



Silicon Valley Chapter **The Bulletin**



Silicon Valley Chapter MOAA
P.O. BOX 2
Moffett Federal Airfield, CA 94035
<http://www.siliconvalleymoaa.org/>

Volume III Issue No. 1

Editor, LTC Michael Sampognaro

February 2014

CALENDAR OF EVENTS

| | | |
|---------------|----------------------------|-----------------|
| <i>6 Feb</i> | <i>Board Meeting</i> | <i>10:00 AM</i> |
| <i>20 Feb</i> | <i>SR-71</i> | <i>11:00 AM</i> |
| <i>6 Mar</i> | <i>Board Meeting</i> | <i>10:00 AM</i> |
| <i>20 Mar</i> | <i>Lighting Technology</i> | <i>11:00 AM</i> |

LUNCHEON PROGRAM

20 February 2014

Social Hour: 11:00 AM Luncheon: 11:45 AM

LtCol BC Thomas, USAF (Ret)



SECTION A

★ PRESIDENT'S PERSPECTIVE, EDITOR'S NOTES

SECTION B

★ OFFICERS, BOARD and CHAIRS, DIRECTORS, COMMITTEE CHAIRS,
SVC MEMEBERSHIP REPORT, LOCAL VETERAN AFFAIRS, AND CALENDAR OF EVENTS

SECTION C

★ LEGISLATIVE NOTES

SECTION D

★ CHAPTER ACTIVITIES (to include involvement with our local communities)

SECTION E

★ LUNCHEON SPEAKERS (present and past month)

SECTION F

★ THE IN BOX (letters from members and other organizations)

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★ PERSONAL AFFAIRS (info that would be helpful to our members)

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★ MEMBERSHIP FORM, LUNCHEON FORM, ADVERTISEMENTS AND EXTRAS

PRESIDENT'S PERSPECTIVE

Ok the new slate of Officers have been installed and we expect everything to change.

NO! We do not like change, but change is life. I really do not intend to change things but we are faced with the facts of life. We are bleeding members and we should not be. There are hundreds of current MOAA national members in our chapter's area but we are not attracting them to join. We have over 200 members and auxiliary, but we get maybe 30 to 40 to come to our lunch meetings.

This chapter has been surviving on the backs of dedicated members who have been serving on the board and chairing committees that do all of the things that make this a viable organization.

One person can not do it alone, but one person can make one phone call, can bring one guest, can write one email, can volunteer to head up a committee, and one person can make a difference.

Please contact me, or one of the other board members, to find out what you might be able to do to help.

mike



WE NEED YOU

BULLETIN EDITOR

I must admit, Col. Keith Giles, USAF-Ret, was not exaggerating; this is not an easy job. I am surprised he managed to keep doing it for so long. It not only is difficult but it is also thankless. I am not surprised that we have not had any volunteers willing to take over this post.

Do not contact me unless you want to spend your free time, working time, hobby time, family time, on a challenging and frustrating endeavor. You have to be able to fight the word smith thing, the many software battles and simple things like fonts and special characters.

So if you have more time than skill or maybe I mean time to kill...

Email me
mike@sampognaro.net

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 2nd VP: LTC Jay Craddock USAF 650-968-0446
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 CDR Ralph Hunt USN 650-967-8467
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SVC MEMBERSHIP REPORT
As of Jan 2014 145 mbr 45 aux

It is past time to renew your membership.

**Please get your dues to Capt McBeth
 and save us the cost of a personal reminder.**

**VETERAN AFFAIRS CALENDAR OF
 EVENTS**

2014

**February 12 CA Association of County
 Veterans Service Officers Capitol
 Legislative Day Capitol Basement,
 Eureka Room, State Capitol,
 Sacramento, CA**

**February 26 Veterans Town Hall
 /Collaborative, (2 sessions) 9:00a.m.-
 11:00a.m. & 3:00p.m.-5:00p.m.,
 Contact: Eddie Ramirez 415-740-4399
 Philip Burton Federal Building, 450
 Golden Gate Ave., 2nd Floor, CA/NV
 Room, San Francisco, CA**

**March 18
 Santa Clara County Collaborative for
 Military & their Families, 11:30a.m.-
 1:30p.m., Contact: 408-313-5391
 Probation Dept. Office, 2314 N. First
 Street, San Jose, CA**

**March 26 Veterans Town Hall
 /Collaborative, (2 sessions) 9:00a.m.-
 11:00a.m. & 3:00p.m.-5:00p.m.,
 Contact: Eddie Ramirez 415-740-4399
 Philip Burton Federal Building, 450
 Golden Gate Ave., 2nd Floor, CA/NV
 Room, San Francisco, CA**

LEGISLATIVE NOTES

Service Opportunity
LEGISLATIVE COMMITTEE

By early January 2014 voices were raised in force about broken promises. Exploiting pressure to strike a budget compromise, Paul Ryan and Patty Murray entered into an unholy alliance to reduce veteran pensions – including those already vested under previous covenants – by an average of \$84,000 to \$120,000. The budget seeks to save \$6B over the next 10 years by extracting it from compensation already guaranteed to people who earned it risking their lives and defending their country. For a variety of reasons but Perhaps to be rid of the sequester, flag officers remained silent; take their perspectives on the subject of taking care of people with a huge grain of salt.

MOAA president VADM Norbert Ryan, Jr., USN (RET), suggested that the coming months are going to be fraught with peril, that some very important legislative battles will be waged in an effort to protect earned entitlements. Grass roots affiliated chapter support is needed and that means the work of Legislative Committee members will be very important. So it's prudent to expand the committee by at least three (3) members, preferably active or retired career officers with the most skin in the game—those with the most to gain or lose from political action.

Legislative Committee members monitor local, state and national legislative developments that might impact service retirees, active duty personnel, their families and national security; keep the board informed about those developments; recommend new or revised policies or objectives as appropriate; execute tasks related to lobbying as the board directs; maintain liaison with CALMOAA and CSCVC on legislative affairs; communicate positions on the issues to chapter members; and, establish and maintain good relationships with local, state, and national legislators.

It is important for the chapter to remain nonpartisan, not supporting or opposing any candidate for political office; however, committee members have every right and a duty to inform chapter members of the records and positions of opposing candidates so they are well-informed when they vote.

It has not been a priority in the past, but as the earned entitlements situation deteriorates perhaps it would be important to ask opposing candidates to speak at chapter luncheon meetings. Questions on the issues might be prepared in advance and the answers published in The Bulletin, again exercising care to avoid any bias with the questions asked.

There is a major move underway to greatly lower Department of Defense funding. Flag officers are interested in winning the next war so their focus is going to be on readiness and new weapons systems, with the bottom line target for reduction being personnel costs, specifically compensation and benefits. Chapter members who would like to become a part of the Legislative Committee and fight these trends should contact COL Warren Enos, USA (Retired), telephone 1-408-245-2217.

SOURCE: Council and Chapter Policy and Procedures Guide

LEGISLATIVE NOTES**THE LEADERSHIP CHALLENGE**

In an early November appearance on ABC, senior White House adviser Dan Pfeiffer spoke of the difficulties encountered launching the new health care website. But there was another complication.

Obama's inner circle is worn out from five years of policy battles, campaigning and skirmishes with Republican lawmakers, according to Democrats close to the White House and some staff members themselves. According to one individual familiar with the situation, "the senior team lacks the fresh thinking and stature that has surrounded Mr. Obama in the past."

It's a familiar theme. Although Silicon Valley Chapter's officers and directors agreed to continue in current leadership positions for 2014, most are tired and would appreciate a change in assignment or just a chance to step aside and give others an opportunity to serve. It's a time for new ideas and fresh energy; a change in leadership often does wonders.

As Mr. Obama's second term got underway he retained and in some cases promoted loyal aides who had been with him since the 2008 campaign. "This can go on for just so long, this seven-day-a-week 15 to 18-hour-a-day job, and you just can't survive on that indefinitely," said one Democrat with knowledge of the situation.

Although chapter president Lt. Col. Mike Sampognaro, USAF-Ret, has agreed to publish both the print newsletter, *The Bulletin*, and the year-old e-Bulletin, he considers serving as editor an interim role—he works long hours operating a small business. Therefore, the chapter still needs replacements. Serving as editor/publisher of the newsletter is a grand opportunity, a chance to reach and serve chapter members as well as the general and military communities. Computer skills are needed; most content is provided. Volunteers are really needed now. As a chapter member you are encouraged to help identify interested and qualified newsletter editors.

According to the report, at the time Mr. Obama didn't seem to be considering a staff shake-up, although there were rumors that some trusted aides might be leaving. The 2013 chapter officers and directors will continue into 2014; however, changes and additions are possible and encouraged at any time. And of great importance is the need for chapter members to step up and assume responsibility as committee leaders or members. Perhaps someone will be interested in accepting the legislation or membership committee roles, both of which are in play.

Current leaders have a great vision for the chapter's future, providing military camaraderie, valuable information, legislative advocacy, member services, and a wide variety of personal and professional assistance. All of these things can be accomplished effectively and efficiently only if enough members will accept leadership roles and participate fully.

SOURCE: White House Adviser Dan Pfeiffer

LEGISLATIVE NOTES**California Department of Corrections and Rehabilitation _Jeffery Beard, Ph.D
Services for Veterans**

To date, the California Department of Corrections and Rehabilitation (CDCR) has 3,260 inmate offenders, and 1,265 parolees who have self-identified as military veterans. To provide access to services and programs for these inmates, CDCR has partnered with the United States Department of Veterans Affairs (VA), and the California Department of Veterans Affairs (CalVet).

In-Prison Services

CDCR offers voluntary support groups that meet regularly throughout the month. These programs:

- Provide community assistance and support with reentry
- Promote and foster better self-worth through interactions with fellow veteran inmates and volunteers
- Facilitate periodic visits by a representative of the VA, who ensures that inmates close to release understand what benefits are available to them
- Offer workshops on affliction management and Post Traumatic Stress Disorder

In addition to these voluntary programs, the Division of Adult Parole Operations (DAPO) provides the following in-prison services:

Transitional Case management Program (TCMP):

- Prepares and submits VA benefits applications
- Applications are submitted to VA up to 180 days prior to release from incarceration
- Provides the inmates with the VA's Guidebook for California Incarcerated Veterans
- Contracted benefit workers in adult prisons provide application assistance for inmates to obtain Veterans, Social Security and Medi-Cal benefit entitlements upon release

Parolee Health Management Unit (PHMU):

- Meets with veterans six months prior to release
- Works closely with each VA Healthcare System in California to provide accurate information about resources with detailed instructions for point of entry
- Provides contact information for local resources
- The VA provides the Healthcare for Re-Entry Veterans (HCRV) program to assist offenders with a successful transition
- Assists inmates with a VA healthcare enrollment form
- Provides assistance with submission of enrollment forms and obtaining copies of military records

Continued -

LEGISLATIVE NOTES

CDCR maintains two units that assist with specific services for veterans on parole which provide the following:

The Parole, Planning and Placement (PPP) Unit:

- All identified Veteran's receive a copy of the VA's 3rd Edition of the California Guidebook for Incarcerated Veterans.
- Provides pre-release services to enable effective transition to parole and better prepare the offender for reintegration into the community
- 240 days prior to the offender's release, initiates comprehensive needs assessment of the offender's criminogenic needs
- Participates in collaborative case planning process with parolee
- Case plans document community service providers in the community to which the parolee will return.
- Veteran Resources are given to all inmates with Military Service at the time of the PPP Interview
- VA Re-entry Specialists distribute information to inmates with prior military service, and meet individually with Veterans within six months of release. This information includes:
 - o Homeless veterans services
 - o Veterans drug and alcohol services
 - o DD214 information/assistance
 - o Medical information/assistance
 - o Service and non service connected disability funding information/assistance

Parole and Community Team (PACT)

- Provides parolees with information about available community based programs
- County, State, and Federal VA representatives regularly attend PACT meetings
- VA representatives at PACT meetings provide information for services such as:
 - o Housing
 - o Job assistance
 - o Financial assistance
 - o Residential and outpatient treatment for drug and alcohol-related dependencies
 - o Mental health treatment
 - o Medication management
 - o Dental, inpatient and outpatient medical services

For more information regarding services available to veterans under the jurisdiction of CDCR, please contact DAPO at (916) 445-6200.

