



Spring 2011

Volume 4, Issue 1

THE IRONMAN—A DOUBLE ENDER'S NEWSLETTER

Membership Scorebox

| | |
|---------------------------|-------|
| Current | 48 |
| Past Due | 84 |
| Snail Mail Addresses Only | 95 |
| Email Address | 423 |
| Total Shipmates | 1,146 |

Dues Notice!

Please be sure to check your mailing label or email notation.

If it doesn't say Current above your name at the top of the label, you should renew your annual dues. To reach the greatest number of shipmates, we will publish the complete Association newsletter to any valid email address. Your dues payments make this possible.

INSIDE THIS ISSUE:

| | |
|----------------------------|----|
| President's Message | 2 |
| Shipmates' Deck Log | 3 |
| Believe It or Not | 4 |
| Next Reunion | 5 |
| Financials/Dues | 6 |
| Have You Heard? | 6 |
| The Gardener's Corner | 7 |
| Tour Destination—Pentagon? | 7 |
| Billy Goat Reeves | 8 |
| Vet Scam | 9 |
| Notes of Interest | 9 |
| Ruminations | 10 |
| Pet Adoptions | 10 |
| POW/MIA | 11 |

Deck Log Histories

From the summary deck log of USS Leonard F. Mason (DD-852) :

June of 1972 found *Mason* embarking midshipmen for the Midshipmen's Cruise. She deployed on the 21st of June. After some exercises in the SoCal OpArea, *Mason* began the transit to Pearl Harbor on June 24 in company with USS Fox (DLG-33), USS Horne (DLG-30), USS Decatur (DDG-31), and USS Orleck (DD-886). The ships arrived at Pearl Harbor on June 30. The *Mason* got underway again on July 5 in company with USS Horne (DLG-30), USS Decatur (DDG-31), USS Orleck (DD-886), and USS Reeves (DLG-24), enroute to Seattle, Washington. The *Mason* and the *Orleck* were detached on July 6 and proceeded to the Barstur Range for ASW exercises. The two ships rejoined the *Horne*, *Decatur*, and *Reeves* the next day to resume the transit, with the *Mason* arriving Seattle on July 15. The ships resumed the cruise on July 20. *Mason* arrived Pier 26, Embarcadero, San Francisco, on July 21, with the *Orleck* moored outboard. The ships got underway on July 26. On July 27, *Mason* and *Orleck* were detached to conduct a full power run to the SoCal OpArea. [The *Orleck* couldn't keep up... -ed.] On July 28, *Mason* conducted NGFS exercises off San Clemente in company with USS Orleck (DD-886) and USS Downes (FF-1070). At the conclusion of the exercises later that day, *Mason* headed for San Diego, to prepare for deployment in the fall. During this time, the ship operated along the U.S.A. West Coast, at various times in company with the USS Reeves (DLG-24), USS Bainbridge (DLGN-25), USS Fox (DLG-33), USS Horne (DLG-30), U.S.S.

Chevalier (DD-805), USS Decatur (DDG-31), USS Orleck (DD-886), USS O'Callahan (DE-1051), USS Ramsey (DEG-2), and USS Bronstein (DE-1037).

From the 1973 Command History of USS BROOKE (DEG-1):

Orders were received 27 February to proceed to the Northern Search and Rescue station (NSAR), the northern-most station in the Gulf of Tonkin. Enroute to station, BROOKE took an opportunity to top off her fuel tanks from USNS TALUGA. Early evening found BROOKE on station as escort for USS REEVES (DLG 24). Commanding Officer, USS REEVES (DLG 24) was CTG 77.0.1, SOPA and OTC at NSAR.

March

Back in the familiar environment BROOKE found herself performing the same tasks which she had mastered so well at PIRAZ. 01 March sent BROOKE speeding to perform notification duties. Two Russian vessels, the tanker ODESSA and the freighter VEGORLIK, were accomplishing a predawn rendezvous. The sun rose on three ships as BROOKE stood by flying notification signals and taking a close look at the Soviet activities. Intelligence reports indicated Soviet intelligence collectors were operating in the area. After submitting the usual thorough reports, BROOKE rejoined REEVES at NSAR.

