. My parents came down to Virginia from NYC to help us move to my next duty station - Submarine Base Groton, CT, where I was to attend Basic Enlisted Submarine Training. They had to stay outside the building while I went inside to graduate and receive my new orders. I guess my mom got bored and could not resist taking a picture, despite warning signs stating no photography allowed on the base back then. They did release her to my "custody" but she was upset because they did confiscate the film in her camera.

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Submitted by George Birmingham in reply to the story from Ron Testa

Great pictures and great memories indeed. Thanks for sharing!

I do remember that place well - Saw my first air show at Oceana NAS where the A-6's flew in and out all day. The F-4's the Blue Angels flew back then were awesome. Then there was the FAWTC just up the road that flew that annoying drone all day, most days - until one day an enterprising gunnery crew in training figured out how to take the offset out and NAILED IT!!! - to

the cheers of almost everyone on the Dam Neck Base. Karma indeed!!!

But my most memorable moment came one afternoon after class, when it was announced there was a lost child in the nearby area, and they needed volunteers to search. Naturally I volunteered along with 50 or so other sailors. They took us to the search area by bus and once we arrived, they told us the kids' name was "Weiner" and so, along with another busload of volunteers, here go roughly 100 sailors walking through a field and lightly wooded areas calling out "Weiner, Weiner, where are you?" 😊😊 To this day I have not found a Candid Camera episode that documented this event, though I am highly suspicious that one was made, though at the time iPhones did not exist (thank goodness for small miracles). The child was found a short time later, but not by this crew of humble sailors.

Good memories overall. Thanks for sharing the pictures. Glad your Mom escaped the brig!

Ok,Ok, so these are shore stories... 😊

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Submitted by Nick Nichols in reply to the story from Ron Testa

Ron, these are great pictures and bring back great?? memories. I was at Dam Neck late March to early September during the same time as you for TM Launcher training. Remember the beaches very well...also remember the sunburns too. I watched the moon landing on TV leaning across the back of my chair in the barracks while another student put Noxzema on my back and shoulders. And then having to put on that starched and ironed uniform Monday morning to go to class. Those were the days they'd write you up for damaging government property if you were too burned to attend class.

Like I said...oh the memories.

6 Big Changes Coming to the Post Office in 2024

Before you head out to the post office, here's what you'll find that is new

By Donna Fuscaldo, AARP

Through snow, rain, heat and gloom of night,

the U.S. Postal Service has delivered mail to Americans for nearly 250 years. Although that core task remains the same, that doesn't mean everything else stays the same in 2024.

From the price of stamps to procedures for forwarding mail, here are six things that will be different at USPS this year.

1. Stamp prices are going up

Effective July 14, the price of first-class Forever stamps increased 5 cents, to 73 cents. A first-class stamp covers the cost to mail a 1-ounce letter; the cost of an additional ounce rose from 24 cents to 28 cents.

2. ID is required for forwarding mail

Aiming to clamp down on identity theft and protect customers' information, USPS is beefing up its procedures to verify your identity when you request a change of address. Now you must either show ID in person at your local post office or verify your identity online. A change of address request, or COA, has to be submitted 90 days before the date of your move or up to 30 days after your move.

If you are doing it in person, bring one of the following to your local post office: See link

If you are doing it online see link

3. Several new stamps are being released, with more to come.
4. Mail volume will decline and losses will grow
5. Better service and speedier delivery are expected
6. Dog bites were up last year

[READ FULL ARTICLE HERE](#)



The Security Corner
By: George Birmingham ET1(SS)
G/SY1/G 69-74, Assoc. Life
Member, SV Carolina Piedmont
Base, Holland Club

Seniors are prime targets for scammers

Last month the Security Corner was introduced as a way to share current information on scams being perpetrated against seniors. Your local media outlets will often run stories on this topic, so some of the topics discussed in the links below

will be familiar to you, but others may show how scammers continue to adapt and change their approach. They play on your fears to achieve their goals – to get your money and personal information for identity theft. Here are a few thoughts...

The following link comes from Regions Bank:
[Common Scams Targeting Senior Citizens](#)

This next link contains a number of videos of actual scam calls, and is hosted by the non-profit Business Fraud Prevention Group at **<https://businessfraudprevention.org>**.

Telephone-Scams

I have seen increasing numbers of suspicious iMessages and texts from political candidates, banks I have never done business with, and other suspicious entities. So how do we deal with that source of non-phone call scams? Here is an article from Apple on the safest way to delete such messages without exposing your devices to harmful content:

<https://support.apple.com/guide/iphone/block-filter-and-report-messages-iph203ab0be4/ios>

What I find interesting is that when deleting a message on an iPhone you can delete and report as spam, but if you are on an iPad, you can only delete unwanted messages, but no way to report as spam. Maybe one day apple will fix that...

And finally, our e-mail address is often used when shopping on-line, and with our banks, our utility providers, and merchants we shop with frequently for notifications. When breaches occur then our e-mail addresses are exposed and thus other scams will likely follow. Here is a site you can use to see if your e-mail address has been compromised in a breach:

[!:-have i been pwned?](#)

The primary function of Have I Been Pwned? since it was launched is to provide the general public with a means to check if their private information has been leaked or compromised. Visitors to the website can enter an email address, and see a list of all known data breaches with records tied to that email address. The website also provides details about each data

breach, such as the backstory of the breach and what specific types of data were included in it.

So, think for a moment how many sites you log into with your e-mail address as your username, and the password that goes with it. Do you ever use the same password for multiple sites? This suggests that changing passwords often is a good practice.

I checked my primary address and found out that it was exposed in 15 breaches. As I have had this e-mail address for over 30 years, I was not surprised. Needless to say, password changes for critical accounts like credit cards and on-line banking followed, which I do anyway out of habit, though I have different password for all of them. Can't be too safe these days...

As always, shipmates, comments and suggestions for future topics are welcomed. Contact me at subvet_ssbns@bellsouth.net if you have questions about items in the monthly Article.



The Computer Corner
By: George Birmingham ET1(SS)
G/SY1/G 69-74, Assoc. Life
Member, SV Carolina Piedmont
Base, Holland Club

Upgrading from Windows 10 to Windows 11 on compatible hardware

So last month we looked at some information about Windows 11, what our options are if our computer hardware is not compatible, and how to check to see if we are upgrade ready. So if this is not an action you are ready to take, then this is your exit point. See you next month.

Ok, so with any computer upgrade to a new operating system, there are some things you need to do to protect your data should something go wrong. Here are some suggestions that will give you a patch for recovery.

1. Run Windows Update to make sure your system is completely update on Windows 10 before the Windows 11 Upgrade.
2. Create a system restore point. Here a suggested procedure from Microsoft:

<https://support.microsoft.com/en-us/windows/create-a-system-restore-point-77e02e2a-3298-c869-9974-ef5658ea3be9>

3. Backup your personal files to a USB drive or external hard drive if you have one. Tom covered disk drive updating in the December 2023 and January 2024 newsletter and in January 2018 he covered backing up your data. If you don't have that last article, the Webmaster can provide you with a copy.

USB hard drives are cheap, and are available on Amazon, at Walmart (who knew!), Best Buy and local office supply stores. They are pretty cheap now – 4TB for under \$100 !!!

4. Make a list of any applications you have installed from the Microsoft Store or elsewhere. If you have installed apps from non-Microsoft Store sources, be sure investigate their compatibility with Windows 11 to make sure they will be compatible after the upgrade.

5. Watch this video on the Windows 10 to Windows 11 update process: [https://](https://www.youtube.com/watch?v=zKvF9aTSXUK)

www.youtube.com/watch?v=zKvF9aTSXUK

I found this video to be very helpful. It turns out that if you are not happy with Windows 11, then you can go back to Windows 10, and the video shows you how to do just that. You have a 10 day window to change your mind and revert back if you so choose.