CHAPTER ACTIVITIES

ORAL HISTORIES

In late 2013 Charles Krauthammer's book "Things that Matter," a collection of his essential and timeless writings, was on the best-seller list, and in 2005 MOAA Santa Cruz Chapter published "Things worth Remembering," a collection of stories as told by members of the chapter. Indeed, some things do matter and some things are worth remembering, particularly the oral histories of those who served in the armed forces.

Santa Cruz Chapter leaders believed it was important to tell the life stories of their members, profiles of a passing generation, and with an emphasis on their military careers. Doing so would serve a dual purpose of not only capturing personal histories but of fostering camaraderie among members as they got to know each other better by reading each other's stories. Over a span of 5 years 47 profiles were written, roughly half the chapter's membership at the time, and they were compiled in what ended up being a 422 page book.

Oral histories passed down in story form fill in gaps left by the history books while providing other views on the subject at hand. They are not folklore, gossip, hearsay, or rumor; they are an important historical record whose value increases with the inevitable march of time. And because those who provide the information are generally older members of the group, both their lives and their memories are at risk of being lost.

In early 2013, chapter leaders invited members to provide a short oral history which would be published in The Bulletin. It would provide an opportunity to tell a story and perhaps it would prove to be a unique resource for the family, the military community and the profession. However, no members accepted the invitation to participate in the oral history project.

A reluctance to self-disclose might have been the problem. Self-disclosure is a process of communication through which one person reveals himself or herself to others. It comprises everything an individual chooses to tell others, making him or her known. The information can be descriptive or evaluative and can include thoughts, feelings, aspirations, goals, failures, successes, fears, dreams as well as one's likes, dislikes, and favorites. Self-disclosure is important to initiate a friendship, and that will impact the amount of information offered. As groups grow in size, people become less willing to disclose.

At the same time, it's amazing that Santa Cruz Chapter had half the membership volunteer to be a part of an oral history effort. They dedicated the completed book to "the young men and women of the present generation who put on the uniform and march into harm's way when so directed by their government." The chapter president said he hoped the members would get as much enjoyment reading the stories and having a lasting memory of the truly amazing characters that constituted the membership of MOAA Santa Cruz in the very earliest years of the 21st Century.

In the past, stories about members and their military service have been published in The Bulletin. Perhaps the day will come when others will be willing to provide an oral history through self-disclosure and bring some enjoyment to others in the military community.

SOURCE: Book/Things worth Remembering

CHAPTER ACTIVITIES**CEMETERY 2013 PROGRESS**

There has been a lot of excitement on the Monterey Peninsula as efforts to develop and fund the Central Coast Veterans Cemetery at Fort Ord continued, and particularly with a late December announcement that a total of \$9,414,000 has been raised to fully meet the costs of Phase One. This should be good news to chapter members who find a site overlooking the Pacific Ocean more attractive and convenient than the California Central Valley locations.

The First Phase plan will develop 26 acres of the site, including its entrance, and will accommodate 5,000 cremations in above-ground columbarium niches. Congressman Sam Farr arranged an approximate \$6.8 million federal appropriation and state senator Bill Manning and others obtained \$2 million from the State of California. The balance, more than \$600,000, was raised through local donations.

Significant donations were received since October from organizations and individuals, including the Pebble Beach Company Foundation (50K), the company (\$20K), and owners Dick Ferris, Peter Ueberroth and CEO Bill Perocchi (\$10K each); The Monterey Peninsula Foundation (\$100K); there were recent donations from Clint Eastwood (\$100K) and Pebble Beach residents Denise Foderaro and Frank Quattrone (\$100K); the David and Lucile Packard Foundation (\$100K and a \$350K bridge loan); developer Alan Williams and LTG Robert G. Gard (\$25K each); the Naval Postgraduate School Foundation (\$40K); Gordon Eubanks (\$20K); Leon Panetta (\$10K); former Carmel mayor Sue McCloud (\$10K), and others. A groundbreaking is planned for late 2014.

Planners expect to build 5,600 burial and crypt sites during the initial 10-year period and provide 11,500 gravesites in its 20-year build-out, and all for a total cost of about \$25 million. Fundraising for Phase Two and beyond will get underway in early 2014 and will focus on potential donors from Silicon Valley and San Francisco organizations and people. Many veterans and their families in the San Francisco Bay Area have a closer connection to the coast than Santa Nella, Sacramento or Redding, where other Veterans cemeteries are located.

The cemetery site is a beautiful 78.7 acres located at the intersection of Normandy and Parker Flats Roads, a gorgeous place to serve the burial needs of area veterans for the next 100 years. The overall design intent of the plan is to create a monument to the service and sacrifice of California's veterans.

A committal shelter will provide a location for interment services away from the actual gravesite. In a Veterans cemetery, where specific gravesites are not reserved for individuals, the burial area is usually not a suitable location for the committal service. The committal shelter will be a quiet, dignified, open, covered pavilion intended to provide temporary shelter from the wind, rain and sun for an interment service in a solemn manner.

The design for the entry will incorporate walls, signage and ceremonial gates. After entering the cemetery, an Avenue of Flags with a center median flanked by American flags flown on 12-foot flagpoles provides access to memorials and columbarium. Near the main entrance will be the cemetery's Administration and Maintenance Complex and a plaza incorporating the State Flag, MIA Flag and the bronze service seals. Visual emphasis of the entry and major intersections will be achieved through the use of interlocking concrete pavers or stamped concrete. The administration building with public restrooms will consist of a single 4,500 square foot structure. The maintenance building for Phase One will consist of a small 1,500 sf structure.

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An avenue intersecting the Memorial Plaza will connect the plaza with several columbaria (5,000 Niches) lined courts. A committal shelter will provide a covered area for final ceremonies prior to interment. The landscape will feature drought tolerant native trees and shrubs adapted to the local climate. Permanent drip irrigation will be limited to visual focal points, the main cemetery entrance, select areas near the administration complex and committal shelter. A perimeter vinyl-clad chain link fence will enclose portions of the site.

Peninsula and Santa Clara County residents who would like to make a donation to the cemetery foundation can do so by mail with checks made payable to “The Community Foundation for Monterey County” and mailed to 2354 Garden Road, Monterey CA, 93940. Please include “Veterans Cemetery Fund” in the memo line. Donations can be made on-line here: www.ccveteranscemetery.org. By telephone: Call the Community Foundation at 831.375.9712 weekdays between 8:30-5:00 PM to make a donation with your credit card. To donate gifts of stock, real estate or other assets, call the Community Foundation at 831.375.9712. The Community Foundation for Monterey County is a 501(c)(3) nonprofit organization Federal Tax ID #94-1615897.

SOURCE: Central Coast Cemetery Foundation/Carmel Pinecone

IF YOU'RE LONELY

Researchers at Brigham Young University studying the correlation between social relationships and mortality did a 2010 meta-analysis of 148 studies encompassing more than 300,000 participants. They found loneliness was as strong a predictor of early death as was alcoholism or smoking 15 cigarettes a day, and it was a stronger predictor than obesity or a sedentary lifestyle.

One way to help avoid loneliness is to join and participate fully with a MOAA chapter. Or, if already a member, participate more actively in chapter affairs.

Silicon Valley Chapter is a local affiliate of the Military Officers Association of America currently with more than 200 Santa Clara County and nearby members and auxiliaries. Its purposes include providing a military related social life, in a sense duplicating the activities of the officers club, working to protect earned entitlements, providing member services, and supporting the local military community.

According to author Elizabeth Bernstein, the rate of loneliness in the U.S. has doubled in the past 30 years, estimating some 40% of Americans report being lonely, up from 20% in the 1980s. Why? In part it's because more adults live alone than ever before. In addition, too many people spend way too much time at the computer and not enough time with real, in-person connections.

The chapter offers a wide variety of opportunities for service including joining the officer-director leadership group, managing the work of one or more of a dozen committees, or serving as a committee member, offering ideas and performing staff assignments. It's a privilege and often personally satisfying opportunity to help influence the course of national security policy and help protect entitlements promised over the years. It can be a lot of fun doing it in the company of others with an armed forces background.

CHAPTER ACTIVITIES

Loneliness is the feeling of social isolation and trust. John T. Cacioppo, a psychologist and director of the Center for Cognitive and Social Neuroscience at the University of Chicago who studies loneliness said, “Loneliness is not just about whether there are others around you. It’s about whether there are others around you who you can trust.

The chapter conducts a monthly general membership luncheon meeting at the Biltmore Hotel in Santa Clara usually on the third Thursday. It’s a very nice location, the buffet luncheon is delightful, the casual conversation at the table is often interesting and productive, and a featured speaker generally provides an illustrated presentation about some contemporary military-related or general topic. The luncheon is a perfect chance to meet new people, establish acquaintances, even make new friends, and just have a good time.

Once a month, on the first Thursday, the board of directors holds a meeting at Moffett Field, conducting the business of the chapter. Later some members have no host lunch and a social time together, often at the local golf course café or off base restaurant. Some members double down against loneliness by never failing to attend both these meetings.

A typical piece of advice about avoiding loneliness is, “Find new ways to connect. Imagine new places to go and things to do that will create new experiences. Join a club; or volunteer. Make it a part of your routine to get out and be around people.”

SOURCE: Elizabeth Bernstein

DIFFERENCES

While writing a letter to the Military Officer Magazine editor in apparent physical, economic, social, and political comfort, national MOAA life member Maj. James M. Bruner, USAF (Ret) said, “I am ashamed every time MOAA ‘Storms the Hill’ to scrounge more benefits from the American taxpayers.”

Sometimes it’s useful to examine our differences in an effort to determine how value systems and attitudes impact association and chapter mission accomplishment. It seems clear that members are highly diverse and present a wide range of beliefs, understandings, goals and objectives, as well as strategies to achieve their expectations. And there’s nothing wrong with differences as they can sometimes lead to creativity and innovation, thereby moving the organization forward.

It’s when there’s a lack of understanding of or disagreement with, in this case MOAA’s or an affiliated chapter’s, purposes that disagreements arise, in turn potentially placing success out of reach.

MOAA’s Director of Government Relations, Col. Mike Hayden, USAF (Ret), was quick with a reply to Maj. Bruner’s letter, stating “Our ‘Storming the Hill’ effort this year was not to scrounge more benefits from the American taxpayer—just the contrary. We stormed to preserve earned benefits. The two issues were to avert new, disproportionate TRICARE fees and to keep active duty pay on pace with that of private-sector pay growth.”

There’s a need sometimes to work for redress of certain inequities, such as the current effort to end deduction of VA survivor benefits (DIC) from military Survivor Benefit Plan (SBP) annuities. There’s a wide range of earned entitlements which today are in danger of reduction or even elimination, and there are a number of issues which are just not fair and should be corrected.

CHAPTER ACTIVITIES

Maj. Bruner continues, “I am ashamed when retired officers gripe about their taxes and whine when civilian counterparts and members of Congress are failing to “keep faith with the troops.” Chances are if Bruner was one of the thousands in the late 1940s and early 1950s who was promised fully paid lifetime medical care as a reward for a 20 or more year career, he might think differently about his statement.

Maj. Bruner says, “Please stop the whining! If we want all American taxpayers to do their patriotic duty, we need to show them how it’s done.” Silicon Valley Chapter exists to provide a structure whereby the interests of all members, their dependents and survivors can be protected, as well as further the legislative objectives of the organization. It can be a rich and rewarding experience to have a membership with significant differences, yet members have an obligation to help carry out the chapter’s purposes.