The next day brought another contact. This one was the ship being sought. The Soviet AGI Aneroid was intercepted northbound, visually identified and reported. Concurrently, REEVES moved to

(Continued on page 6)

The President's Page—Memorial Day



Memorial Day Thoughts

Greetings to the Reeves Association Family;

I find myself sitting here on Memorial Day, with

thoughts fresh in my mind of brother Navy Veterans that endured an incredible naval battle during World War II. While it is a nice thought for the Memorial Day holiday, it is my desire to focus our holiday celebration more towards the brave veterans that have gone before us, and less on the traditional start of summer which, unfortunately, the holiday has become. I realize that this is not a subject that I normally concentrate on as part of my rambling Reeves Association messages, but one that I think may have improved my relationship with Memorial Day, and may hopefully improve yours.

I just finished reading a book about one of the finest days in the history of the US Navy. **The Last Stand of the Tin Can Sailors**, written by James D. Hornfischer (Bantam Press), is a testament to the bravery of a group of Tin Can Sailors who sacrificed life and limb to directly confront Imperial Japanese Battleships and Heavy Cruisers with DD's and DE's.

This all took place in the Gulf Of Samar on October 24, 1944. The Third and Seventh Fleets were assigned to provide protection and air support for General MacArthur's invasion of Leyte, Philippine Islands. That mission changed when the Japanese Navy implemented the three pronged SHO-1 plan for defense of the Philippines. Japanese Southern and Center Surface Battle Groups were to converge on Leyte from different directions to deny the

US invasion, while a Northern Force of Japanese Carriers was used as decoy to lure the US Navy assets away from the action at Leyte. Unfortunately, the lure was successful, and the heavy-hitters from the Third and Seventh Fleets jumped at the chance to finish off the Japanese Carriers.

This action left the Seventh Fleet Escort Carrier Task Group TG 77.4 without the protection of capital ships and fast carriers when they were most needed. TG 77.4 was comprised of three separate Task Forces, known as Taffy 1, 2, and 3. This story centers on the northern most group in the Gulf of Samar, known as Taffy 3 (TF 77.4.3). Taffy 3 was comprised of six Escort Carriers (CVE's), Three Destroyers (DD's), and four Destroyer Escorts (DE's). The task of the screening ships (DD's and DE's) was to provide close-in support for their defenseless gaggle of CVE's, while larger fleet combatants protected them from the rest of the world.

All that suddenly changed when the Imperial Japanese Center Force discovered TF 77.4.3 and attacked. The little screening ships suddenly had no choice but going toe-to-toe with a clearly superior enemy force, while the rest of the task force tried to escape. This pitted Destroyers and Destroyer Escorts against Imperial Battleships and Heavy Cruisers. The screening ships rose to the occasion, and unleashed a series of wicked attacks against overwhelming odds. The air support from the CVEs they were protecting was very limited, as their armaments were geared towards supporting ground troops during the invasion – and did not include much needed torpedoes. The combined strength of the screening ships and air forces

worked together to protect the Escort Carriers

Well, believe it or not, the little ships prevailed in the short-lived battle due to the aggressive method of their attack, and their diminutive silhouette. Fortunately, big guns are difficult to aim at small fast targets, and armor piercing shells couldn't find enough resistance to detonate. Instead, they punched large holes directly through the ships. Each ship continued launching their torpedoes, then made run after run with only guns. They stopped only when they could absorb no more hits. The end result was that the Japanese Central Force withdrew instead of pressing on to destroy the remaining Escort Carriers. Amazingly, only one CVE (USS Gambier Bay) was lost during the action. It was the only US Carrier ever lost to surface gunfire.

The valor of the DD and DE crews against overwhelming odds constitutes probably the finest moment of the US Navy. That moment (actually about two hours worth) was unfortunately overshadowed by the fabulous mistake that put them in that position to begin with. This story left me with an astounding admiration for the brave sailors of USS Hoel (DD-532), USS Heermann (DD-532), USS Johnston (DD-557), and USS Samuel B. Roberts (DE-413). All four ships sustained significant damage, significant loss of life, and all of them sunk except for the USS Heermann. The heavily damaged Heermann fought severe flooding to limp back to safety. The heroic actions of the crew survivors went on long after the battle, as the surviving crew members spent days adrift without any rescue efforts. Many were lost to shark attacks.