Now for those of you who are emotionally tied to Windows 10, there may be a way to migrate to Windows 11 and still have your current Windows 10 system available for use. I am currently investigating/testing a way to convert your Windows 10 system for use as a virtual machine and then be used with a software package called VMWare Workstation. This software is free for personal use. I have used this software for many years and it is simple to use. More information will be shared once testing is complete and I have executed all steps on my own PC environment. I want to make sure all the steps that need to be taken are known and fully verified. Stay tuned...

As always, shipmates, comments and suggestions for future topics are welcomed.

Contact me at subvet_ssbns@bellsouth.net. And if you have a difficult computer or network

problem you need help with, contact me. I'm always glad to help out if I can.

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Mistakes That Shorten Your Laptop's Life

By Marissa Laliberte

A laptop is a big investment, so you want to keep it in good shape for as long as possible. Start by avoiding these no-nos that tech experts see all too often.

Make your laptop last

When your laptop starts taking what seems like forever to start up—but then its battery plummets immediately—you probably just throw up your hands in frustration, thinking that that's just the way of the technology world.

You take "lap"top literally

Just because it's called a laptop doesn't mean you should set it on your lap. In fact, putting it there too often could cut the computer's lifespan short. If that vent is covered by your pants or a blanket, your laptop could overheat, or dust might start to settle inside.

You never turn it off

It's easy to just shut your laptop lid at the end of the night so that it boots up in just a couple seconds. It is recommended shutting it down at least once a week, though more is even better.

Find out [exactly how often you should be shutting down your computer \(and why\).](#)

You pick your laptop up by the screen

It's easy to grab an open laptop by the top, where the screen is, but it can mean bad news for your computer. There are metal screws attached to your laptop's plastic case, and yanking on those screws can loosen them.

You pop your laptop loose into a bag

When you have to carry your laptop around, make sure you tuck it in the laptop slot if your bag has one, or slip it into a padded case before putting it in your bag, suggests Eiland.

You stuck with the hard drive it came with

Unless you have a new model, your laptop probably has what's called a hard disk drive (HDD)—it's what causes that whirring noise when you boot it up. Unfortunately, that HDD can't spin fast enough to keep up with demands after a while,

which is why tech experts recommend upgrading to a solid-state drive (SSD).

Too many programs launch when you boot your computer up

If your Windows laptop has been running way too slowly, try hitting Ctrl + Shift + Esc to bring up Task Manager, suggests Schoeffler. Go to the Start-up tab to find a list of all the apps that open when you boot your laptop up and how much impact they have on the startup time. Right-click on any programs that you don't use every day and click "Disable".

You never compress your data

Over time, the files on your laptop can become fragmented, meaning files that should be next to each other aren't. If you have a Windows laptop, "defragging" your computer is a way of compressing and putting those files back together so that your computer doesn't have to work so hard.

You never bothered to install antivirus

Hopefully, this goes without saying, but antivirus software is essential for keeping bugs out of your system.

You always have a million tabs open

For the most part, your laptop can probably handle your habit of keeping a ton of tabs open at once. But if it isn't well ventilated, making it work hard to keep all those pages going could cause extra stress.

You haven't tried resetting your computer

If your laptop is running painfully slowly, don't lose hope and buy a new one just yet. This isn't the same as a simple restart—resetting your Windows laptop reinstalls the operating system. On Windows 10, go to Settings > Update & security > Recovery > Reset this PC. You'll have two choices: Keep your files or remove everything, so unless you're prepared to lose all your documents and photos, you'll want to select the first option before letting the reset do its magic. It is recommended reinstalling every other year or so.

You aren't delicate enough

Especially if you have an HDD, you'll want to be careful when carrying your laptop around. "If

5.5% vs. 19.5% Pay Raise: Senate Diverges from House on How Much to Boost Junior Enlisted Paychecks

READ ARTICLE [HERE](#)

White House 'Strongly Opposes' Proposed 19.5% Pay Hike for Junior Enlisted Troops

READ ARTICLE [HERE](#)

Navy Relieved 12 Commanders in 6 Months — Including 3 Firings that Were Never Publicly Announced

READ ARTICLE [HERE](#)

Flag Etiquette and the U.S. Flag Code

READ ARTICLE [HERE](#)

The Next Deadline for Backdated PACT Act Payments Is Coming Soon. Here's What You Need to Know

READ ARTICLE [HERE](#)

After Easing Veterans' Access to Guns, House Republicans Vote to Tie VA's Hands Further in New Spending Bill

READ ARTICLE [HERE](#)

Uncle Sam Needs You ... to Be a Poll Worker for This Year's Election

READ ARTICLE [HERE](#)

National Cemeteries Offer Free Burial for Veterans

READ ARTICLE [HERE](#)

How to check for Accredited Attorneys and Veteran Service Officers for your VA Claim

READ ARTICLE [HERE](#)

Virginia-Class Submarine Production Uncertainty Challenges Builder, Suppliers

READ ARTICLE [HERE](#)

VA Designates Male Breast Cancer, 2 Other Cancers as Service-Connected Illnesses Under PACT Act

READ ARTICLE [HERE](#)

2024 VA Disability Payment Schedule

READ ARTICLE [HERE](#)

Senators' Latest Idea to Fix Military Recruiting Slump? Sharing Enlistment Data with High Schools

READ ARTICLE [HERE](#)

How Troops Convicted Under a Gay Sex Ban Can Apply for a Pardon from Biden. Will Benefits Follow?

READ ARTICLE [HERE](#)

White House Announces Pardons for Troops Convicted of Sodomy Between 1951 and 2013

READ ARTICLE [HERE](#)

New Rule Gives Maximum Pell Grants to Children of Fallen Service Members

READ ARTICLE [HERE](#)

How to Enroll in VA Health Care

From applying online to visiting your local VA, learn everything you need to know about enrolling in VA health care in this episode of the SITREP.

[WATCH](#)

Disaster Assistance for Veterans

Veterans and their families effected by a natural disaster can access resources and benefits to get the support they need.

[LEARN MORE](#)

Digital Front Door: Expanding Access to VA

Learn about the many options available to Veterans, caregivers, and their families to access VA services and benefits. VA's digital solutions connect you to your benefits and resources wherever you are.

[LEARN MORE](#)

Easily View Your VA Claim Status Online

VA's Claim Status Tool allows Veterans to quickly [view the status of their VA claim, decision review or appeal online](#) through VA.gov. This free service allows Veterans the flexibility to access

and monitor their claim online or from their mobile device 24/7.

[LEARN MORE](#)

Get Appointment Reminders to Your Phone

Opt in or out at any time

It can be hard to keep track of medical appointments. That's why VA has text message appointment reminders. Start or stop reminders at any time.

[Learn More](#)

Manage Stress with Self-Guided Relaxation

Stress can affect more than just your mood. It may also affect your physical health. But there are ways you can help your body react to stress differently.

[Learn more.](#)

Don't Skip These 3 To-Do's When You Travel

Don't let summer travel plans get in the way of your health. My HealtheVet makes it easy to manage appointments and medications while you're away.

[Learn more.](#)

Getting a Prosthetic at VA

Using a prosthetic device is a big change for your body and your life. Your VA health care team is here to support you during every stage toward health and independence.

[Learn more.](#)

Better Health Isn't Far Away with TeleMOVE!

You can step closer to your fitness goals without leaving home. Try out popular technologies in the TeleMOVE! weight management program.

[Learn more.](#)

VA Support for Mental Health

Your mental health is just as important as your physical health. VA offers many mental health services even if you're not enrolled in VA health care.