SOURCE: Military Officer Magazine/August 2013



Marvin Olsen
Sept. 17, 1925 - Dec. 19, 2013
Resident of San Jose

On Dec 19th our beloved father, Marvin passed away due to complications of Parkinson's disease. He was born on September 17, 1925 in St. James, Minnesota and married his High School sweetheart Rosella A. Menne. Marvin and Rosella lived in the San Jose community since of Willow Glen 1975. They lived an exciting life in many places as Marvin was an Lt. Colonel in the USAF. Marv's USAF career spanned from piston aircraft in the first all-weather fighter squadron deployed in Korea, thru the jet age into the space age, up through the Apollo program. After retiring from the Air Force, he held several senior management positions in the aerospace industry. He finally retired from industry, in order to dote on his grand children. Marv was well known for his generosity and helpfulness to family, friends and, community.

He is survived by his five children : Sharen(Joe) Johnson, JoAnn(Kevin) Ontiveros, David Olsen, Nancy(George) Robinson and Patrick Olsen. Five Grandchildren: Ben, Adam(Cyrstal), & Sarah Ontiveros, Jennifer(Andreas) Macouzet and Beth(Justin) Cooper. Five Great-grandchildren: Kyla LaMaster, Landon, Tyler & Owen Ontiveros, Siena & Alana Cooper.

Services will be held at St. Christopher Church, 1576 Curtner Avenue, San Jose, CA on Friday, January 3rd at 10am. Memorial donations can be made to The Parkinson's Institute & Clinical Research Center, 675 Almanor Avenue, Sunnyvale, CA, 94085.

CHAPTER ACTIVITIES

Some Navy & Marine Corps aviation history from WWII...

August 9, 2013

The Japanese Zero and how we learned to fight it

In April 1942 thirty-six Zeros attacking a British naval base at Colombo, Ceylon (now Sri Lanka), were met by about sixty Royal Air Force aircraft of mixed types, many of them obsolete. Twenty-seven of the RAF planes went down: fifteen Hawker Hurricanes (of Battle of Britain fame), eight Fairey Swordfish, and four Fairey Fulmars. The Japanese lost one Zero.

Five months after America's entry into the war, the Zero was still a mystery to U.S. Navy pilots. On May 7, 1942, in the Battle of the Coral Sea, fighter pilots from our aircraft carriers Lexington and Yorktown fought the Zero and didn't know what to call it. Some misidentified it as the German Messerschmitt 109.

A few weeks later, on June 3 and 4, warplanes flew from the Japanese carriers Ryujo and Junyo to attack the American military base at Dutch Harbor in Alaska's Aleutian archipelago. Japan's attack on Alaska was intended to draw remnants of the U.S. fleet north from Pearl Harbor, away from Midway Island, where the Japanese were setting a trap. (The scheme ultimately backfired when our Navy pilots sank four of Japan's first-line aircraft carriers at Midway, giving the United States a major turning-point victory.)

In the raid of June 4, twenty bombers blasted oil storage tanks, a warehouse, a hospital, a hangar, and a beached freighter, while eleven Zeros strafed at will. Chief Petty Officer Makoto Endo led a three-plane Zero section from the Ryujo, whose other pilots were Flight Petty Officers Tsuguo Shikada and Tadayoshi Koga. Koga, a small nineteen-year old, was the son of a rural carpenter. His Zero, serial number 4593, was light gray, with the imperial rising-sun insignia on its wings and fuselage. It had left the Mitsubishi Nagoya aircraft factory on February 19, only three-and-a-half months earlier, so it was the latest design.

Shortly before the bombs fell on Dutch Harbor that day, soldiers at an adjacent Army outpost had seen three Zeros shoot down a lumbering Catalina amphibian. As the plane began to sink, most of the seven-member crew climbed into a rubber raft and began paddling toward shore. The soldiers watched in horror as the Zeros strafed the crew until all were killed. The Zeros are believed to have been those of Endo, Shikada, and Koga.

After massacring the Catalina crew, Endo led his section to Dutch Harbor, where it joined the other eight Zeros in strafing. It was then (according to Shikada, interviewed in 1984) that Koga's Zero was hit by ground fire. An Army intelligence team later reported, "Bullet holes entered the plane from both upper and lower sides." One of the bullets severed the return oil line between the oil cooler and the engine. As the engine continued to run, it pumped oil from the broken line. A Navy photo taken during the raid shows a Zero trailing what appears to be smoke. It is probably oil, and there is little doubt that this is Zero 4593.

After the raid, as the enemy planes flew back toward their carriers, eight American Curtiss Warhawk P-40's shot down four Val (Aichi D3A) dive bombers thirty miles west of Dutch Harbor.

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In the swirling, minutes-long dogfight, Lt. John J. Cape shot down a plane identified as a Zero. Another Zero was almost instantly on his tail. He climbed and rolled, trying to evade, but those were the wrong maneuvers to escape a Zero. The enemy fighter easily stayed with him, firing its two deadly 20-mm cannon and two 7.7-mm machine guns. Cape and his plane plunged into the sea. Another Zero shot up the P-40 of Lt. Winfield McIntyre, who survived a crash landing with a dead engine.

Endo and Shikada accompanied Koga as he flew his oil-spewing airplane to Akutan Island, twenty-five miles away, which had been designated for emergency landings. A Japanese submarine stood nearby to pick up downed pilots. The three Zeros circled low over the green, treeless island. At a level, grassy valley floor half a mile inland, Koga lowered his wheels and flaps and eased toward a three-point landing. As his main wheels touched, they dug in, and the Zero flipped onto its back, tossing water, grass, and gobs of mud. The valley floor was a bog, and the knee-high grass concealed water.

Endo and Shikada circled. There was no sign of life. If Koga was dead, their duty was to destroy the downed fighter. Incendiary bullets from their machine guns would have done the job. But Koga was a friend, and they couldn't bring themselves to shoot. Perhaps he would recover, destroy the plane himself, and walk to the waiting submarine. Endo and Shikada abandoned the downed fighter and returned to the Ryujo, two hundred miles to the south. (The Ryujo was sunk two months later in the eastern Solomons by planes from the aircraft carrier Saratoga. Endo was killed in action at Rabaul on October 12, 1943, while Shikada survived the war and eventually became a banker.)

The wrecked Zero lay in the bog for more than a month, unseen by U.S. patrol planes and offshore ships. Akutan is often foggy, and constant Aleutian winds create unpleasant turbulence over the rugged island. Most pilots preferred to remain over water, so planes rarely flew over Akutan. However, on July 10 a U.S. Navy Catalina (PBY) amphibian returning from overnight patrol crossed the island. A gunner named Wall called, "Hey, there's an airplane on the ground down there. It has meatballs on the wings." That meant the rising-sun insignia. The patrol plane's commander, Lt. William Thies, descended for a closer look. What he saw excited him.

Back at Dutch Harbor, Thies persuaded his squadron commander to let him take a party to the downed plane. No one then knew that it was a Zero.

Ens. Robert Larson was Thies's copilot when the plane was discovered. He remembers reaching the Zero. "We approached cautiously, walking in about a foot of water covered with grass. Koga's body, thoroughly strapped in, was upside down in the plane, his head barely submerged in the water. "We were surprised at the details of the airplane," Larson continues. "It was well built, with simple, unique features. Inspection plates could be opened by pushing on a black dot with a finger. A latch would open, and one could pull the plate out. Wingtips folded by unlatching them and pushing them up by hand. The pilot had a parachute and a life raft." Koga's body was buried nearby. In 1947 it was shifted to a cemetery on nearby Adak Island, and later, it is believed, his remains were returned to Japan.

Thies had determined that the wrecked plane was a nearly new Zero, which suddenly gave it special meaning, for it was repairable. However, unlike U.S. warplanes, which had detachable wings, the Zero's wings were integral with the fuselage. This complicated salvage and shipping. Navy crews fought the plane out of the bog. The tripod that was used to lift the engine, and later the fuselage, sank three to four feet into the mud.

The Zero was too heavy to turn over with the equipment on hand, so it was left upside down while a tractor dragged it on a skid to the beach and a barge. At Dutch Harbor it was turned over with a crane, cleaned, and crated, wings and all. When the awkward crate containing Zero 4593 arrived at North Island Naval Air Station, San Diego, a twelve-foot-high stockade was erected around it inside a hangar. Marines guarded the priceless plane while Navy crews worked around the clock to make it airworthy. (There is no evidence the Japanese ever knew we had salvaged Koga's plane.)

In mid-September Lt. Cmdr. Eddie R. Sanders studied it for a week as repairs were completed. Forty-six years later he clearly remembered his flights in Koga's Zero. "My log shows that I made twenty-four flights in Zero 4593 from 20 September to 15 October 1942," Sanders told me. "These flights covered performance tests such as we do on planes undergoing Navy tests."

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"The very first flight exposed weaknesses of the Zero that our pilots could exploit with proper tactics. The Zero had superior maneuverability only at the lower speeds used in dog fighting, with short turning radius and excellent aileron control at very low speeds. However, immediately apparent was the fact that the ailerons froze up at speeds above two hundred knots, so that rolling maneuvers at those speeds were slow and required much force on the control stick. It rolled to the left much easier than to the right. Also, its engine cut out under negative acceleration [as when nosing into a dive] due to its float-type carburetor. We now had an answer for our pilots who were unable to escape a pursuing Zero. We told them to go into a vertical power dive, using negative acceleration, if possible, to open the range quickly and gain advantageous speed while the Zero's engine was stopped. At about two hundred knots, we instructed them to roll hard right before the Zero pilot could get his sights lined up. This recommended tactic was radioed to the fleet after my first flight of Koga's plane, and soon the welcome answer came back: "It works!" Sanders said, satisfaction sounding in his voice even after nearly half a century.

Thus by late September 1942 Allied pilots in the Pacific theater knew how to escape a pursuing Zero. "Was Zero 4593 a good representative of the Model 21 Zero?" I asked Sanders. In other words, was the repaired airplane 100 percent? "About 98 percent," he replied.

The Zero was added to the U.S. Navy inventory and assigned its Mitsubishi serial number. The Japanese colors and insignia were replaced with those of the U.S. Navy and later the U.S. Army, which also testflew it. The Navy pitted it against the best American fighters of the time—the P-38 Lockheed Lightning, the P-39 Bell Airacobra, the P-51 North American Mustang, the F4F-4 Grumman Wildcat, and the F4U Chance Vought Corsair—and for each type developed the most effective tactics and altitudes for engaging the Zero.

In February 1945 Cmdr. Richard G. Crommelin was taxiing Zero 4593 at San Diego Naval Air Station, where it was being used to train pilots bound for the Pacific war zone. An SB-2C Curtiss Helldiver overran it and chopped it up from tail to cockpit. Crommelin survived, but the Zero didn't. Only a few pieces of Zero 4593 remain today. The manifold pressure gauge, the air-speed indicator, and the folding panel of the port wingtip were donated to the Navy Museum at the Washington, D.C., Navy Yard by Rear Adm. William N. Leonard, who salvaged them at San Diego in 1945. In addition, two of its manufacturer's plates are in the Alaska Aviation Heritage Museum in Anchorage, donated by Arthur Bauman, the photographer.

Leonard recently told me, "The captured Zero was a treasure. To my knowledge no other captured machine has ever unlocked so many secrets at a time when the need was so great." A somewhat comparable event took place off North Africa in 1944—coincidentally on the same date, June 4, that Koga crashed his Zero.