(Continued at Message on page 4)

Mail/eMail/Decklog From Our Shipmates —

Dear Michael,

It's never a coincidence! The latest newsletter contains the USS Collett deck log extract which exactly corresponds to my time aboard Reeves in the summer of 1967, when I was a First-Class Midshipman. After the Hong Kong stopover,

Reeves returned to homeport in Yokosuka, and thence back to Subic Bay in preparation for another deployment. I served in her for only 2 months, but will never forget the experience!

Conrad Plyler
CAPT, USN (Ret.)
Manchester, WA

Tom & Mike,

Excellent newsletter! I applaud your restraint in holding off into next year's reunion and in your efforts to bolster membership ranks. You give ownership of the Association back to the members which is where it needs to be to make it successful. Also, the newsletter contains many relevant items concerning all veterans -- a message our group has worked hard to get out to all our members. Overall, it is well written and informative.

If I can assist in any way in your Charleston efforts, please let me know. We had one of our most suc-

cessful reunions in Patriots Point -- and we aren't even Navy! I strongly recommend Patriots Point, either the Holiday Inn or the Quality Suites. Prices much cheaper, area nice, accessibility to downtown and to the Navy museum quite easy. The only real expense is getting there from the airport but, with coordination, it's doable.

One highlight available only to veterans' groups is a private guided tour of the Hunley museum; both informative and unique. Another good way to spend the day was on the Yorktown with private guides and catered lunch in the mess.

...

Thanks,

Kathi (*Petrowski—Tom's Sister, our ever-faithful reunion advisor*)

Michael,

Thank you for your diligence in keeping USS REEVES (DLG-24) alive and well. I have sent my Former Crew Member renewal Dues.

I want to thank you for the News Letter. Of particular interest to me is that you had a clip of the pilot who ejected at sea and was picked up by REEVES, Commander Wynn F. Foster. I was the Independent Duty Chief Hospital Corpsman assigned to the REEVES at that time. My Assistant, Robert Frederichi, HM2, and I treated and stabilized Cdr. Foster until The Jolly Green Helicopter arrived from the Carrier to pick him up and transport him to the physicians and hospital aboard the carrier at Yankee Station. The Commanding Officer shared the left handed written letter from Cdr. Foster with me. It was a memorable event for me, and made Robert and I feel especially good for doing our jobs.

There was another event/story of note that some of REEVES former crew members might recall. The event involved the REEVES helicopter going inland to pick up a downed pilot. Ap-

parently on his return he started to run low on fuel and was in danger of not making it back to REEVES. We went close enough to the beach to start receiving small arms rounds from the NVA. The chopper recovery crew and I were on deck exposed while in place to recover the craft and the downed pilot. My fantasy would be that a former crew member would recall the event and further enlightened it. Or while doing Market Time operations we intercepted a small craft coming from the north. The craft crew was picked up, including a very pregnant woman, and brought onboard Reeves. It was reported to me that the woman delivered soon after arriving on the carrier. That incident prompted me to add a couple of OB Packs as a part of my medical supplies. REEVES was good duty, never boring, and most enjoyable. After an almost three year consecutive tour on USS Henry W. Tucker (DD-875) and REEVES, I was assigned to the U.S. Naval Station Hospital at DaNang for an additional year. The 1968 Tet Offensive was a memorable time.

Again Michael, thank you for the work that you are doing. I wish you continued success.

Otis L. Spencer
HMCM USN(Ret)

Onboard Reeves 74-75 including the I/O Cruise. Probably the best ship I served on in my 20 years and one of the greatest A/S divisions I ever had the pleasure of serving. Thanks for those memories.

Jerry Maske

Best sea command out of 4. Loved Wild Bill, he made sea duty tolerable. I was the IC1 from 1986 - 1989. Looking for IC3 Lucky, IC3 Gladowski (Ski), IC3 Howell, EM2 Gould or anyone else that wants to chat.

George Ayers

Charleston

where history lives



President's Message (continued from page 2)

The bravery and determination of those crews should be a matter of intense pride for any US sailor that ever stood on a haze gray deck. It is for these fighting Navy men that I dedicate my Memorial Day. Too often I have thought of Memorial Day heroes as those who died on battlefields or storming beaches, as so many of our troops have. This book was a graphic reminder of just how dangerous and unpredictable naval battles are, and how each and

every member of the crew is an important factor in that ship's ability to fight and survive. This was something I believe I knew all along, but of which I had to be reminded. We were fortunate that the Reeves never had to prove herself in such a manner, but I'd like to think that our preparation and material readiness were as good as any warship that ever sailed into harms way. Thank God we never had to prove it.