[Learn more.](#)

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VBA Did Not Identify All Vietnam Veterans Who Could Qualify for Retroactive Benefits

VA Office of Inspector General 6/27/2024

The OIG conducted this review to determine to what extent VBA identified veterans potentially eligible for prior disability claim re-adjudication and retroactive benefits under the National Defense Authorization Act (NDAA) and identified two missed populations. Of the approximately 86,894 veterans in the first dataset with NDAA diseases in their VHA medical records, about 36,125 were entitled to approximately \$836.8 million in unpaid benefits. A VA senior management advisor stated VHA records were not involved in readjudication determinations because VBA did not have ready access to VHA diagnosis data. For the second dataset identified through Camp Lejeune service records, the OIG reviewed claims for 226 veterans and estimated 102 were entitled to about \$7.5 million in benefits. VA concurred with two of the OIG's three recommendations to improve methodologies for identifying eligible veterans and to send outreach letters, improve claims processors' identification of claims possibly warranting re-adjudication, and update procedures to include veterans' medical records.

Nehmer v. US Department of Veterans Affairs was a 1986 class-action lawsuit in which Vietnam veterans and their survivors alleged VA had improperly denied their compensation claims for service-connected disabilities caused by herbicide exposure during military service. In 1991, VA was required to re-adjudicate claims filed by Vietnam veterans. When regulations add new presumptive diseases of service connection, VA must search its records to find eligible claimants and award benefits, without requiring action by the claimant. The 2021 NDAA added three diseases (bladder cancer, hypothyroidism, and Parkinsonism) that carry presumptive service connection due to herbicide exposure during the Vietnam War. In 2021, VBA stated VA would review claims for Nehmer eligibility from approximately 70,000 veterans and survivors in its implementation of the

NDAA, and additional veterans might be identified through other document reviews. This review highlights deficiencies in fully identifying affected veterans.

Full Report

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5 Types of Mail You Can Safely Throw Away (and 4 You Can't)

By Michelle L. Black

No one likes for their home to be taken over by piles of paperwork. But when you're staring at a fresh stack of incoming mail, it can be tough to figure out which envelopes you need to keep and which ones you can safely toss straight into the recycling bin.

Do you hate clutter? If so, you'll be happy to learn that you don't need to hang onto every letter or document that finds its way into your mailbox. Eric Nisall, personal finance and tax expert, weighs in with some advice on five types of mail that you don't need to keep.

Before you toss out any mail or documents containing your personal information (name, address, account numbers, etc.), run those papers through a paper shredder first.

Types of mail you can safely throw away:

- **Bank statements:** When it comes to your bank statements, the good news is that you can probably opt to have them delivered to you electronically. In fact, depending upon your bank or credit union, switching over to electronic statements might even reduce your monthly fees. If you prefer having physical banks statements delivered, Nisall says it's fine to discard them immediately after you've reviewed them since you will most likely have access to at least a year's worth online.
- **Monthly bills:** Have you been hanging on to monthly bills, like utilities or credit card statements, after they've been paid? There's no need to do so, once you've reviewed the bill for accuracy. Nisall says, "Once you're satisfied that the bill is for the correct amount, you can shred it immediately since it serves no purpose going forward. If you ever need to show a utility bill for proof of residency, you

can go online and print off the last statement and not waste your space with useless paper."

- **Credit card offers:** The pre-approved credit card offer is another culprit that commonly clogs up mailboxes. And while you can potentially access some great reward-earning opportunities this way, if you're not currently in the market for a credit card, Nisall says there's no need to hang on to them. "Most [pre-approved credit card offers] are time-sensitive anyway," Nisall points out, "so there is no benefit to saving these documents." These should definitely be shredded before being tossed.

If you want to stop receiving pre-approved offers of credit in the mail, the Fair Credit Reporting Act gives you the right to do this—visit OptOutPrescreen.com to learn how.

- **Neighborhood coupons and junk mail:** If you're like most people, your mailbox is probably filled with neighborhood shopping coupons and other types of junk mail. Whether you're receiving vacation offers, insurance solicitations, or anything similar, there's no reason to keep you from tossing those papers directly into your recycling bin—unless you plan to use a coupon or sales paper to save on an upcoming purchase. Keep in mind, if a piece of junk mail contains any of your personal information (such as your name, address, etc.), a number of experts advocate for shredding those documents first. Even the Federal Trade Commission (FTC) states that "Destroying documents with your personal information reduces the likelihood of becoming an identity theft victim."
- **Invitations and thank you notes:** These days, it's common to receive an invitation to your friend's birthday party on Facebook. Your niece might send you an email invite to a Christmas party online. But sometimes you'll still receive a good old fashioned thank you note or invitation in your mailbox. Should you keep it or toss it in the trash after the event has come and gone? The answer to that question depends entirely upon how you feel about

clutter (and probably how you feel about the person who sent the invite or thank you note in the first place). The good news is, there's really no right or wrong answer here. Plus, you can always scan the note or invitation and save the memory without taking up any physical space in your home.

Types of mail you need to keep

Here's a look at some of the documents you should probably hold onto—at least for a while.

- **W-2s and 1099s:** Your W-2s and 1099s need to be saved for seven years. If you're wondering why, Nisall explains that it's an IRS requirement as they support your tax returns. In addition, you may need up to two years' worth when trying to get a mortgage or student loan. After the seven-year period is up, you can shred, then toss.
- **Pay stubs:** Your pay stubs represent another type of document that you shouldn't be so quick to throw away. Why? You might need them to prove your income if you are you are looking to rent/lease a home or a car, or get a loan, Nisall explains. However, you probably don't need to hang on to every pay stub you've ever received; just the most recent three or four.
- **Insurance policies:** When you take out insurance coverage, the insurance company will often send you a copy of the full policy in the mail. (If they fail to do so, you should request a copy.) Of course, you need to keep copies of any active policies, but Nisall says you only need to "keep your insurance policy until the new period takes over. Once you sign and pay for a new policy, the old one ceases to be valid, so unless you are interested in comparing the rates/coverages over time, [copies of old insurance policies] will provide very little value."
- **Medical bills:** When it comes to any medical bills you receive in the mail, hold onto medical bills for one year before you discard them, recommends the FTC. However, if you're in the middle of an insurance dispute over any medical charge, you may need to hold onto

those bills for a longer period of time.

Types of Mail You Can—and Can't—Safely Throw Away | Reader's Digest (rd.com)

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Post Office to Hike Prices in July Stock up now on Forever stamps

By Donna Fuscaldo, AARP

The U.S. Postal Service will raise the price of a first-class Forever stamp by 5 cents, from 68 cents to 73 cents, on July 14, 2024. A first-class stamp covers the cost to mail a 1-ounce letter; the cost of an additional ounce will rise from 24 cents to 28 cents.

Many of the post office's smorgasbord of services will become more expensive too. Metered letters will be 64 cents, up from 69 cents. Want to send a postcard? It costs a bit more. Domestic postcards will cost three cents more, rising to 56 cents from 53 cents. You'll pay a dime extra for outbound international letters:

The Postal Service will also raise prices for Special Services products, including certified mail, money orders and insurance when mailing an item. (Postal box fees will remain the same.) The increases were approved by the Postal Regulatory Commission. Overall, postal prices will rise about 7.8 percent.

How much do Forever stamps cost?

Forever stamps will still cost 68 cents apiece until the price hike in July 2024, so stock up now. The "Forever" in their name means that even after the price rises, a Forever stamp you paid 66 cents for will still send a 1-ounce letter to any U.S. address. You won't have to add additional postage. In fact, you can use an original 41-cent Forever stamp you bought 17 years ago to mail a first-class letter today without additional postage.

Forever stamps, introduced in 2007, are always equivalent to the current price of a first-class stamp. Since 2011, virtually all first-class stamps sold are Forever stamps.

You can even use Forever stamps for outbound international letters, but you'll have to include additional stamps to get to the correct amount of international postage. For international letters, a Forever stamp has the value of the price

of a first-class stamp on the day it is used.

A 1-ounce letter cost 6 cents to send in 1863, according to the USPS historian, and 10 cents 50 years ago. When the new price goes into effect, the cost of postage will have risen from 66 cents in July 2023 to 73 cents in July 2024, a 10.6 percent increase. The consumer price index, the government's main gauge of inflation, has risen 3.3 percent in the 12 months ended May 2024.