A squadron commanded by Capt. Daniel V. Gallery, aboard the escort carrier Guadalcanal, captured the German submarine U-505, boarding and securing the disabled vessel before the fleeing crew could scuttle it. Code books, charts, and operating instructions rescued from U-505 proved quite valuable to the Allies. Captain Gallery later wrote, "Reception committees which we were able to arrange as a result _ may have had something to do with the sinking of nearly three hundred U-boats in the next eleven months." By the time of U-505's capture, however, the German war effort was already starting to crumble (D-day came only two days later), while Japan still dominated the Pacific when Koga's plane was recovered.

A classic example of the Koga plane's value occurred on April 1, 1943, when Ken Walsh, a Marine flying an F4U Chance-Vought Corsair over the Russell Islands southeast of Bougainville, encountered a lone Zero. "I turned toward him, planning a deflection shot, but before I could get on him, he rolled, putting his plane right under my tail and within range. I had been told the Zero was extremely maneuverable, but if I hadn't seen how swiftly his plane flipped onto my tail, I wouldn't have believed it," Walsh recently recalled. "I remembered briefings that resulted from test flights of Koga's Zero on how to escape from a following Zero.

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With that lone Zero on my tail I did a split S, and with its nose down and full throttle my Corsair picked up speed fast. I wanted at least 240 knots, preferably 260. Then, as prescribed, I rolled hard right. As I did this and continued my dive, tracers from the Zero zinged past my plane's belly. "From information that came from Koga's Zero, I knew the Zero rolled more slowly to the right than to the left. If I hadn't known which way to turn or roll, I'd have probably rolled to my left. If I had done that, the Zero would likely have turned with me, locked on, and had me. I used that maneuver a number of times to get away from Zeros." By war's end Capt. (later Lt. Col.) Kenneth Walsh had twenty-one aerial victories (seventeen Zeros, three Vals, one Pete), making him the war's fourth-ranking Marine Corps ace. He was awarded the Medal of Honor for two extremely courageous air battles he fought over the Solomon Islands in his Corsair during August 1943. He retired from the Marine Corps in 1962 after more than twenty-eight years of service. Walsh holds the Distinguished Flying Cross with six Gold Stars, the Air Medal with fourteen Gold Stars, and more than a dozen other medals and honors.

How important was our acquisition of Koga's Zero? Masatake Okumiya, who survived more air-sea battles than any other Japanese naval officer, was aboard the Ryujo when Koga made his last flight. He later co-authored two classic books, *Zero* and *Midway*. Okumiya has written that the Allies' acquisition of Koga's Zero was "no less serious" than the Japanese defeat at Midway and "did much to hasten our final defeat." If that doesn't convince you, ask Ken Walsh.

INSIDE THE ZERO

The Zero was Japan's main fighter plane throughout World War II. By war's end about 11,500 Zeros had been produced in five main variants. In March 1939, when the prototype Zero was rolled out, Japan was in some ways still so backward that the plane had to be hauled by oxcart from the Mitsubishi factory twenty-nine miles to the airfield where it flew. It represented a great leap in technology. At the start of World War II, some countries' fighters were open cockpit, fabric-covered biplanes. A low-wing all-metal monoplane carrier fighter, predecessor to the Zero, had been adopted by the Japanese in the mid-1930's, while the U.S. Navy's standard fighter was still a biplane. But the world took little notice of Japan's advanced military aircraft, so the Zero came as a great shock to Americans at Pearl Harbor and afterward.

A combination of nimbleness and simplicity gave it fighting qualities that no Allied plane could match. Lightness, simplicity, ease of maintenance, sensitivity to controls, and extreme maneuverability were the main elements that the designer Jiro Horikoshi built into the Zero. The Model 21 flown by Koga weighed 5,500 pounds, including fuel, ammunition, and pilot, while U.S. fighters weighed 7,500 pounds and up. Early models had no protective armor or self-sealing fuel tanks, although these were standard features on U.S. fighters. Despite its large-diameter 940-hp radial engine, the Zero had one of the slimmest silhouettes of any World War II fighter. The maximum speed of Koga's Zero was 326 mph at 16,000 feet, not especially fast for a 1942 fighter. But high speed wasn't the reason for the Zero's great combat record. Agility was. Its large ailerons gave it great maneuverability at low speeds. It could even outmaneuver the British Spitfire. Advanced U.S. fighters produced toward the war's end still couldn't turn with the Zero, but they were faster and could out climb and out dive it. Without self-sealing fuel tanks, the Zero was easily flamed when hit in any of its three wing and fuselage tanks or its droppable belly tank. And without protective armor, its pilot was vulnerable. In 1941 the Zero's range of 1,675 nautical miles (1,930 statute miles) was one of the wonders of the aviation world. No other fighter plane had ever routinely flown such a distance.

Saburo Sakai, Japan's highest-scoring surviving World War II ace, with sixty-four kills, believes that if the Zero had not been developed, Japan "would not have decided to start the war." Other Japanese authorities' echo this opinion, and the confidence it reflects was not, in the beginning at least, misplaced. Today the Zero is one of the rarest of all major fighter planes of World War II. Only sixteen complete and assembled examples are known to exist. Of these, only two are flyable: one owned by Planes of Fame, in Chino, California, and the other by the Commemorative Air Force, in Midland, Texas.

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ISRAEL 2012 PART 2

Israel Part 2/North Coast and Southern Galilee

We left early Monday morning on a very modern and almost new Mercedes bus and headed north along the coast. The plan was to visit six (6) attractions on the way to Tiberias on the Sea of Galilee, a distance of about eighty (80) miles. Israel is a small country; it's possible to drive its full length in a day. See [Israel Map](#). Tel Aviv was sophisticated, cosmopolitan, and very attractive. As we left the city proper there was an industrial park to the west that had a huge Microsoft plant, along with Sony, Hitachi, and others. Not far north was a gated residential community with what appeared to be very expensive homes. More than a million and a half people commute into the city daily. There were signs for Avis, Levi's, Sheraton, Toyota, Goodyear, and McDonalds. Upon leaving the city, alfalfa fields, orange groves, and other crops could be seen, along with a large coal-fired electric generation plant, something that looked like the one at Moss Landing. There was a double rail track but no train in sight. It was part of the Israeli land of abundance, the country's bread basket, a land of milk and honey. The white, sandy beaches were really inviting.

Caesarea National Park is one of Israel's most impressive archaeological sites. The beautifully restored harbor was built by King Herod and is a work of engineering marvel. The site is a fascinating place to explore and a museum includes a great multimedia explanation of the history of the port. According to the Acts of the Apostles, Caesarea was first introduced to Christianity when Peter the apostle baptized Cornelius the Centurion, his household, and his soldiers. This was the first time any Apostle had preached to the Gentiles and before Paul's first missionary journey. The Apostle Paul sought refuge there, staying once at the house of Philip the Evangelist, and later being imprisoned at Caesarea (which was the capital of the Roman province) for two years before being sent to Rome. Per Acts 10:44 God shows no favoritism, which is good news for Israelis: "While Peter was still speaking these words, the Holy Spirit came on all who heard the message. The circumcised believers who had come with Peter were astonished that the gift of the Holy Spirit had been poured out even on Gentiles." It is a story of inclusion, not exclusion. Scholars were questioning the actual existence of a Roman Governor with the name Pontius Pilate, the procurator who ordered Jesus' crucifixion. Then in June 1961 Italian archaeologists were excavating an ancient Roman amphitheater near Caesarea and uncovered an interesting limestone block. On the face is an inscription which is part of a larger dedication to Tiberius Caesar which clearly says that it was from "Pontius Pilate, Prefect of Judea.". A military helicopter on patrol passed overhead. See [Caesarea Photos](#)

When the group visited a site with specific religious significance, the Israeli guide, originally from Los Angeles and fluent in Hebrew and English, would provide a general and Jewish history briefing. Then a theologian would offer a devotional, telling Bible stories associated with the area.

The drive along the coast is beautiful, following a modern two lane highway, providing views of the ocean, commercial fish ponds, greenhouses covered with cloth, a large cement plant, grapes for wine production much like Southern Spain, and wooded slopes as the climb to Mt. Carmel (Kar-Mell) begins. It was not a forest; there were no trees as such, just evergreen indigenous shrubs. See [Mt Carmel flora photos](#).

At one very high point about 20 miles to the south of Haifa there is a Carmelite monastery, a Roman Catholic religious order, providing 360 degree views from the roof. It was here that Elijah challenged the prophets of the Canaanite god Baal. An altar was set up and sacrifices prepared.

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Only Elijah's offering burst into flames, showing it had been acknowledged and proving who the true God was (I Kings 18). One cannot serve two masters, i.e. God and Baal, or money, or some other idol—must make a choice; no compromise. God is a jealous God (Exodus 20:4-5). See [Carmelite Sanctuary Photos](#). In the distance is the Ramat David Air Force Base, one of three major such facilities in the country. On 26 May 1948 the base was handed over to the newly created Israel Defense Forces. Ramat David currently houses 3 F-16 C/D squadrons, including the 117th "First Jet" squadron, formed on 7 June 1953, and a Euro-copter AS565 Panther squadron. In 2010, the airbase was the second-largest unit in the IDF with over 1,100 soldiers. Aircraft were taking off and landing constantly; someone said, not confirmed, that much of the base is underground. See [Air Force Base](#)

Lunch was at a mountain restaurant and featured the specialty falafel. Falafel is a popular Middle Eastern food which is made with spiced chickpeas and fava beans which are ground into a paste, formed into balls, and then fried. The resulting patties are typically rolled up in a flatbread like pita and topped with a tangy sauce. Many people associate falafel with street food, since it is a common street offering in regions with large Middle Eastern communities. See [Falafel Photos](#).

The drive down Mt. Carmel to the southeast took only a few minutes and soon the group was exploring Tel Megiddo, one of the oldest cities in the world. Megiddo is a tell, a mound of dirt where people built over the top of cities demolished earlier, known for its historical, geographical, and theological importance. In ancient times Megiddo was an important city-state at the junction of ancient trade routes from Africa and Asia to Europe; excavations have unearthed 26 layers of ruins, indicating a long period of settlement. According to some interpretations of the New Testament, this will be the place for Armageddon or the final battle between the forces of light led by Jesus Christ and the forces of darkness led by Satan or the Anti-Christ after the End of Days. Solomon built huge projects... "Chasing the wind." The main theme of Ecclesiastes is to show the vanity of trusting in wealth, knowledge, power, or any other human accomplishment. The writer uses the meaninglessness of human endeavors to illustrate the meaningfulness of a life which experiences God's leading and wisdom. In 1918 during World War I a huge battle was fought near here between Allied troops led by General Edmund Allenby and the defending Ottoman army. The fertile Jezreel Valley looked like some parts of the San Joaquin Valley. See [Megiddo Photos](#)

There was an armed soldier hitchhiking along the highway as we made our way to Nazareth via Mt. Precipice. It is believed by many to be the site of the Rejection of Jesus described in Luke 4:29-30 - The people of Nazareth, not accepting Jesus as Messiah tried to push him from the mountain, but "he passed through the midst of them and went away." The highway was very close to the sheer cliff with the top several hundred feet above the roadway. See [Mt. Precipice Photos](#)

On approach to crowded, busy, congested Nazareth we saw signs for Kentucky Fried Chicken, McDonald's, Best Buy, and a Plaza Hotel. It is a big, modern city, and on this particular day very windy. It is known as "the Arab capital of Israel"; the population is made up predominantly of Arab citizens of Israel, with the majority Muslim. Situated inside a bowl atop the Nazareth ridge north of the Jezreel valley, Nazareth was a relatively isolated village in the time of Jesus with a population less than two hundred. Today Nazareth is home to more than 64,000 Israeli Arabs, and Upper Nazareth is home to thousands more Jewish residents. It was the boyhood home of Jesus. Joseph and Mary, according to the New Testament, returned there sometime after Jesus' birth in Bethlehem, a small town in Judea in the south (Matthew 2:23). From Jesus' youth until he was thirty years of age, Nazareth was his home. See [Nazareth Photos](#)