To my Reeves shipmates and every member of the US Military, past and present, I wish a very Happy Memorial Day. We, as veterans, stand for the proud heritage of bravery and devotion that is the hallmark of every US fighting man. Let us not forget it.

Here's wishing you Fair Winds and Following Seas

Tom

Believe It Or Not

On websites called theliving-moon.com and abovetopsecret.com, the browser snagged an entry about missing ship's deck logs. This un-validated item was extracted:

The following case is in response to a previously published case dated EE-??-1974 and is very important for multiple reasons. It is republished here with the permission of the author Mr. Norman Burns and the websites caretaker, David Slone:

Bill says:

I was stationed on USS Reeves (CG24) at the same place in late 1974. I had the 0000-0400 Sonar Watch.

At about 0130, I picked up a rather large blip (about the size between a carrier and a cruiser) off our port side beam about 140 degrees relative at 2000 yards and drifting towards our baffles. I could only pick up the contact with Active Sonar, nothing showed up with the passive sonar. I reported the bearing and range to the Bridge and to CIC. The Bridge Look-out saw a large glow in the water and the Officer of the deck brought the ship around so I could maintain contact. CIC could not pick it up initially on our Radar, but as we got within 1,000 yard they had a blip, then an-

other, and another. All of a sudden I lost Sonar Contact like it was never there, but CIC still had it at last bearing with an abrupt positive altitude change. The chatter was look at the size of that thing. I went outside through the sonar door on the Port Side and visually saw a large moon-like shape that flew upward over the ship at a 60 degree angle and disappeared into the sky in seconds. I heard no noise from the object when it went over us. I saw a full moon that night on the other side of the ship, but it remained fairly constant give or take a few ship rolls.

When we pulled into port a few weeks later, all records in the Bridge, CIC, and Sonar logs about that time were torn out. Whoever tore them out made one error, the pen imprint on the next page was still there. No one spoke of the incident again

Having spent many hours in CIC plotting "knuckles", decoys, split targets and "where the hell did it go?"... anything is possible. I wouldn't want to be the one to tell the CO that it was just a UFO! And, I wouldn't want to blame it on that steel-domed SQS-23 water-banger hanging off the bow either.

And, I was there. Go figure!

Have you visited the Navy Memorial in Washington, DC, lately? You can get there online very easily. One of the many features includes NavyTV. There is an excellent conversation with Ernest Borgnine when he discusses his time onboard USS Lamberson (DD-119/DMS-2) during World War II. To find the video, go to

www.navytv.org

then click on NavyTV from the home page and then search for Borgnine.

While you are there, check out the many different conversations from many Navy veterans that have been saved for posterity.

And, don't forget about joining.

Visit: TogetherWeServed.com

You'll find a lot of us there, with all the details about our service time.

This newsletter is published by:

The USS Reeves Association
15709 N Sycamore St
Mead, WA 99021

Newsletter Editor -
Michael Robertson
Phone: 509-315-8107
Fax: 703-740-9161

E-mail: michael.d.robertson@comcast.net
All comments, suggestions, submissions and criticism are welcome. My email is always open...

Welcome to the East Coast—Our Next Reunion

Yes, we're going to Charleston for the 2012 reunion. There were some votes for Jacksonville or Orlando, but Charleston was the definite favorite.

Back in the day, Charleston had a large Naval Base before BRAC shut it down. Now, the CSS Hunley is the only naval vessel berthed at the former Naval Base in a really, really big fish tank.

Charleston survived the shutdown and still has a tremendous amount to offer. It has been rated as the second most popular destination spot in the U.S., edged out by San Francisco by less than one percentage point.



USS Yorktown at Charleston's Patriots Point Naval and Maritime Museum

For the Navy side, there is the Patriots Point Naval and Maritime Museum. Tour the USS Yorktown, USS Clamagore, Medal of Honor Museum, Cold War Submarine Memorial and the only Vietnam Support Base Camp in the U.S. Its history you can touch.

History buffs have access to Fort Sumter, Magnolia and Boone Hall plantations, Middleton Place and Drayton Hall, just to mention a few of very many.