Blame the internet

The widespread use of email and the shift to online banking have taken a toll on the post office. People need fewer stamps for letters and bills, and businesses can reach customers more affordably and efficiently with email instead of junk mail. Of course, you'll still get junk mail — you'll just get it electronically.

The original U.S. Post Office Department, established in 1792 as part of the federal government, was reorganized in 1970 as the U.S. Postal Service, a separate agency, and generally receives no taxpayer money for operating expenses. According to a May 28, 2021, statement from USPS, the postage price hikes are a first step in a plan to reverse a 2006 law that capped postage increases at the consumer price index, the government's main measure of inflation. The same law, however, allowed the Postal Regulatory Commission to review the effects of the postage price cap, and in 2017, the commission ruled that the price cap hurt USPS profitability. In November 2020, the commission issued new rules that gave the Postal Service more flexibility when it comes to rate increases.

What did a first-class postage stamp cost?

- Jan. 7, 2001: 34 cents
- June 30, 2002: 37 cents
- Jan. 8, 2006: 39 cents
- May 14, 2007: 41 cents
- May 12, 2008: 42 cents
- May 11, 2009: 44 cents
- Jan. 22, 2012: 45 cents
- Jan. 27, 2013: 46 cents
- Jan. 26, 2014: 49 cents
- Apr. 10, 2016: 47 cents
- Jan. 22, 2017: 49 cents

- Jan. 21, 2018: 50 cents
- Jan. 27, 2019: 55 cents
- Aug. 29, 2021: 58 cents
- July 10, 2022: 60 cents
- Jan. 22, 2023: 63 cents
- July 9, 2023: 66 cents
- Jan. 21, 2024: 68 cents
- July 14, 2024: 73 cents

Source: Historian, U.S. Postal Service

Info Warriors Coming To Navy Subs In The Pacific

The move follows two other pilot efforts with Naval Submarine Forces, said Vice Adm. Kelly Aeschbach, the service's outgoing "I-boss." (DEFENSE ONE 11 JUL 24) ... Lauren C. Williams

The Navy has been experimenting with embedding information warfare officers and sailors on submarines, starting with two pilot efforts off the East Coast. Later this year, it wants to expand the idea to the Pacific, said the service's IW chief.

"We have been piloting having a permanent integration of an IW officer—as well as IW sailors—on submarines," Vice Adm. Kelly Aeschbach, leader of Naval Information Forces, told reporters Wednesday.

Aeschbach said the additional crew brought expertise in cybersecurity, communications, and intelligence, and included cryptologic technicians for electronic intelligence and warfare.

"We had enough positive feedback from that, that the submarine force is moving to permanently underpin the electronic-warfare billets for the sailors. They also would like to retain the officer billet and are examining how they would resource or underpin a position permanently. And then we're doing some further examination on where the intelligence piece is best fit," Aeschbach said.

The Navy is planning to continue to test the idea in different configurations and locations.

"We're going to do some additional pilots this fall, one out in the Pacific, where we change up the composition. We'll have some capacity on the submarine and some additional capacity ashore

as we continue to look at what's the best alignment of IW capability with the submarine force," she said.

NAVIFOR will provide tailored information warfare teams that go with submarines for specific missions as demand increases.

"We continue to experience a high demand for that capability. So I think it's on a really positive trajectory. And we'll just be working with the submarine force. [There are] just challenges in terms of capacity, in terms of the availability of how fast we can fund billets. And so I think it'll continue to grow. And we'll continue, probably, to examine just exactly what is the right form going forward," she said.

"I think it's really reinforced that we ought to have information warriors taking care of our mission set and that the submarine environment has gotten complex enough that our integration and presence allows the folks who are focused on the actual operations of the submarine to not be distracted by having to pick up collateral responsibility for our mission set."

Besides funding challenges, Aeschbach said the pilots have highlighted training problems with submarine-deployed IW personnel.

"We have gotten some feedback on how we can do better with the training, but I'm not sure I would characterize that as a challenge so much. It's just us learning about what's really required in order to make folks ready for the position," she said.

The Navy has been working to boost IW training as part of the live-virtual-constructive training environment. IW requires a lot of hands-on experience with a myriad of systems that are often classified, presenting a bit of a challenge when trying to weave them into virtual training platforms.

Earlier this year, the service revealed plans to integrate 20 program-systems-of-record into LVC, but there's been a slight change.

"We're going to be meeting at the end of September, with NAVWAR and other stakeholders, to review our prioritization of the 20 systems to determine if there are other things we

need to integrate. Because...our mission space is pretty dynamic. And we have new equipment and capabilities that I think we need to examine to see if they need to be integrated in the overall plan," Aeschbach said.

The admiral, who is set to retire this month, said current objectives are otherwise on target and the purpose of the review is to double check whether adjustments are needed or programs should be added.

The outgoing information warfare chief hopes to see more IW commanders at sea as demands for the capability increase both in the U.S. and with allies and partners.

"In the NDAA in 2021, the Congress removed the restrictions for information warfare officers to serve in command at sea. And we've been working on the governance inside the Navy that gives us the latitude to serve, potentially serve, at sea. And I think information warfare commander is the perfect position," she said.

"In terms of our allies and partners, there's been a lot of interest in how we organize. And we have been working closely with Australia, with the UK and with Japan, in particular, on their development of information warfare. And each of those countries has examined what we're doing. And each of them are developing their own information warfare focus."

Moreover, the Navy sent an IW-experienced commander to Australia for a year and plans to send one to the United Kingdom for their next carrier deployment, she said.

<https://www.defenseone.com/defense-systems/2024/07/info-warfare-coming-navy-subs-pacific/397988/>

How A WWII Ace Became The Unlikely Honoree Of A Submarine Combat Award

(MILITARY TIMES 03 JUL 24) ... Jon Guttman

The United States Navy produced scores of fighter aces during World War II in the Pacific, but arguably most unique among them was one airman who, after his flying career was interrupted by enemy ground fire, owed his return to a submarine.

Born in Burlington, Iowa, on April 21, 1920, John Roderick Galvin enlisted in the Navy in 1942, qualifying the following year as a naval aviator before being assigned to fighter squadron VF-8 aboard the aircraft carrier Bunker Hill.

The Bunker Hill's cruise began with a March 30 -31, 1944, raid on Peleliu in the Palau Islands, during which its pilots claimed 11 enemy aircraft shot down.

The following day, however, Galvin's luck ran out. Flying his fifth combat sortie in his Grumman F6F Hellcat, Galvin managed to strafe a Mitsubishi "Betty" bomber on the airfield at Woleai Atoll — before being greeted with a barrage of anti-aircraft gunfire. Badly shot-up, wounded and judging his plane unable to make it back to the carrier, Galvin bailed out of the aircraft five miles north of Taugalap Island, while his squadron mates reported his position.

After swimming for hours in rough waters, Galvin finally drifted over a coral reef fringing Taugalap and made his way to the beach. There, a Grumman Avenger buzzed him and dropped an inflatable life raft with a note instructing him to "Swim out to sea." But Galvin was too badly wounded and exhausted to comply.

Thankfully, the submarine USS Harder (SS-257), commanded by Lt. Cmdr. Samuel David Dealey, was performing lifeguard duty around the atoll when it was notified of Galvin's plight.

The sub soon took up a position 1,500 yards from the shore while carrier planes continued strafing Woleai, hoping to divert enemy attention from Taugalap.

With Galvin unable to reach it at sea, Harder's crew positioned the sub with the bow pointed shoreward and the propellers slowly spinning astern to prevent its drifting aground. At noon three volunteers, Lt. Samuel M. Logan, cook J.W. Thomason and Master Machinist's Mate 1st Class Francis X. Ryan, went ashore with a life raft and a tow line.