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A better destination at the time, because it was well into mid-afternoon, was Sepphoris to the northwest just a few miles. Interest on the part of Biblical archaeologists is related to the belief in Christian tradition that the parents of the Virgin Mary, Anna and Joachim, were natives of Sepphoris, at the time a Hellenized town. Notable structures at the site include a Roman theater, two early Christian churches, a Crusader fortress, and upwards of forty different mosaics. It has been said that hypocrites...”actors in a play”...dropped the mask, set a path to truth and integrity, and became followers of Christ. If Jesus were growing up in Nazareth, which is just a walk for somebody healthy, something like three miles, and if he was a carpenter/stonemason or some kind of craftsman, perhaps a stone cutter because of the stone buildings, he might have done work in Sepphoris. See [Sepphoris Photos](#)

It was a 35 minute ride to Tiberias on the Sea of Galilee and the Gai Beach Hotel where we would stay April 16-19 and visit a number of Christian holy sites around the lake and general area. Tiberias, like Nazareth, is a big city, very crowded, and with lots of traffic. When entering the city we saw signs for Pillsbury and the usual McDonalds. It's a city on the western shore of the Sea of Galilee, also called the Kinneret. Established in 20 CE, it was named in honor of the emperor Tiberius. Tiberias has been venerated in Judaism since the middle of the 2nd century CE and since the 16th century has been considered one of Judaism's Four Holy Cities, along with Jerusalem, Hebron and Safed. In the 2nd-10th centuries, Tiberias was the largest Jewish city in the Galilee and the political and religious hub of the Jews of Palestine. According to Christian tradition, Jesus performed several miracles in the Tiberias district, making it an important pilgrimage site for Christians. See [Tiberias Photos](#). Again, just by viewing the hotel and grounds you will know Israel is no third world country. See [Gai Beach Hotel](#)

And so we ended the first full day of touring in the Holy Land.

To be continued...

SJSU Veterans and Military Update:

Washington Square Alumni Magazine piece on student veterans:

<http://blogs.sjsu.edu/wsqa/2012/11/08/soldiering-up/>

College of Social Sciences Dean's Seminar: Mentoring Veteran Students:

http://events.sjsu.edu/EventList.aspx?fromdate=11/11/2013&todate=11/17/2013&display=Week&type=public&eventidn=6012&view=EventDetails&information_id=15032

Veterans Eat and Greet at Burdick Military History Project

http://events.sjsu.edu/EventList.aspx?fromdate=11/11/2013&todate=11/17/2013&display=Week&type=public&eventidn=7279&view=EventDetails&information_id=16636

Sorry for the bad news on Veterans Day, but the Littlefield Tank collection is leaving the Bay Area:

<http://www.sfgate.com/business/technology/article/Silicon-Valley-tank-collection-heading-east-4972136.php>

If you wish to be put on, or removed from, the Spartan Salute list serve please email me.

Jonathan Roth <jonathan.roth@sjsu.edu>

CHAPTER ACTIVITIES

CREATING SOCIAL CAPITAL

In mid-December MOAA sent this message to the general membership: “At MOAA, we put everything into protecting the rights of you and all other service members. With 380,000 members, that’s some serious power. However, there are challenges on the horizon and we need to strengthen our numbers. A recent budget proposal calls for a 1-percent COLA, potentially reducing retired pay 20 percent by age 62 for those who leave service at the 20-year point. We think that’s simply unacceptable. Help us fight back! Refer an officer for membership today!”

Chapter membership has been decreasing annually and unless members will create and expand social capital it will be very difficult to succeed with the “One Powerful Voice” concept. Harvard political scientist Robert D. Putnam, PhD, refers to social capital as the quality and quantity of relationships, networks, and norms among people and organizations that facilitate collective action. And with social capital on the decline for some decades, he speaks of the need to increase civic engagement, suggesting that it will produce positive outcomes for both the organization and the individual.

Putnam draws on evidence including nearly 500,000 interviews over the last quarter century to show that people sign fewer petitions, belong to fewer organizations that meet, know their neighbors less, meet with friends less frequently, and even socialize with families less often. As of 2004, for example, there has been a 58% drop in the number of people attending club meetings and Putnam shows how changes in work, family structure, age, suburban life, television, computers, women’s roles and other factors have contributed to this decline. Chapter success will come only if members create social capital. Here are some ways to do that:

- If you’re not already a member, join the chapter now;
- Volunteer your special skills to the chapter;
- Express an interest in serving in a leadership role;
- Attend a board of directors meeting and help manage the chapter’s business;
- Offer to serve on one of the committees;
- Edit or write articles for the chapter’s print and electronic newsletters;
- Collect oral military histories from chapter members;
- Say hello to strangers; greet people arriving for luncheon meetings;
- Ask officers you meet to become a member of the chapter;
- Volunteer to drive someone to a luncheon meeting;
- Tell others about social capital and why it matters;
- Help others with chapter projects and especially with the heavy lifting;
- Raise funds for local scholarships;
- Make a gift of your time;
- Start a tradition;
- Support the legislative effort by contacting national and state legislators.

Professor Putnam warns that our stock of social capital, the very fabric of our connections with each other, has plummeted, impoverishing our lives and communities. Joining and participating in one group cuts in half the odds of dying next year; every ten minutes of commuting reduces all forms of social capital by 10%; watching commercial entertainment TV is the only leisure activity where doing more of it is associated with lower social capital. The chapter will grow and gain in strength, “One Powerful Voice,” if members will connect and reconnect, participating actively and fully in chapter affairs.

SOURCE: Professor Robert Putnam

CHAPTER ACTIVITIES

The Day Japan Bombed Oregon

Posted on May 12, 2010 by [deditor](#)

By: Norm Goyer

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.



The only plane ever to drop a bomb on the United States during WWII was this submarine based Glen.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately. It was cold on the coast this September morning, and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California Oregon state lines.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal" During training runs several subs were lost when hangar doors were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear." The crew assigned to the single engine Yokosuka E14Ys float equipped observation and light attack aircraft sprang into action.

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They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and several 176 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine. It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signalked and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.



The aircraft carried two incendiary 168 pound bombs and a crew of two.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.

The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

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The "Glen" was launched via catapult from a I-25 class Japanese submarine.

The pilot activated the release locks so that when he picked the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine. Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.



Warrant Officer Fujita is shown with his Yokosuka E14Y (Glen) float plane prior to his flight.

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This event, which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.



*This Memorial Plaque is located in Brookings, Oregon
at the site of the 1942 bombing*

Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.

LUNCHEON SPEAKERS

JANUARY SPEAKER REPORT

Near midnight on February 8, 2013 a law enforcement helicopter tracked the vehicle of a suspected terrorist along highway 880 into Oakland. Ground units soon converged on the scene and FBI agents arrested a California ex-convict as he allegedly tried to blow up a Bank of America branch, hoping to start a civil war. Matthew Aaron Laneza, 28, of San Jose was detained after he tried using a cellphone to detonate an explosives-packed SUV. He said he would dance with joy when the bomb exploded; however, agents had created a dummy bomb and the incident ended without violence.

The chapter's January speaker was Federal Bureau of Investigation (FBI) Supervisory Special Agent (SSA) Chong S. Cho, leader of squad CT-6, International Counter-Terrorism, who is based at a San Jose satellite office attached to the San Francisco Division. He offered an overview of Agency operations in the San Francisco Bay Area specifically but his comments included a description of missions and activities worldwide. Chong is a graduate of the U. S. Naval Academy, served in the Navy for about 7 years, and then pursued a career with the FBI with his initial assignment in the Honolulu office, and according to him it was a fascinating experience'

As an intelligence-driven and a threat-focused national security organization with both intelligence and law enforcement responsibilities, the mission of the FBI is to protect and defend the United States against terrorist and foreign intelligence threats, to uphold and enforce the criminal laws of the United States, and to provide leadership and criminal justice services to federal, state, municipal, and international agencies and partners. Focus seems to be moving away from criminal issues to terrorism.

After offering a short history of the FBI, a listing of the most famous cases including those of Al Capone, aka Scarface, George "Machinegun Kelly," John Dillinger, Baby Face Nelson, plus recent bombings and terrorist attacks, a detailed explanation of FBI tasks and operations was provided, starting with the highest priority counter-terrorism, and followed by counter-intelligence, cyber-crime which is a very big deal, public corruption, civil rights, organized crime, white collar crime, and violent crime. The Agency has 56 field offices plus legal attaches located worldwide, some 12,500 agents, 18,000 support personnel, plus about 3,700 people in joint task force offices, for a total of more than 32,000 employees, all working to accomplish the stated missions.

Agent Chong noted that the FBI is monitoring certain organizations and personnel in the South Bay potentially with terrorist connections. The FBI said that the Oakland bomber Laneza had declared his support for the Taliban and that he wanted to engage in violent jihad and conduct a terrorist attack inside the United States. He discussed plans to take a ship to Pakistan after the bombing and then travel to Afghanistan to train fighters. According to the criminal complaint, Laneza met Nov. 30 with a man he believed to be connected with the Taliban and the Afghan *mujaheddin*, but who actually was an undercover FBI agent. The FBI has responsibility for both domestic and international terrorism and constantly works to neutralize cells and operations and dismantle extremist networks.

Chapter members had a number of questions including (1) how does the Agency determine if a suspect is really a terrorist or is psychotic? An effort will be made to prove a predisposition to carry out certain acts; (2) is the FBI involved in certain cases such as the San Jose arsonist? Yes, the Agency has a very active role supporting local law enforcement organizations; (3) what was the role of the FBI in Benghazi? Since U.S. personnel including Ambassador Stevens were present, the FBI had an investigative responsibility with the CIA handling evidence collection; (4) considering cybercrime, why do only a few banks such as USAA place encrypted chips in credit cards to help guard against identity theft? Not enough knowledge to answer; (5) do the various law enforcement groups cooperate with investigations? Yes, in one location many FBI and other agency employees work in an open bay, constantly sharing information.

SOURCE: Luncheon Speaker

LUNCHEON SPEAKERS

FEBRUARY SPEAKER

Before the existence of the SR-71 reconnaissance airplane, the word “Habu” described a poisonous snake on Okinawa. When the remarkable Blackbird arrived on the island, some thought its long nose resembled the snake. Habu would become one of the nicknames for the greatest reconnaissance aircraft ever flown, as well as the crew members who flew it. With a published maximum speed of Mach 3.3 and capable of altitudes above 80,000 feet, the legendary SR-71 set a standard for jet aircraft performance that has never been equaled.

The chapter’s February speaker will be Lt Col BC Thomas, USAF (Ret), who has logged 1,217.3 flight hours in the SR-71, making him the most experienced Blackbird pilot ever. He will provide an illustrated presentation about the aircraft and its capabilities, operational history, and certain specific missions and flight experiences, all within the context of what it was like to fly at more than 2,200 miles per hour.

The Lockheed SR-71 "Blackbird" was an advanced, long-range, Mach 3+ strategic reconnaissance aircraft. It was developed as a black project from the Lockheed A-12 reconnaissance aircraft in the 1960s by Lockheed and its Skunk Works division. Clarence "Kelly" Johnson was responsible for many of the design's innovative concepts. During reconnaissance missions, the SR-71 operated at high speeds and altitudes to allow it to outrace threats. If a surface-to-air missile launch was detected, the standard evasive action was to accelerate, turn, climb and outfly the missile while jamming the missile’s guidance signals. The SR-71 served with the U.S. Air Force from 1964 to 1998. A total of 32 aircraft were built; 12 were lost in accidents, but none lost to enemy action.

The first SR-71 to enter service was delivered to the 4200th Strategic Reconnaissance Wing at Beale Air Force Base, California, in January 1966. Thomas might well tell about an important mission from Beale AFB near to the 12-mile limit off Murmansk in the northern Soviet Union. There would be in-flight refueling links over Idaho, Goose Bay, Labrador and the North Sea.