There are many hotels very near the airport, so shuttle service will be available. If there is a large enough registration for tours, there will be



Middleton Place on the Ashley River, Charleston

tours arranged for Friday, Saturday and Sunday.

There are some dinner cruises available — can be set up if there's enough interest.

Of course, we are looking for a hotel rate around \$80 per day (not assured at this writing until the RFP goes out to the Convention and Visitors Bureau).

Having been personally stationed in Charleston in the late 70's and early 80's, this is a new and revitalized town. First of all, look at the Cooper River Bridge photo below...it's not the same bridge from the forecandle or bridge of a destroyer back when—before BRAC.



New Cooper River Bridge

If you are a Civil War history buff, this is the place to visit. Ft. Sumter was the opening act of the War Between the States.

And there is so much more to be



Down to the Battery. The place that Sherman forgot in his march to the sea.

seen and experienced in Charleston.

One of the oldest colonial cities, (Charles Town, 1670) Charleston



offers a glimpse of our colonial past, the battle to keep us together as a young nation, and the reservoir of our earliest heritage.



Join us for Reunion 2012 in one of our earliest seaports.

October in the Carolinas is a great time to visit the Low Country.

Deck Log (cont)

intercept another contact which was discovered to be AGI KURSOGRAF. Presence of two intelligence collectors in the northern Gulf as well as the Soviet ships sighted earlier portended things to come. On 03 March two more Soviet ships exited Haiphong harbor and found BROOKE as a reception committee of one. Both vessels, the BALASHIKA and the BABUSKIN, were modern freighters of the same class. BROOKE radioed the word throughout the Gulf and returned to NSAR.

March 04: Again BROOKE went to intercept a contact. The one was ABAKASN, another Soviet freighter. Later the same day BROOKE refueled from USS CALIENTE (AO-53). Another vertical replenishment was conducted with the USS SAN JOSE (AFS-7) on March 05. On 08 March the nuclear powered frigate USS BAINBRIDGE (DLGN-25) relieved REEVES as NSAR ship. BROOKE again refueled 09 March from USS CALIENTE (AS-53).

Have You Heard?

Sergeant Clark was assigned to the induction center, where he advised new recruits about their government benefits, especially their GI insurance.

It wasn't long before Captain Rogers noticed that Sergeant Clark had almost a 100% record for insurance sales, which had never happened before.

Rather than ask about this, the Captain stood in the back of the room and listened to Clark's sales pitch. Clark explained the basics of the GI Insurance to the new recruits, and then said: "If you have GI Insurance and go into battle and are killed, the government has to pay \$200,000 to your beneficiaries. If you don't have GI insurance, and you go into battle and get killed, the government only has to pay

Financials

USS Reeves Association

2011 Income Statement YTD

| | |
|---------------|---------|
| Income | |
| Reunions | \$0 |
| Program | \$1,343 |
| Total Income | \$1,343 |
| Expense | |
| Advertising | \$54 |
| Newsletters | \$352 |
| Program | \$18 |
| Reunions | \$0 |
| Total Expense | \$424 |
| Net Income | \$919 |

2011 Assets Statement YTD

| | |
|-------------|---------|
| Cash Assets | \$3,357 |
| Liabilities | \$0 |
| Net Equity | \$3,357 |

News Sources

You may notice that the past few issues of this newsletter have carried veterans' information. At the urging of our shipmate, Eric Wenzel (our Recording Secretary), we are providing extracts from Veteran's RAO Bulletins that are published twice monthly by Lt. James "EMO" Tichacek, USN (Ret) Associate Director, Retiree Activities Office & U.S. Embassy Warden Baquio City RP

raoemo@sbcglobal.net

http://post_119_gulfport_ms.tripod.com/rao1.html

Jim is probably a member of every veterans association that is currently active. And, his bulletin is the most informative of any I have seen. There are examples of his reporting throughout this edition of the newsletter. Ed.

Charitable/Educational Objectives

The USS Reeves Association is an educational, non-profit 501(c)(3) organization registered with the Internal Revenue Service, FEIN 86-1163983. For that purpose at the 2010 business meeting, it was recommended that future excess funds be used for donations and scholarships as determined at business meetings starting in 2012.

Veterans Benefits

This editor normally doesn't push anything from Military.com. They seem to be selling a lot.