But just as they reached the shore and were tying the raft so all four men would be hauled aboard Harder, a Curtiss Seagull floatplane, confusing Galvin with another downed VF-8 pilot it

was seeking — Ensign Warner W. Delesdernier, who ended up missing in action — landed nearby to lend a hand. That "hand" only succeeded in severing the tow rope.

While Thomason swam out to inform the Seagull pilot of the situation another Harder volunteer, Gunner's Mate 1st Class Freeman Paquet Jr., swam in with a replacement line.

By this time Japanese snipers had spotted activity on the beachhead and began firing at Paquet from the trees. Strafing Hellcats attempted to quiet the enemy, allowing Galvin and the rescue team to haul off the beach and back to the sub. Harder reversed screws full speed and backed its way safely to sea — the daring rescue garnering the praise from the likes of Adm. Chester W. Nimitz.

Galvin remained a guest aboard Harder for an unprecedented 33 days, witnessing the start of a brief, distinguished career for the most aggressively handled submarine in the U.S. Navy.

When Dealey told Galvin of his standard tactic of engaging Japanese destroyers with a "down the throat shot," the latter thought him too much of a risk taker, but witnessed the sub's success in action on a number of occasions.

On April 13, Dealey encountered the destroyer Ikazuchi escorting the Japanese transport Sanyo Maru 200 miles south-southwest of Guam. Turning on his would-be tormentor at 900 yards Dealey loosed a spread and tersely reported, "Expended four torpedoes and one [Japanese] destroyer."

On May 3, Harder finally returned to its base at Fremantle, Western Australia, and released its passenger to return to Bunker Hill — wearing the Purple Heart and **the submarine combat pin, which became Galvin's prized possession.**

Galvin returned to VF-8 to discover himself nicknamed "Dumbo," a common moniker for downed pilots who had been rescued at sea.

By September of that year, Galvin finally got his second chance to fly and fight, encountering Nakajima Ki-43s (codenamed "Oscar" by Allied Intelligence) over the Marcelino airfield on Luzon.

Galvin claimed two Oscars, which were logged

with a total of 22 credited to VF-8 in the course of a day's dogfighting. VF-8 later outdid that performance during raids on the isle of Formosa (Taiwan) — in preparation for the landing at Leyte in the Philippines — claiming 50 enemy aircraft on Oct. 12.

Galvin was credited with three Nakajima Ki-44 "Tojos" destroyed and two Mitsubishi A6M "Zekes" damaged around Matsuyama airfield, giving him the coveted fighter ace status.

Galvin's last successes, comparatively, were almost an anticlimax. On Oct. 16, he was credited with shooting down two obsolescent Mitsubishi "Nell" bombers, bringing his total to nine planes shot down or damaged.

By the time Galvin retired from the Navy as a lieutenant, he had flown 97 combat missions, was awarded multiple Distinguished Flying Crosses, the Purple Heart, the Navy Aviator Award and, perhaps most importantly, his beloved Submarine Combat Patrol Insignia.

Convinced God had a personal hand in his survival against heavy odds, Galvin became highly religious for the rest of his life, which he expressed in a memoir he cowrote with Frank Allnutt, "Salvation for the Doomed Zoomie," published in 1983.

John R. Galvin passed away on March 9, 1994, near Scottsdale, Arizona.

<https://www.militarytimes.com/news/your-military/2024/07/03/how-a-wwii-ace-became-the-unlikely-honoree-of-a-submarine-combat-award/>

A woman and a man are in a two-car accident. Both cars are demolished but neither person is hurt.

After they crawl out of their cars, the woman says, "This must be a sign from God that we should meet and live for the rest of our days!"

Flattered, the man replies, "Oh, yes, I agree with you completely!"

The woman continues, "And look! Another miracle — this bottle of wine didn't break. Surely should drink and celebrate our good fortune."

The man nods in agreement, opens the bottle and drinks half. He then asks, "Aren't you having any?"

The woman answers, "No, I'll just wait for the police."

Hate has 4 letters, so does Love.

Enemies has 7 letters, so does Friends. Lying has 5 letters, so does Truth. Negative has 8, so does Positive. Under has 5, so does above. Cry has 3 letters, so does Joy. Anger has 5 letters, so does Happy. Right has 5 letters, so does wrong. Hurt has 4 letters, so does Heal. It means life is like double edged sword... so transform every negative side into an aura of positivity... We should choose the better side of the life.



Incredible photographs by Alan Murphy showing the perfect camouflage of nature. That little guy is almost impossible to spot!

How I was able to have my cake and eat it to

A 2021 story by
James Gutierrez

It all started in 1959 the year I graduated from High School.

I didn't like the idea of signing my life away with the Navy. The first time I read the Regular NROTC Pamphlet I read it and put it down. When we had Career Day, I spoke to LCDR Epps from the NROTC units at UNM. He recruited me.

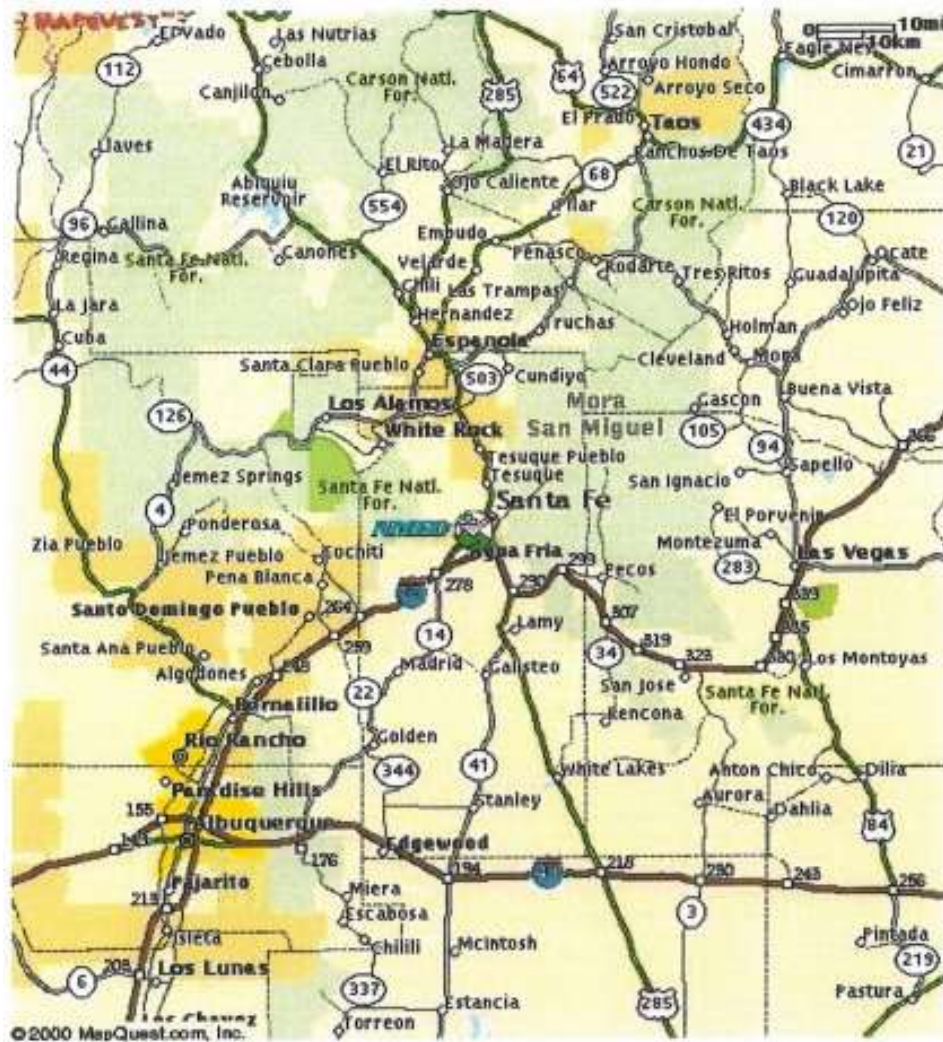
My oldest brother Rudy served in the Air Force for 4 years. Benny served in the 82nd and 101st Airborne. In the 50's all young men had an obligation of 8 years active duty and reserves. We had the draft. I figured if the Navy offered to pay my way through college and I would serve as an Officer. It was the best way to fulfill my 8-year obligation.