Facing political and other pressures, the Air Force disposed of its SR-71s, leaving NASA with the three last airworthy Blackbirds until 1999. All other Blackbirds have been moved to museums.

Crews flying at altitudes above 80,000 ft (24,000 m) face two main survival problems: maintaining a living environment at high altitudes and high temperatures, and surviving a possible emergency ejection. Pilots have reported that wafting along at Mach 3.3 goes by so fast, that you can cover several countries in the Middle East in mere minutes. At full velocity, the airplane surface heats up to an average skin temperature of 650°F. The cockpit would heat up quickly to very dangerous temperatures if the airplane didn't have a proper functioning air-conditioning system.

Now retired after 22 years in the USAF, Lt Col Thomas is a graduate of the Air Force Test Pilot School at Edwards AFB and served over 11 years in the SR-71 program in which he was an operational reconnaissance pilot, instructor pilot and test pilot. He is the only person who has flown all three USAF high-altitude reconnaissance aircraft: RB-57F, U-2, and SR-71. After retiring from active duty, Thomas was a civilian flight test engineer for Northrop Aircraft Corporation working on the B-2 stealth bomber. Later he was a test pilot for United Airlines for all of its fleet of commercial aircraft.

Thomas fondly recalls the times when breaking the sound barrier was just part of an SR-71 driver's workday. "I remember on television one time when Manuel Noriega was railing over something about the 'imperialist' United States, and as he was talking, there was heard a double sonic boom," a passing SR-71 laying down the distinctive “sound of freedom.”

SOURCE: Luncheon Speaker

THE IN BOX**Medical Reference Links****JUST CLICK ON A SPECIFIC AILMENT__**

NOTE: These tutorials require a special Flash plug-in, version 6 or above... If you do not have Flash, you will be prompted to obtain a free download of the software before you start the tutorial.

Diseases and Conditions__

AbdominalAorticAneurysm < <http://www.nlm.nih.gov/medlineplus/tutorials/abdominalaorticaaneurysm/htm/index.htm> >

Acne < <http://www.nlm.nih.gov/medlineplus/tutorials/acne/htm/index.htm> >

AIDS < <http://www.nlm.nih.gov/medlineplus/tutorials/aids/htm/index.htm> >

AllergiestoDustMites < <http://www.nlm.nih.gov/medlineplus/tutorials/allergiestodustmites/htm/index.htm> >

Alopecia < <http://www.nlm.nih.gov/medlineplus/tutorials/alopecia/htm/index.htm> >

AmyotrophicLateralSclerosis < <http://www.nlm.nih.gov/medlineplus/tutorials/amyotrophiclateralsclerosis/htm/index.htm> > (**ALS**)

Angina < <http://www.nlm.nih.gov/medlineplus/tutorials/angina/htm/index.htm> >

Anthrax < <http://www.nlm.nih.gov/medlineplus/tutorials/anthrax/htm/index.htm> >

Arrhythmias < <http://www.nlm.nih.gov/medlineplus/tutorials/arrhythmias/htm/index.htm> >

Arthritis < <http://www.nlm.nih.gov/medlineplus/tutorials/arthritis/htm/index.htm> >

Asthma < <http://www.nlm.nih.gov/medlineplus/tutorials/asthma/htm/index.htm> >

Atrial Fibrillation < <http://www.nlm.nih.gov/medlineplus/tutorials/atrialfibrillation/htm/index.htm> >

Avian Influenza < <http://www.nlm.nih.gov/medlineplus/tutorials/avianflu/htm/index.htm> >

BackPainHowtoPrevent < <http://www.nlm.nih.gov/medlineplus/tutorials/howtopreventbackpain/htm/index.htm> >_

Bell's Palsy < <http://www.nlm.nih.gov/medlineplus/tutorials/bellspalsy/htm/index..htm> >

Brain Cancer < <http://www.nlm.nih.gov/medlineplus/tutorials/braincancer/htm/index.htm> >

BreastCancer < <http://www.nlm.nih.gov/medlineplus/tutorials/breastcancer/htm/index.htm> >

Burns < <http://www.nlm.nih.gov/medlineplus/tutorials/burns/htm/index...htm> >

Cataracts < <http://www.nlm.nih.gov/medlineplus/tutorials/cataracts/htm/index.htm> >

Cerebral Palsy < <http://www.nlm.nih.gov/medlineplus/tutorials/cerebralpalsy/htm/index.htm> >

Cold Sores < <http://www.nlm.nih.gov/medlineplus/tutorials/coldsores/htm/index.htm> > (**Herpes**)

Colon Cancer < <http://www.nlm.nih.gov/medlineplus/tutorials/coloncancer/htm/index.htm> >

CongestiveHeartFailure < <http://www.nlm.nih.gov/medlineplus/tutorials/congestiveheartfailure/htm/index.htm> >

COPD < <http://www.nlm.nih.gov/medlineplus/tutorials/copd/htm/index.htm> > (**ChronicObstructivePulmonary Disease**)

Crohn's Disease < <http://www.nlm.nih.gov/medlineplus/tutorials/crohnsdisease/htm/index.htm> >

CysticFibrosis < <http://www.nlm.nih.gov/medlineplus/tutorials/cysticfibrosis/htm/index.htm> >

Depression < <http://www.nlm.nih.gov/medlineplus/tutorials/depression/htm/index..htm> >

DiabetesEyeComplications < <http://www.nlm.nih.gov/medlineplus/tutorials/diabeteseyecomplications/htm/index.htm> >

Diabetes - Foot Care < <http://www.nlm.nih.gov/medlineplus/tutorials/diabetesfootcare/htm/index.htm> >

DiabetesIntroduction < <http://www.nlm.nih.gov/medlineplus/tutorials/diabetesintroduction/htm/index.htm> >

DiabetesMealPlanning < <http://www.nlm.nih.gov/medlineplus/tutorials/diabetesmealplanning/htm/index.htm> >

Diverticulosis < <http://www.nlm.nih.gov/medlineplus/tutorials/diverticulosis/htm/index.htm> >

Endometriosis < <http://www.nlm.nih.gov/medlineplus/tutorials/endometriosis/htm/index.htm> >

EpsteinBarr < <http://www.nlm.nih.gov/medlineplus/tutorials/epsteinbarrvirusmono/htm/index.htm> > (**Mononucleosis**)

ErectileDysfunction < <http://www.nlm.nih.gov/medlineplus/tutorials/erectiledysfunctionyourchoices/htm/index.htm> >

Fibromyalgia < <http://www.nlm.nih.gov/medlineplus/tutorials/fibromyalgia/htm/index.htm> >

FlashesandFloaters < <http://www.nlm.nih.gov/medlineplus/tutorials/flushesandfloaters/htm/index.htm> >

FracturesandSprains < <http://www.nlm.nih.gov/medlineplus/tutorials/fracturesandsprains/htm/index.htm> >

Ganglion Cysts < <http://www.nlm.nih.gov/medlineplus/tutorials/ganglioncysts/htm/index.htm> >

THE IN BOX

GastroesophagealRefluxDisease < <http://www.nlm.nih.gov/medlineplus/tutorials/gerd/htm/index.htm> > (**GERD**)
Glaucoma < <http://www.nlm.nih.gov/medlineplus/tutorials/glaucoma/htm/index.htm> >
Gout < <http://www.nlm.nih.gov/medlineplus/tutorials/gout/htm/index.htm> >
Hearing Loss < <http://www.nlm.nih.gov/medlineplus/tutorials/hearingloss/htm/index.htm> >
Heart Attack < <http://www.nlm.nih.gov/medlineplus/tutorials/heartattack/htm/index.htm> >
Hepatitis B < <http://www.nlm.nih.gov/medlineplus/tutorials/hepatitisb/htm/index..htm> >
HepatitisC < <http://www.nlm.nih.gov/medlineplus/tutorials/hepatitisc/htm/index..htm> >
Hypertension < <http://www.nlm.nih.gov/medlineplus/tutorials/hypertension/htm/index.htm> > (**HighBloodPressure**)
Hypoglycemia < <http://www.nlm.nih.gov/medlineplus/tutorials/hypoglycemia/htm/index.htm> >
IncisionalHernia < <http://www.nlm.nih.gov/medlineplus/tutorials/incisionalhernia/htm/index.htm> >
Influenza < <http://www.nlm.nih.gov/medlineplus/tutorials/influenza/htm/index.htm> >
Inguinal Hernia < <http://www.nlm.nih.gov/medlineplus/tutorials/inguinalhernia/htm/index.htm> >
IrritableBowelSyndrome < <http://www.nlm.nih.gov/medlineplus/tutorials/irritablebowelsyndrome/htm/index.htm> >
Kidney Failure < <http://www.nlm.nih.gov/medlineplus/tutorials/kidneyfailure/htm/index.htm> >
Kidney Stones < <http://www.nlm.nih.gov/medlineplus/tutorials/kidneystones/htm/index.htm> >
Leishmaniasis < <http://www.nlm.nih.gov/medlineplus/tutorials/leishmaniasis/htm/index.htm> >
Leukemia < <http://www.nlm.nih.gov/medlineplus/tutorials/leukemia/htm/index.htm> >
Low Testosterone < <http://www.nlm.nih.gov/medlineplus/tutorials/lowtestosterone/htm/index.htm> >
Lung Cancer < <http://www.nlm.nih.gov/medlineplus/tutorials/lungcancer/htm/index..htm> >
Lupus < <http://www.nlm.nih.gov/medlineplus/tutorials/lupus/htm/index...htm> >
Lyme Disease < <http://www.nlm.nih.gov/medlineplus/tutorials/lymedisease/htm/index.htm> >
MacularDegeneration < <http://www.nlm.nih.gov/medlineplus/tutorials/maculardegeneration/htm/index.htm> >
Malaria < <http://www.nlm.nih.gov/medlineplus/tutorials/malaria/htm/index.htm> >
Melanoma < <http://www.nlm.nih.gov/medlineplus/tutorials/melanoma/htm/index.htm> >
Meningitis < <http://www.nlm.nih.gov/medlineplus/tutorials/meningitis/htm/index..htm> >
Menopause < <http://www.nlm.nih.gov/medlineplus/tutorials/menopauseintroduction/htm/index.htm> >
MigraineHeadache < <http://www.nlm.nih.gov/medlineplus/tutorials/headacheandmigraine/htm/index.htm> >
MitralValveProlapse < <http://www.nlm.nih.gov/medlineplus/tutorials/mitralvalveprolapse/htm/index.htm> >
Multiple Myeloma < <http://www.nlm.nih.gov/medlineplus/tutorials/multiplemyeloma/htm/index.htm> >
Multiple Sclerosis < <http://www.nlm.nih.gov/medlineplus/tutorials/multiplesclerosis/htm/index.htm> >
MyastheniaGravis < <http://www.nlm.nih.gov/medlineplus/tutorials/myastheniagravis/htm/index.htm> >
Osteoarthritis < <http://www.nlm.nih.gov/medlineplus/tutorials/osteoarthritis/htm/index.htm> >
Osteoporosis < <http://www.nlm.nih.gov/medlineplus/tutorials/osteoporosis/htm/index.htm> >
Otitis Media < <http://www.nlm.nih.gov/medlineplus/tutorials/otitismedia/htm/index.htm> >
Ovarian Cancer < <http://www.nlm.nih.gov/medlineplus/tutorials/ovariancancer/htm/index.htm> >
Ovarian Cysts < <http://www.nlm.nih.gov/medlineplus/tutorials/ovariancysts/htm/index.htm> >
Pancreatitis < <http://www.nlm.nih.gov/medlineplus/tutorials/pancreatitis/htm/index.htm> >
Parkinson'sDisease < <http://www.nlm.nih.gov/medlineplus/tutorials/parkinsonsdisease/htm/index.htm> >
Pneumonia < <http://www.nlm.nih.gov/medlineplus/tutorials/pneumonia/htm/index.htm> >
ProstateCancerWhatisit? < <http://www.nlm.nih.gov/medlineplus/tutorials/whatisprostatecancer/htm/index.htm> >
Psoriasis < <http://www.nlm.nih.gov/medlineplus/tutorials/psoriasis/htm/index.htm> >
RetinalTearandDetachment < <http://www.nlm.nih.gov/medlineplus/tutorials/retinaltearanddetachment/htm/index.htm> >
RheumatoidArthritis < <http://www.nlm.nih.gov/medlineplus/tutorials/rheumatoidarthritis/htm/index.htm> >
RotatorCuffInjuries < <http://www.nlm.nih.gov/medlineplus/tutorials/rotatorcuffinjuries/htm/index.htm> >
Sarcoidosis < <http://www.nlm.nih.gov/medlineplus/tutorials/sacroidosis/htm/index.htm> >
Scabies < <http://www.nlm.nih.gov/medlineplus/tutorials/scabies/htm/index.htm> >
SeizuresandEpilepsy < <http://www.nlm.nih.gov/medlineplus/tutorials/seizuresandepilepsy/htm/index.htm> >
SexuallyTransmittedDiseases < <http://www.nlm.nih.gov/medlineplus/tutorials/sexuallytransmitteddiseases/htm/index.htm> >
Shingles < <http://www.nlm.nih.gov/medlineplus/tutorials/shingles/htm/index.htm> >
Skin Cancer < <http://www.nlm.nih.gov/medlineplus/tutorials/skincancerandmelanoma/htm/index.htm> >
SleepDisorders < <http://www.nlm.nih.gov/medlineplus/tutorials/sleepdisorders/htm/index.htm> >
Smallpox < <http://www.nlm.nih.gov/medlineplus/tutorials/smallpox/htm/index.htm> >_