However, there is now a benefit "calculator" for all of us veterans that is a pretty good list of anything and everything for which you might be entitled.

Check out

<http://benefits.military.com/reg/Veterans-Benefits.do>

to see if you have covered all your bets and bases.

Michael

a maximum of \$6,000."

"Now", he concluded, "which bunch do you think they are going to send into battle first?"

“Never interrupt your enemy when he is making a mistake.”

Napoleon Bonaparte (August 15, 1769 – May 5, 1821]

Check out the RAO site for veteran activities in Congress:

http://post_119_gulfport_ms.tripod.com/rao1.html

The Gardener's Corner

Pulling weeds by hand is not always easy or practical, they're pesky and determined to pop back up and spread in no time. If you're looking for more natural ways to control weeds that don't include harsh chemicals and are safer for children and pets. Here is a list of homemade weed killer recipes and solutions:

- **Vinegar:** Kill weeds dead with a good shot of vinegar. For best results, don't dilute with water and choose a time to spray weeds when there's no sign of rain. Household vinegar is around 5% acetic acid concentration which will do the trick for baby weeds. If you can find a stronger vinegar (like pickling which is about 9%), that will give better results for more mature (and stubborn) weeds.
- **Salt:** This is an effective weed killer, but keep in mind that significant amounts will cause damage to surrounding soil as well. Salt should only be used in places where you want no plant growth (like driveways, sidewalk cracks, underneath decks and patio blocks, around the foundation of the house, etc.). To use, a ratio of 1 part salt to 2 parts water should do it. You can also drizzle salt directly over weeds.
- **Salt & Vinegar Recipe:** Combine 1 1/4 cups of table salt with 1 gallon of household vinegar. Spray where needed.
- **Vinegar & Dish Detergent:** Fill a spray bottle with pickling vinegar and add a squirt or two of liquid dish detergent. Spray on weeds during the hottest part of the day.
- **Liquid Dish Detergent:** Make a soap solution of 1 part liquid dish detergent to 10 parts water. Soak weeds with this mix.
- **Boiling Water:** Plug in the kettle, bring it to a boil then pour the hot water over weeds (you're basically cooking the weed to death).
- **Lemon Juice:** Either use straight lemon juice or try 1/2 cup lemon juice mixed with 1 quart household vinegar. This works much the same way as straight vinegar, but lemon juice is more expensive.
- **Common Weed Killer Recipe:** 1 quart household vinegar, 1/4 cup salt, 2 teaspoons liquid dish detergent (only use a detergent that contains no bleach). Mix together and spray on weeds.
- **Corn Gluten Meal (this is different than corn meal):** This is an all natural weed and feed product that deters weeds spreading by seed. Effective on crabgrass, dandelions, curly dock, knotweed, lambs quarters, pigweed, plantain and other weeds. Can be used on lawns, flowerbeds, bulb beds and vegetable gardens. Make sure to use CGM that is labeled as "pre-emergent herbicide", stuff from the feedstore doesn't have enough protein to work. Keep in mind that using CGM affects seed growth for all plants, not just weeds.

Tips For Weed Control.

- Many natural remedies and weed killer products will not only kill weeds dead, but they may also kill surrounding grass, plants and flowers. When using a recipe, make sure to apply to the weed only (keep in mind that liquids will saturate and seep into the ground where roots from favored plants may be able to reach).
- Use weed killers when there's no sign of rain for at least a day or two, hot sunny weather will give you best results.
- For weed control in gardens and flower beds, consider laying newspapers and mulch in and around your plants—the weeds will have a difficult time rooting and spreading.
- Weed growth is greatly reduced when using the "No Dig" method of gardening. The idea is to make a foundation of compost/mulch then only use soil where you plant (make a hole in the mulch, stick a handful or two of dirt inside then plant the seedling).

Many weeds are used in home remedies for all sorts of things and some are even edible and tasty! For example, dandelions can be used to make a delicious syrup, wine or jelly, while plantains can be crushed and used to reduce itching from mosquito bites or relieve pain from bee stings.

[Source: <http://tipnut.com/weed-killers> Apr 2011 ++]

Tour Destination—Pentagon?