It was the second-best thing that ever happened to me. The first was meeting Alice while I was in the Submarine Force New London, Connecticut.

I had the support of my dear mother, Beatrice Cruz Gutierrez, I was only 17 so she had to sign the papers. She asked me, "is this what you want to do?" I answered "YES" and she signed for me. She thought she was raising her boys for Uncle Sam and that's the way it was in the 50 and 60's.

fast forward to my Senior Year in College, UNM. The Navy had the Flight Indoctrination Program, [FIP]. the idea was to find out if these you men had an aptitude for flying. Twelve of us started and eleven got our private pilot's license.





We were flying a Shinn aircraft with tandem seats and we each had a stick and a throttle. Kinda sort of like the T-34 but much smaller. My instructor was teaching us to make dead stick precision landings. On our downward let you cut the power and lowered the flaps. I got it backwards one day, I put the flaps down and then started to cut the power. My instructor yelled at me, "You are going to tear the wings off!" It was not the first time my instructor.

It was lots of fun learning to fly, and I particular enjoyed my Cross Country up to Santa Fe, turn right and head through the mountains, through Glorieta Pass to Las Vegas. When you get close to the airport you tell the guy on the radio, "Student Pilot, what is the wind direction and active runway." This alerts him to be gentle. Once I had landed and taxied over to get out and stretch my legs, he asked me to come and see him. He was gentle. He told m I had landed on the wrong runway. It was a quiet day at the Las Vegas airport, absolutely no traffic save this college kid learning how to fly Cross Country. On to the Clines corner where I had to fill up.

Straight west on the edge of the Great Plains. Lots of cattle grazing. I would swoop down to about two hundred feet to get a better look at the cows. This was the fun part

of my trip. Strangely enough the Gutierrez's drove cattle on the same area during the days of the Open Range.

Then the Tijeras Canyon and on to the West Mesa Airport.

Our instructor wanted us to get some experience flying into a Big Airport with a Control Tower, so he sent us to Kirtland Air Force Base. This airport has a 12,500 ft runway to handle the big ones like the B-36 and B-52. He told us when we landed don't touch down until you are near the end of the runway near our hanger, otherwise you will be taxing forever.

While I was in New London on the Jallao I found this little airport where I learned to fly the tri-pacer.



Ken Barker and I took a little trip to Province Town on Cape Cod. We flew over the Kennedy Compound in Hyannis Port, which was a big deal in 1964.

Final Part next month

We lost 4 of the 52 WWII submarines during the month of August: USS Harder (SS-257), USS Flier (SS-250), USS Bullhead (SS-332), and USS S-39 (SS-144).

The USS Harder (SS-257) was a Gato-Class submariner built by EB in Groton, CT. She was launched on 19Aug42 and commissioned on 02Dec42. Following her shakedown cruise, she transited the Panama Canal, and arrived in Pearl Harbor in late May, 1943.

The **HARDER** left Pearl Harbor to begin her first war patrol on 07Jun43. During this 30-day patrol she made seven attacks off Honshu and was officially credited with sinking one, 7-000-ton, sea-plane tender.

HARDER departed Pearl Harbor, on 24Aug43, for her second war patrol again off Honshu. She was officially credited with sinking 5-ships for a total of 15,270-tons on this patrol.

On 30Oct43, she left Pearl Harbor for her third war patrol off the Mariana Islands. She was credited with sinking 3-ships for 15,270-tons during this patrol. After returning to Pearl Harbor, she proceeded to Mare Island for overhaul and returned to Pearl Harbor on 27Feb44.

HARDER departed for her fourth war patrol on 16Mar44. During this patrol, off the Caroline Islands. She made a daring rescue of a downed pilot by nosing the sub against a reef off a Japanese-held island. She maintained her position with both propellers while she successfully sent a small boat ashore to rescue the pilot. On the 13th of April, she was attacked by the destroyer *Ikazuchi*. **HARDER** sank the destroyer with a 4-torpedo spread and CDR Dealey sent his famous message "Expended four torpedoes and one Jap destroyer." She was credited with 2-ships for 9,000-tons during this patrol, which ended in Fremantle, Australia.

On 26May44, **HARDER** departed Fremantle to begin her fifth war patrol in the Celebes Sea. Enroute to pick up some guerrillas on northeast Borneo, she encountered a convoy of three ships and two destroyers. When the destroyer *Minatsuki* charged at the **HARDER**, she fired three torpedoes at a range of 1,100-yds, blowing up the destroyer. Continuing onward, the **HARDER** fired three torpedoes at the destroyer *Hayanami* at a range of 650-yards, all three hit the ship, which sank a few minutes later. The **HARDER** was depth-charged by a sister destroyer and remained submerged for several hours. When **HARDER** returned to periscope depth and spotted multiple warships in the area, she withdrew from pursuing the convoy. The **HARDER** successfully retrieved the guerrillas on 08Jun and proceeded to her patrol area near Tawi Tawi. On 09Jun, she attacked two more destroyers, sinking the *Tanikaze*. She was officially credited with sinking 3-ships for 6,500-tons during this patrol.

HARDER left Fremantle, on 05Aug44, to begin her sixth war patrol as part of a wolfpack with the USS Hake and USS Haddo. Having been notified of a large convoy in Paluan Bay, CDR Dealey executed a coordinated attack with the USS Haddo, USS Guitarro, and USS Hake on 21Aug, which resulted in 4 enemy ships, a total of 22,000-tons, being sunk (based on post-war Japanese records.) At 0453 on 24 Aug, the USS Hake spotted a three-stack Thai destroyer, *Phra Ruang*, of 1,035-tons and a minesweeper of less than 1,000-tons. The USS Hake broke off the attack and headed north when the target zigged away apparently to enter Dasol Bay, while the minesweeper stayed outside. At 0647 upon coming to a northerly course, **HARDER's** periscope was seen dead ahead at about 700 yards. Sonar also reported faint screws on this bearing, so the USS Hake turned away toward the south. At this time the minesweeper transmitted three strong pings and the Hake saw her 2,000-yards away turning toward the two submarines. The Hake went deep, but continued to hear strong pinging. At

0728, Hake heard 15 rapid depth charges, none close. Two sets of screws were heard and each continued pinging on either quarter of Hake as she evaded to the westward. By 0955 all was quiet.

HARDER never was heard from again. Post-war Japanese records documented an antisubmarine attack at that time and location. The Japanese report stated "much oil, wood chips and cork floated in the neighborhood."

Harder was officially credited with having sunk 16 enemy ships, which places her in the top 15 submarines for total ships sunk during WWII.

This spring, on 24 May 2024, the Naval History and Heritage Command's underwater archaeology branch confirmed the **HARDER** was located by Tiburon Subsea CEO Tim Taylor and the Lost 52 project. It was located off the Luzon in about 3,000-feet of water.



Roland W. Keckler, EMC



John P. Lonas, MoMMC



Chester Miller, TMC



Vard W. Hutcherson, MoMMC

The USS Flier (SS-250) was a Gato-Class submariner built by EB in Groton, CT. She was launched on 11Jul43 and commissioned on 18Oct43. Following shakedown training, FLIER departed New London in early December, 1943, transited the Panama Canal, and arrived in Pearl Harbor on 20Dec43.

Her first patrol, which was embarrassing short, began on 12Jan44 and ended on 16Jan44, when she ran aground near Midway. The USS Florikan (ASR-9), a submarine rescue ship, freed the FLIER and towed her to Mare Island via Pearl Harbor.

The repaired FLIER left for her second patrol on 21May44 and proceeded to the South China Sea near Luzon. The FLIER attacked a convoy on 04Jun44 and successfully sank a 10,000-ton transport, the *Hakusan Maru*. She attacked another heavily guarded convoy on 23Jun44, shooting 9 torpedoes and evading a severe Japanese counterattack.