THE IN BOX

SpinalCordInjury < <http://www.nlm.nih.gov/medlineplus/tutorials/spinalcordinjury/htm/index.htm> >
TemporomandibularJointDisorders < <http://www.nlm.nih.gov/medlineplus/tutorials/temporomandibularjointdisorders/htm/index.htm> > (TMJ)
TennisElbow < <http://www.nlm.nih.gov/medlineplus/tutorials/tenniselbow/htm/index.htm> >
Tinnitus < <http://www.nlm.nih.gov/medlineplus/tutorials/tinnitus/htm/index.htm> >
TrigeminalNeuralgia < <http://www.nlm.nih.gov/medlineplus/tutorials/trigeminalneuralgia/htm/index.htm> >
Tuberculosis < <http://www.nlm.nih.gov/medlineplus/tutorials/tuberculosis/htm/index.htm> >
Ulcerative Colitis < <http://www.nlm.nih.gov/medlineplus/tutorials/ulcerativecolitis/htm/index.htm> >
Umbilical Hernia < <http://www.nlm.nih.gov/medlineplus/tutorials/umbilicalhernia/htm/index.htm> >
Uterine Fibroids < <http://www.nlm.nih.gov/medlineplus/tutorials/uterinefibroids/htm/index.htm> >
VaricoseVeins < <http://www.nlm.nih.gov/medlineplus/tutorials/varicoseveins/htm/index.htm> >
Vasculitis < <http://www.nlm.nih.gov/medlineplus/tutorials/vasculitis/htm/index.htm> >
Warts < <http://www.nlm.nih.gov/medlineplus/tutorials/warts/htm/index.htm> >

Tests and Diagnostic Procedures_

Amniocentesis < <http://www.nlm.nih.gov/medlineplus/tutorials/amniocentesis/htm/index.htm> >
Barium Enema < <http://www.nlm.nih.gov/medlineplus/tutorials/bariumenema/htm/index.htm> >
Bone Densitometry < <http://www.nlm.nih.gov/medlineplus/tutorials/bonedensitometry/htm/index.htm> >
BreastLumpsBiopsy < <http://www.nlm.nih.gov/medlineplus/tutorials/breastlumpsbiopsy/htm/index.htm> >
Bronchoscopy < <http://www.nlm.nih.gov/medlineplus/tutorials/bronchoscopy/htm/index.htm> >
Colonoscopy < <http://www.nlm.nih.gov/medlineplus/tutorials/colonoscopy/htm/index.htm> >
Colposcopy < <http://www.nlm.nih.gov/medlineplus/tutorials/colposcopy/htm/index.htm> >
CoronaryAngiogramandAngioplasty < <http://www.nlm.nih.gov/medlineplus/tutorials/coronaryangiographyandangioplasty/htm/index.htm> >
CT Scan < <http://www.nlm.nih.gov/medlineplus/tutorials/ctscan/htm/index.htm> > (CAT Scan)
CystoscopyFemale < <http://www.nlm.nih.gov/medlineplus/tutorials/cystoscopyfemale/htm/index.htm> >
CystoscopyMale < <http://www.nlm.nih.gov/medlineplus/tutorials/cystoscopymale/htm/index.htm> >
Echocardiogram < <http://www.nlm.nih.gov/medlineplus/tutorials/echocardiogram/htm/index.htm> >
EchocardiographyStressTest < <http://www.nlm.nih.gov/medlineplus/tutorials/echocardiography/htm/index.htm> >
IVP < <http://www.nlm.nih.gov/medlineplus/tutorials/ivp/htm/index.htm> > (IntraVenousPyelogram)
KneeArthroscopy < <http://www.nlm.nih.gov/medlineplus/tutorials/kneeearthroscopy/htm/index.htm> >
Laparoscopy < <http://www.nlm.nih.gov/medlineplus/tutorials/laparoscopy/htm/index.htm> >
Mammogram < <http://www.nlm.nih.gov/medlineplus/tutorials/mammogram/htm/index.htm> >
MRI < <http://www.nlm.nih.gov/medlineplus/tutorials/mri/htm/index.htm> >
Myelogram < <http://www.nlm.nih.gov/medlineplus/tutorials/myelogram/htm/index.htm> >
Newborn Screening < <http://www.nlm.nih.gov/medlineplus/tutorials/newbornscreening/htm/index.htm> >
Pap Smear < <http://www.nlm.nih.gov/medlineplus/tutorials/papsmear/htm/index.htm> >
ShoulderArthroscopy < <http://www.nlm.nih.gov/medlineplus/tutorials/shoulderarthroscopy/htm/index.htm> >
Sigmoidoscopy < <http://www.nlm.nih.gov/medlineplus/tutorials/sigmoidoscopy/htm/index.htm> >
Ultrasound < <http://www.nlm.nih.gov/medlineplus/tutorials/ultrasound/htm/index.htm> >
Upper GI Endoscopy < <http://www.nlm.nih.gov/medlineplus/tutorials/uppergiendoscopy/htm/index.htm> >

Surgery and Treatment Procedures_•

AortoBifemoralBypass < <http://www.nlm.nih.gov/medlineplus/tutorials/aortobifemoralbypass/htm/index.htm> >
CardiacRehabilitation < <http://www.nlm.nih.gov/medlineplus/tutorials/cardiarehabilitation/htm/index.htm> >
CarotidEndarterectomy < <http://www.nlm.nih.gov/medlineplus/tutorials/carotidendarterectomy/htm/index.htm> >
CarpalTunnelSyndrome < <http://www.nlm.nih.gov/medlineplus/tutorials/carpaltunnelsyndromeopensurgery/htm/index.htm> >
Chemotherapy < <http://www.nlm.nih.gov/medlineplus/tutorials/chemotherapyintroduction/htm/index.htm> >
CholecystectomyOpenLaparoscopic < <http://www.nlm.nih.gov/medlineplus/tutorials/cholecystectomyopenandlaparoscopic/htm/index.htm> > (Gallbladder Removal Surgery)
Clinical Trials < <http://www.nlm.nih.gov/medlineplus/tutorials/cancerclinicaltrials/htm/index.htm> >
ColonCancerSurgery < <http://www.nlm.nih.gov/medlineplus/tutorials/coloncancersurgery/htm/index.htm> >
Colostomy < <http://www.nlm.nih.gov/medlineplus/tutorials/colostomy/htm/index.htm> >

THE IN BOX

CoronaryArteryBypassGraft < <http://www.nlm.nih.gov/medlineplus/tutorials/coronaryarterybypassgraft/htm/index.htm> > (**CABG**)

C-Section < <http://www.nlm.nih.gov/medlineplus/tutorials/csection/htm/index.htm> >

Dilation and Curettage < <http://www.nlm.nih.gov/medlineplus/tutorials/dilatationandcurettage/htm/index.htm> > (**D & C**)

General Anesthesia < <http://www.nlm.nih.gov/medlineplus/tutorials/generalanesthesia/htm/index.htm> >

HeartValveReplacement < <http://www.nlm.nih.gov/medlineplus/tutorials/heartvalvereplacement/htm/index.htm> >

Hemorrhoid Surgery < <http://www.nlm.nih.gov/medlineplus/tutorials/hemorrhoidsurgery/htm/index.htm> >

Hip Replacement < <http://www.nlm.nih.gov/medlineplus/tutorials/hipreplacement/htm/index.htm> >

Hip Replacement –

PhysicalTherapy < <http://www.nlm.nih.gov/medlineplus/tutorials/hipreplacementphysicaltherapy/htm/index.htm> >

Hysterectomy < <http://www.nlm.nih.gov/medlineplus/tutorials/hysterectomy/htm/index.htm> >

KneeReplacement < <http://www.nlm.nih.gov/medlineplus/tutorials/kneereplacement/htm/index.htm> >

LASIK < <http://www.nlm.nih.gov/medlineplus/tutorials/lasik/htm/index...htm> >

MassageTherapy < <http://www.nlm.nih.gov/medlineplus/tutorials/massagetherapy/htm/index.htm> >

NeurosurgeryWhatisit? < <http://www.nlm.nih.gov/medlineplus/tutorials/whatisneurosurgery/htm/index.htm> >

Open Heart Surgery –

WhattoExpect? < <http://www.nlm.nih.gov/medlineplus/tutorials/openheartsurgerywhattoexpect/htm/index.htm> >

Pacemakers < <http://www.nlm.nih.gov/medlineplus/tutorials/pacemakers/htm/index..htm> >

PreparingforSurgery < <http://www.nlm.nih.gov/medlineplus/tutorials/preparingforsurgery/htm/index.htm> >

Prostate Cancer –

RadiationTherapy < <http://www.nlm.nih.gov/medlineplus/tutorials/radiationtherapyforprostatecancer/htm/index.htm> >

ShoulderReplacement < <http://www.nlm.nih.gov/medlineplus/tutorials/shoulderreplacement/htm/index.htm> >

Sinus Surgery < <http://www.nlm.nih.gov/medlineplus/tutorials/sinussurgery/htm/index.htm> >

StrokeRehabilitation < <http://www.nlm.nih.gov/medlineplus/tutorials/strokerehabilitation/htm/index.htm> >

Thyroid Surgery < <http://www.nlm.nih.gov/medlineplus/tutorials/thyroidsurgery/htm/index.htm> >

TonsillectomyandAdenoidectomy < <http://www.nlm.nih.gov/medlineplus/tutorials/tonsillectomyadenoidectomy/htm/index.htm> >

TURP < <http://www.nlm.nih.gov/medlineplus/tutorials/turp/htm/index.htm> > (**ProstateSurgery**)

VaginalBirth < <http://www.nlm.nih.gov/medlineplus/tutorials/vaginalbirth/htm/index.htm> >

Vasectomy < <http://www.nlm.nih.gov/medlineplus/tutorials/vasectomy/htm/index.htm> >

Prevention and Wellness

Back Exercises < <http://www.nlm.nih.gov/medlineplus/tutorials/backexercises/htm/index.htm> >

PERSONAL AFFAIRS

New TRICARE.mil “I Want To...” Feature Offers Easy Access to Popular Customer Service Options

TRICARE beneficiaries now have an easy way to access customer service features. The TRICARE.mil home page has a new “I want to...” section offering beneficiaries a gateway to links that help them manage their health care from prescriptions to enrollments and much more.