Headquarters of the Department of Defense, the Pentagon is one of the world's largest office buildings. It is twice the size of the Merchandise Mart in Chicago, and has three times the floor space of the Empire State Building in New York. The National Capitol could fit into any one of the five wedge-shaped sections. There are very few people throughout the United States who do not have some knowledge of the Pentagon. Many have followed news stories ema-

nating from the defense establishment housed in this building. However, relatively few people have had the opportunity to visit. The Pentagon is virtually a city in itself. Approximately 23,000 employees, both military and civilian, contribute to the planning and execution of the defense of our country. These people arrive daily from Washington, D.C. and its suburbs over approximately 30 miles of access highways, including express bus lanes and one of the newest

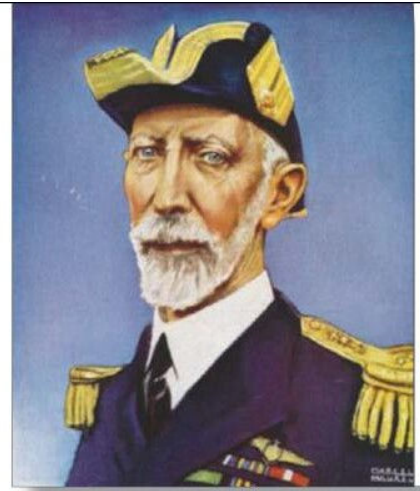
subway systems in our country. They ride past 200 acres of lawn to park approximately 8,770 cars in 16 parking lots; climb 131 stairways or ride 19 escalators to reach offices that occupy 3,705,793 square feet. While in the building, they tell time by 4,200 clocks, drink from 691 water fountains, utilize 284 rest rooms, consume 4,500 cups of coffee, 1,700 pints of milk and 6,800

(Continued on page 11)

Billy Goat Reeves

On March 29, 1926, a copy of *The Zoom*, the newspaper of Aircraft Squadrons, Battle Fleet, was disseminated among command personnel. Amid the routine articles that were of interest to sailors, namely a review of the boxing matches held as part of a recent "smoker" on board the carrier *Langley* (CV 1), appeared an article by Captain Joseph Mason Reeves, the commander of Aircraft Squadrons, Battle Fleet. A grizzled veteran of gridiron battles at Annapolis and a veteran of the Spanish-American War, Reeves was known as "Billy Goat" because of the facial hair that sprouted from his chin. The nickname was also appropriate in the fact that Reeves was highly intelligent and obstinate, particularly in his belief in naval aviation. The past months witnessed the ships and aircraft under his command participating in Fleet Problem VI off the coast of Central America, providing for the first time practical demonstrations of naval aviation's capabilities in conjunction with fleet operations, including air defense and bombardment of land targets in conjunction with battleships. "Naval aviation has been on trial during the past two months," Reeves wrote. "The continuous, almost daily operation of naval aircraft throughout the cruise...has had a marked effect upon officers of all ranks in clearly demonstrating the place of naval aviation in naval warfare."

It was indeed a step in the right direction for advocates of naval air power, but even Reeves understood that there were limitations. The sole aircraft carrier under his command, *Langley*, was a converted collier with limitations in the number of aircraft she could carry. In addition, her top cruising speed was below that of the fleet's battleships, which cast her in a supporting role in operations at sea. Yet, change for the better was on the horizon for under construction at shipyards in Quincy, Massachusetts, and Camden, New Jersey, were two new



Pictured at top is a portrait of Admiral Joseph M. Reeves that appeared on a *TIME* magazine cover in 1934 when he was Commander in Chief, U.S. Fleet and a view of planes packed on the flight deck of the carrier *Saratoga* (CV 3), to his wife.

aircraft carriers slated for commissioning in 1927. Converted from battle cruisers, *Lexington* and *Saratoga* (CV 3) dwarfed *Langley* in their 888 foot length and 33,000-ton displacement, their flight and hangar decks capable of carrying 100 aircraft. Notably, their electric drive engines allowed them to steam at more than 33 knots, more than double the top speed of *Langley*. In fact, in June 1928, *Lexington* would shatter speed records by transiting the waters between California and Hawaii in just over 72 hours!