FLIER left Fremantle on 02Aug44 to begin her third war patrol in an area east of Saigon. On the evening of 13Aug, she was transiting Balabac Strait, south of Palawan, Philippine Islands on the surface. At 2200, a terrific explosion, estimated to have been forward on the starboard side, shook the ship. CDR Crowley, the CO, noted that oil, water, and debris sprayed the bridge and believed they had hit a mine. The sub sank within a minute.

Survivors have stated that the following men were seen in the water after the ship went down: Crowley, J.D., CDR; Liddell, J.W., Jr., LT; Jacobson, A.E., ENS; Howell, A.G., RTC; Tremaine, D.P., FCRSc; Miller, W.B., MoMMSc; Russo, J.D., QM3c; Baumgart, E.R., MoMMSc; Knapp, P., LT; Casey, J.E., LT; Reynolds, W.L., LTjg; Mayer, P.S., ENS; Pope, C.D., GMC; and, Madeo, G.F., F2c.

The following survivors reached Madeo Island late afternoon the next day: MoMM3 Earl R. Baumgart, LT John E. Casey, CDR John D. Crowley, RTC Arthur G. Howell, TM2 Alvin E. Jacobsen, Jr., MoMMC James W. Liddell, Jr., TM2 Wesley B. Miller, S1 James Dello Russo, and MoMM2 Donald P. Tremaine. On 19 August, they contacted natives who led them to a U.S. Army Coast Watcher Unit on Palawan. On the night of 30 August, all the survivors embarked in two small boats, and rendezvoused with the USS Redfin.

The wreck of USS Flier was found by Mike and Warren Fletcher (and confirmed by the US Navy) near Balabac Island in the Philippines, in February, 2009, at a depth of over 300 feet.



Kenneth L. Gwinn, TMC



Edgar W. Hudson, MoMMC



William J. Brooks, MoMMC



Walter J. Klock, RMC



Mason Poole, EMC



James E. Snyder, MoMMC



Charles D. Pope, GMC

The USS Bullhead (SS-332) was a Balao-Class submarine built by EB in Groton, CT. She was launched on 16Jul44 and commissioned on 04Dec44.

Following a month of shakedown training in Narragansett Bay, **BULLHEAD** sailed, on 09Jan45, for Key West, Fl., where she completed two additional weeks of training before proceeding to the Panama Canal. She transited the canal and reached Pearl Harbor on 26Feb45.

BULLHEAD left Oahu on 09Mar45 and spent most of her first patrol conducting lifeguard service in the South China where she rescued three downed airmen. After a refit at Subic Bay and eight days of exercises along the Luzon coast, the sub set out on her second war patrol, on 21May45, in the South China Sea and Gulf of Siam. During this patrol, she was credited with sinking two freighters for a total of 1,800-tons. **BULLHEAD** left Fremantle on 31Ju45 to begin her third war patrol. She rendezvoused with and transferred mail to the Dutch submarine, Q-21, on 02Aug and then proceeded to enter the Java Sea via the Lombok Strait (near Bali). On 06Aug45, the **BULLHEAD** radioed that she had safely passed through the Lombok Strait and was never heard from again. Postwar analysis of Japanese records detailed a Japanese Army plane depth-charge attack of a submarine off the Bali coast near the northern mouth of Lombok Strait on 06Aug. The pilot claimed two direct hits and reported a gush of oil and air bubbles at the spot where the target went down. The **BULLHEAD**, with 84 crew aboard, was the last U.S. submarine loss during WW II.



Andrew T. Watson, MoMMC



William M. Smith, EMC



Carl J. Smith, RMC



Edward M. Engebretsen, QMC



Richard A. Pinder, MoMMC



Thomas P. Helferich, MoMMC



Joseph W. Jones, EMC



Richard B. Burns, TMC

NO PICTURES

The USS S-39 (SS-144) was a S-Class submarine built by Bethlehem Shipbuilding in San Francisco, CA. She was launched on 14Jan 1919 and commissioned on 14Sep 1923. The S-39 had been stationed in Manila since 1925 and began her first war patrol off Luzon on 07Dec41. Her second patrol was a transit from the Philippines to Java.

The **S-39** departed Java late January 1942 to begin her third patrol and to transit to Brisbane, Australia. During this transit, she became only one of three S-boats to sink an enemy ship, when she sank the 6,500-ton transport *Erimu*. Her unsuccessful fourth patrol was conducted in the Solomon Sea.

She departed Brisbane on 10Aug42 enroute to the Solomon Sea to begin her fifth war patrol. On 13Aug43, the **S-39** ran aground on a reef off Rossel Island in the Solomon Sea. Under heavy seas, the boat immediately took a 35° list. The ship's crew struggled for more than 24-hours to get free of the reef. Actions included blowing ballast tanks, dumping fuel, and deactivating and then firing four forward torpedoes. The ship rolled onto its side early on 15Aug while they were awaiting the arrival of the Australian ship *Katoomba*. Two crewmembers swam to shore with lines and thirty-two of the forty-four crewmembers used these lines to reach the island. The *Katoomba* eventually arrived and had all 44-crewmembers onboard by the morning of the 16th.

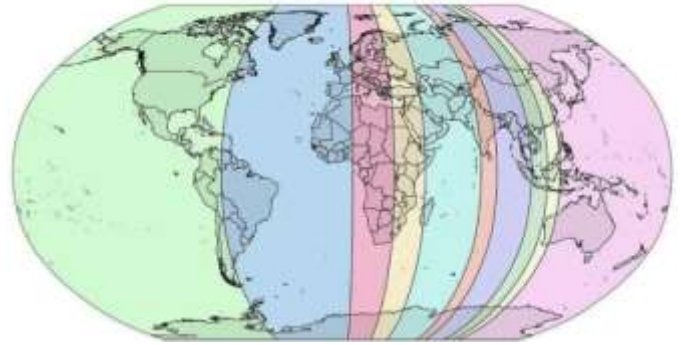
U.S. Submarine Losses World War II, NAVPERS 15,784, 1949 ISSUE

Interesting Maps Not Found In An Atlas



The States shown in Blue above have a smaller population that Los Angeles County show in RED.

Each section contains 10% of the world's population.



50 percent of Canadians live south of the Red Line.



The Red and Orange sections have equal populations.



The biggest non-government employer in each state.



All the nations that have to be combined to be equal to Brazil's annual homicides.



These two areas of Africa have roughly equal populations.



You can fit the entirety of Poland into Texas and still be able to drive around it.



Every State Ranked by Healthiness

World's smallest country Vatican City (0.44 sq km) in red outline is smaller than the world's largest building by footprint Aalsmeer Flower Auction, Netherlands (0.52 sq km)