The “I want to...” section of TRICARE.mil launched Dec. 1, 2013. The redesigned home page focuses on tools for beneficiaries to manage their health care benefits. “I want to...” has quick links to secure login portals for more than a dozen customer service features including:

- Managing prescriptions
- Enrolling or purchasing a plan
- Finding a doctor
- Updating personal information
- Filing or checking on a claim
- Paying a bill
- Booking appointments at a military hospital or clinic
- Changing a primary care physician
- Viewing military health records

Many beneficiaries may not even know these resources are available online. The new look TRICARE.mil home page is a hub for beneficiaries to manage their health care benefits from the comfort of home or on the go with mobile sites. Mobile, online and toll-free customer service options are time savers and prevent unnecessary trips to a military hospital or clinic.

Other common requests, such as comparing plans or seeing what’s covered, are also featured in the “I want to...” section as well as links to download forms, or subscribe to TRICARE email alerts.

PERSONAL AFFAIRS

TRICARE

Find Medicare doctors, providers, hospitals, plans & suppliers

- [Find doctors & other health professionals](#)
- [Find nursing homes](#)
- [Find hospitals](#)
- [Find home health services](#)
- [Find dialysis facilities](#)
- [Find health & drug plans](#)
- [Find suppliers of medical equipment & supplies](#)

Watch an overview of TRICARE For Life, the health plan for beneficiaries who have Medicare Parts A and B.

The entire video (along with lots of other TRICARE-related videos) is available at: <http://youtu.be/9u4cbKKQIEY>.

(NOTE : This message is being sent to the TFL and [HEALTH.MIL](#) mailing lists. The HEALTH.MIL mailing list message is intended for retired TRICARE beneficiaries who are nearing their 65th birthday.)

PERSONAL AFFAIRS**HEALTHCARE SYSTEM HONORED**

For the third consecutive year, VA Palo Alto Health Care System has been recognized with the Silver Level California Award for Performance Excellence (CAPE) Eureka Award from the California Council for Excellence (CCE).

VA Palo Alto Health Care System is one of six recipients, and the only Veterans Health Administration health care system in California to earn this distinction in 2013.

The CAPE Program, administered by the CCE, employs the same rigorous criteria used on the national level, is the highest recognition in the state for performance excellence.

VA Palo Alto Health Care System will be honored along with other CAPE Eureka Award recipients at the CCE's 20th Annual Best Practices and Awards Conference March 18 in Long Beach.

SOURCE: CAL VET Newsletter

STATE VETERANS COUNCIL

Chapter leaders are able to recommend new state legislation with the assistance of the California State Commanders Veterans Council (CSCVC), an umbrella group of 20 Veterans organizations. The approach generally is made through the MOAA California Council of Chapters (CALMOAA), a structure made up of all the chapter presidents.

The purpose of the California State Commanders Veterans Council is to promote the rights and benefits of veterans in the State of California. For fifty years the Council has conducted advocacy efforts in the State Legislature concerning Veterans rights, entitlements, and benefits. The Council conducts similar advocacy efforts with the California Department of Veterans Affairs, the California Veterans Board, and similar state agencies, boards and commissions, concerning Veterans programs under the management of those agencies.

To achieve many of these goals, the council is actively involved in sponsoring and supporting legislation at the state level affecting California's 1.8 million veterans as well as the active duty, Reserve, and National Guard components.

Established in 1966, the CSCVC is composed of the California organizations of the American Indian Veterans Association, American Legion, American Retiree Association, AMVETS, Armed Forces Retirees Association, Association of the United States Army, California Association of County Veterans Service Officers, California Department of Veterans Affairs, Fleet Reserve Association, Jewish War Veterans of the United States of America, Legion of Valor, Marine Corps League, Military Officers Association of America, Military Order of the Purple Heart, National Association of Uniformed Services, Paralyzed Veterans of America, Reserve Officers Association, The Retired Enlisted Association, Veterans of Foreign Wars, and Vietnam Veterans of America.

The CSCVC chooses a state legislator each year to receive the Mickey Conroy Legislator of the Year Award in recognition of outstanding leadership on Veterans issues in the Legislature. The CSCVC recently named Assembly Speaker John A. Pérez as the 2013 Mickey Conroy Legislator of the Year. The award is named for the late Mickey Conroy (1927-2005), a former California State Assemblyman who served in the Merchant Marine in World War II, the Navy in the Korean War, and then two tours in Vietnam with the Marine Corps. Mickey Conroy was a staunch supporter of the military and veterans. He served as longtime chairman of Veterans Charities of Orange County and President of the Armed Forces Retirees Association of California. Conroy was also active in participating in and promoting the California State Commanders Veterans Council as an active association for advocacy for veterans issues at the State Capitol.

PERSONAL AFFAIRS

In October 2013, the Governor signed AB 717 by Assemblyman Rocky Chavez. AB 717 requires the Secretary of the Department of Veterans Affairs and the board to confer with the California State Commanders Veterans Council on issues affecting California veterans. The CSCVC was the sponsor of this legislation.

SOURCE: CSCVC



ID Card Scanning Underway at Commissaries

Nov 18 2013 Published by [Karen](#) at 10:30 am under [Legislation, NDAA, News](#)

ID Card Scanning is underway at select commissaries and will be mandatory in all commissaries by mid-January.

Why scan ID Cards?

[According](#) to Joseph H. Jeu, Defense Commissary Agency (DeCA) Director and CEO, “In addition to verifying customers as authorized commissary patrons, we’ll gain information that will give us a better understanding of our patrons, allowing the agency to provide the commissary benefit more effectively and efficiently.”

What information will DeCA Collect?

ID card number (NOT a social security number) Military status Branch of service Age

Household size Duty station Residential zip code

Purchases will be linked to demographic group not to an individual. This will improve commissary service to the patron.

Can you opt out?

The short answer is, “No.” A valid ID card must be presented to the cashier in order to make a commissary purchase.

Defending the Benefit

In this budget constrained environment, with the commissary benefit under attack, ID card scanning also allows more accurate reporting to the military services regarding commissary usage.

Click [here](#) to learn more about ID Card scanning at the commissary.

Making it in the MilLife® *To scan or not to scan? Tell us what you think.*

Given our Nation’s current fiscal crisis and the sequester, the months and years ahead could be very challenging for the entire military community. To keep up to date with all military family issues, stop by our [MOAA Spouse Facebook Page](#), follow us on twitter [@MOAA_MilLife](#) subscribe to our monthly [MOAA Spouse E-News Letter](#), or [join MOAA today!](#)

Karen serves as Deputy Director, Government Relations (Military Family Issues)

PERSONAL AFFAIRS

JOBS

We have relocated all of the Job links to their own page at our website.

You can access it from a link on the home page or directly with this:

<http://svcmoaa.org/Employment.html>

PERSONAL AFFAIRS

ID CARD CHANGE

The Moffett Field ID card office is currently located in the U.S. Army Reserve Center, 230 RT Jones Road, Mt. View, CA 94043-1809. The office can be reached by making the left hand turn from the 4-way stop immediately prior to the Moffett Field main gate. The building is one half mile down the road on the left.

It will be necessary to make an advance appointment for entry to the building and obtaining the new card. To make an appointment, use this number from 0800 to 1530, closed 1200 to 1300 for lunch: **650 526-9891** or on-line click on “Moffett Appointment” at this location
<http://siliconvalleymoaa.org/iddecad.html>

VETERAN BENEFITS

For veterans benefits and more connect with *eBenefits* at <https://www.ebenefits.va.gov/>

Everything You Ever Wanted to Know about TRICARE but were Afraid to Ask

There are many secure functions available to help you manage your TRICARE benefits, DEERS, etc., while at home or on the go, no matter your military status, active, reservist or retired. Your local MOAA Silicon Valley Chapter heartily recommends first checking into the TRICARE Home- page, <http://www.tricare.mil/>, then clicking on any/all applicable link(s) that may apply to your particular situation.

Each specific link should provide detailed instructions on accessing that desired area of interest.

REPORTING DEATHS

Members can report the death of a retiree locally through the Retiree Activity Office (RAO).

The phone number is 650- 603-8047.

You can also notify a MOAA member's death to MOAA:

- * Attn: MSC, 201 N Washington St, Alexandria, VA 22314-2539.
- * Or call 1-800-234-6622
- * Or: E-mail: <mailto:msc@moaa.org>.

Membership Application and Renewal Form

**Silicon Valley Chapter Military Officers Association of America Mail to:
SVC-MOAA
P.O. Box 2
Moffett Federal Airfield, CA 94035**

Membership Application and Renewal Form Date _____
Enroll Me As: New Member _____ Renewing Member _____ Aux Member _____
Annual Dues: \$26.00 \$ _____

(Auxiliary – Dues are not charged, donations gratefully accepted) Donations to SVC Fund
\$ _____ Donations to Scholarship Fund \$ _____ Donations to PAWS
\$ _____ Donation to USO \$ _____ (All Donations are Tax Deductible)
Total: \$ _____ **Make checks payable to SVC-MOAA and mail to above address.**

Please complete all applicable blanks

Status: Active ___ Reserve ___ Guard ___ Retired ___ Former Officer ___ Widow(er) _____

Name: _____ / _____ / _____ / _____
Last First MI Rank Service

Address: _____ / _____
Number Street (P.O. Box, etc.) Apt/Suite

City _____ **State** _____ **Zip** _____ / _____ **Spouse's Name** _____
5 Digit 4 Digit

Phone(____) _____ **E-mail** _____

SVC Dues are due 1 February and are separate from National MOAA Dues. SVC Dues support the Bulletin and Administrative functions. Luncheons are self-supporting. Dues are not prorated. Donations can be made to the Silicon Valley Chapter's general fund and/or the various funds listed above.

If you are a new chapter member, please advise us how you learned about this chapter.

For present members we are trying to update and enhance our records; so please provide the month and year you joined the SVC. _____

Are you a National MOAA Member? _____

LUNCHEON

**LOCATION – BILTMORE HOTEL
2151 LAURELWOOD RD, SANTA CLARA, CA**

DIRECTIONS: *Going North on Hwy 101:* Exit at Montague/San Tomas, then Montague; then Right on Laurelwood. *Going South on Hwy 101:* Exit at Montague/San Tomas, then Montague, then Right on Laurelwood.

-----Cut Here-----

******LUNCHEON RESERVATION FORM****
Deadline to reach SVC no later than 14 February**

If you have not sent in your reservation form by the above date and still wish to attend, please call Jay Craddock, 650-968-0446

LUNCHEON PRICE - \$26.00 Times: Social Hour 11:00 AM, Luncheon 11:45 AM

Please reserve _____ places for the **20 February Luncheon**
A TOTAL of \$_____ including a donation of \$_____ for (circle one)
Scholarship, PAWS, USO, or undesignated donation

Make checks payable to: PROGRAM CHAIR-SVC

**Mailto: LTCJayCraddock
1448 Fallen Leaf Lane
Los Altos, CA 94024-5809**

RESERVE IN THE NAME OF: _____

Telephone: _____

MENU: Buffet - Two hot entrees with vegetables. Assorted breads and rolls. Desserts. Coffee and tea.

NAMES OF PERSONS WHO ARE INCLUDED IN YOUR PAYMENT:

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ATTENTION

Our chapter is pleased to welcome and offer businesses in the area with a great opportunity to post your advertisements in this eBulletin and the hardcopy bulletin. For just \$100 one gets 365 days of advertising. **Interested?** Just contact Michael Sampognaro at 408 779 7389 or email mike@sampognaro.net