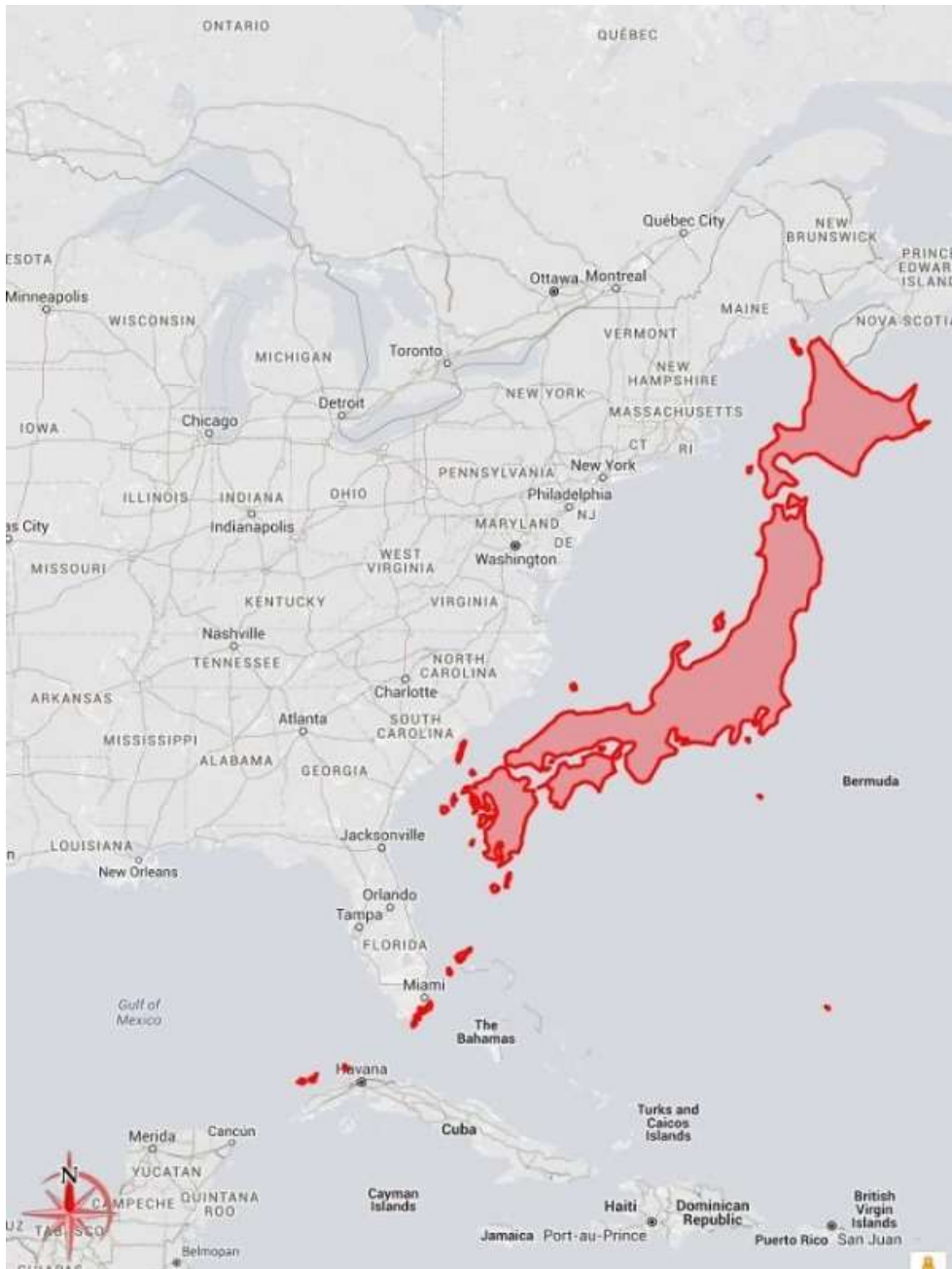
World's smallest country vs largest building.



List of countries mentioned or referred in the Bible.



Most common country of birth for foreign-born residents in the US excluding Mexi



Japan, How Big It Is in Reality?

Shipmates don't get caught not having a valid retiree and dependent ID card. They are changing.

Recently I was sitting beside a retired shipmate when I opened my wallet to pay a bill. He saw my retiree ID card and mentioned to me that it would be expiring at the end of next year and I will be required to get a new one. I promptly told him my card was **Indefinite** and I was keeping it until I no longer needed one. He showed me his new USID card [like the one in the picture] that all retirees and family members are being required to get.

Long story short I called the ID office at the CHS NWS and found that both of us **WILL NEED TO CHANGE OUR CARDS by 31 December 2025**. If you do not have the new one you will be denied access to literally everything you use/need your current card for.

You can go online to access the [RAPIDS ID Card Office Online](#). Here you can make a reservation at the closest ID office to have the new card made. As I said I called the CHSNWS office and was told they do take walk-ins. We went that morning, hit it at good time and in less than an hour we had our new cards.



REPLACE THOSE MILITARY RETIREE ID CARDS WITH “INDEFINITE” EXPIRATIONS BEFORE 2026



New cards also now work at TSA Airport Checkpoints.

The DOD encourages all military retirees and military family members who have identification cards with indefinite expiration dates get the new next generation of the USID card as soon as is convenient. The older, paper-based, green hued ID cards will be phased out and replaced with the next-generation IDs, which are more durable and have enhanced security features, by December 31, 2025.

The new IDs and the active duty's Common Access Cards now work at Transportation Security Administration security checkpoints at all U.S. airports.

For updated information on the card visit [CAC.Mil](#)

To locate and make an appointment at a RAPIDS location near you go to: [IDCO.DMDC.OSD.MIL](#)



Important Changes to Access Your Social Security Account!

Soon you will no longer be able to sign in to your online Social Security account using your Social Security username and password. To access Social Security online services, including my Social Security, you will need to create a Login.gov or ID.me account.

This change simplifies your sign-in experience and aligns with federal authentication standards while providing safe and secure access to our online services.

If you are one of the millions of account holders who already use Login.gov or ID.me account to sign in, you do not need to take any action.

To transition your account, please go to “Sign in” at the top of our website and select “Sign in with Social Security Username.” After successfully signing in you will be asked to create an account with Login.gov. Login.gov has 24/7 customer phone and chat support to answer your questions and, if needed, help you with creating your account.

After you successfully link your Social Security username with your new Login.gov account, you will see a confirmation screen and be directed to the service you were attempting to access. You can start using your new Login.gov account to access Social Security online services immediately. Your old Social Security username will no longer be available.



Prepare for VA's secure sign-in changes

In 2025, you'll need to start using a Login.gov or ID.me account to sign in.

Why this matters to you

We're moving to a simpler, more modern sign-in experience with 2 secure sign-in account options (Login.gov and ID.me). After January 31, 2025, you won't be able to sign in to VA websites or apps with a My HealtheVet user ID and password. After September 30, 2025, you won't be able to sign in with a DS Logon username and password.

What you can do

Create a Login.gov or ID.me account now

We encourage you to create a Login.gov or ID.me account now. If you already have one of these accounts but haven't yet used it, start now so you have time to get used to it before the change. With Login.gov or ID.me, you'll have access to all the same information and services you use today.

What's changing for VA sign-in accounts in 2025?

We're moving to a simpler, more modern, sign-in experience in 2025, with 2 secure sign-in account options (**Login.gov** and **ID.me**).

Here's what will change for Veterans and beneficiaries like you:

After **January 31, 2025**, you won't be able to sign in to VA.gov, VA mobile apps, or other VA online services with a **My HealtheVet** user ID and password. After **September 30, 2025**, you won't be able to sign in with a **DS Logon** username and password.

- You'll have 2 sign-in account options that meet modern security standards: a **Login.gov** or **ID.me** account. You'll be able to use your account to sign in to VA.gov, VA mobile apps, and any other VA online service to manage your VA benefits and care.
- You'll need to use a unique email address and set up multifactor authentication for your account as part of the requirements of both **Login.gov** and **ID.me**.

Will I have to add multifactor authentication with this change?

- Yes. Both **Login.gov** and **ID.me** require multifactor authentication (MFA) as part of the account set-up process. This extra layer of protection helps us make sure that it's you trying to use your sign-in account—and not someone pretending to be you.
- Multifactor authentication is a common practice for many websites and apps. You may already use it to access your email, bank account, or social media accounts.
- When you set up your **Login.gov** or **ID.me** account, you can choose the multifactor authentication option that works best for you.

What if I don't want to get a Login.gov or ID.me account?

It's always your choice whether you want to get an account. Your choice won't affect your eligibility for VA benefits or health care in any way. If you don't get a **Login.gov** or **ID.me** account before we remove the **My HealtheVet** and **DS Logon** sign-in options, you won't be able to access your VA information or manage your benefits and care online. But you can always manage your VA benefits and health care by phone, by mail, or in person.

[Prepare For VA's Secure Sign-In Changes | Veterans Affairs](#)