Equipped with such platforms, Reeves could now advance naval aviation to the next level, and he chose as his arena Fleet Problem IX, which began in the waters off Panama in January 1929. As part of his plan-

ning for these naval exercises, Reeves conceived of a bold plan. As the Black Fleet to which *Saratoga* was assigned steamed to attack the Panama Canal, he proposed detaching the carrier and approaching the canal from a different direction under the cover of darkness to launch a dawn attack. With his plan approved by Commander, Battle Fleet Admiral William V. Pratt, Reeves (now a rear admiral) put to sea flying his flag in *Saratoga* and at the prescribed time detached from the main body of the Black Fleet with the escorting light cruiser *Omaha* (CL 4). Though spotted by enemy ships en route to her launch point, *Saratoga* pressed on, reaching her prescribed position in the early morning hours of January 26th. Meeting with his pilots, Reeves asked if they were ready, to which they responded in the affirmative, and he then exhorted them to beat the Blue Fleet, which included *Saratoga's* sister ship, *Lexington*. The cheers from the aviators soon gave way to the sounding of flight quarters and the roar of engines as *Saratoga* launched her planes.

All told, 83 aircraft launched into the darkness that morning, arriving over the Panama Canal at first light to stage successful "attacks" on the canal's locks and dogfight with defending Army Air Corps fighters. Though a handful of planes had to land ashore, all eventually returned to *Saratoga*, completing a momentous operation that foreshadowed the employment of the aircraft carrier during World War II in the size of the strike group and the employment of an independent, mobile carrier task force. Perhaps Admiral Henry A. Wiley, Commander in Chief, U.S. Fleet at the time, summed it up best, calling the attack "An Epic in the History of Aviation."

[Reprinted with permission from Military Guides. It is found in the Centennial of Naval Aviation (1911-2011) edition that was brought to my attention by shipmate Neil Sampson (64-65).]

Vet Scam

Vet Services Rosetta Waychus, head of Iowa's Cerro Gordo County Veterans Affairs, urges veterans - particularly elderly veterans - to check with their local veterans affairs offices before paying for a service someone offers. Veterans are being taken for thousands of dollars for services that in some cases are unnecessary or offered free by veterans organizations, said Waychus. Last October, a Mason City veteran's spouse responded to a mailing her husband received by sending in a card requesting free information on Medicare changes. Not long after that, three men came to the couple's home, said Waychus. The veteran believed they were from the Veterans Administration and allowed them to assist him in doing his annual VA pension paperwork. One of the men, who the veteran believed was an attorney from the VA, told him he could get him \$1,900 from the VA instead of the \$600 he was receiving. "In a nutshell, he told the veteran to tell the VA that he is paying his son \$1,000 a month to assist him with daily living skills which would make the funds a medical expense." The man told him if the VA agreed to pay this amount, the funds would be paid to his son.

Waychus said the veteran's son

does not provide \$1,000 in medical assistance to his father. "He basically just gets their groceries for them and drives them to doctor appointments in Des Moines or Rochester," she said. The attorney fee charged for providing this information was \$2,500. Waychus is concerned because many elderly veterans get confused easily and scam artists take advantage of them. "In the past few months I have heard about several companies trying to capitalize on our country's veterans and their widows," she said. "Companies are selling insurance, assisting individuals who have assets in excess of \$80,000 to give their funds away by putting them into annuities where the company makes broker fees and bonuses," she said. "And now this, where the attorney charges \$2,500 for doing absolutely nothing." Waychus said senior citizens are vulnerable because they can be too trusting when people offer them what looks like a deal. "Every county has a VA office to help veterans and it's free," she said. "There is no reason for a veteran or widow to pay for services being provided free or take the risk of their vital information falling into the hands of someone who will use it for identity theft."

In a related note, officials with the

Hamilton County Veterans Affairs office received word this week of a scam that is circulating through the United States. A bulletin from Sen. Tom Harkin's office and the U.S. Department of Veteran's Affairs alerted local officials. The organization **Veterans Affairs Services** has been calling vets on the telephone and going to their homes, identifying themselves as VA employees. The scammers then promise veterans higher pensions if they submit personal information - including financial data. Local VA officials urged veterans not to respond to this solicitation. According to VA Assistant LuAnn Jackson, the VA does not call or e-mail veterans asking for private information in an unsolicited manner. She said the VA will respond to veteran's calls, e-mails or correspondence and will ask for three pieces of information - military service dates, claim number and date of birth - to ensure the veteran is the actual person on the call. Veterans who believe they have been contacted by the scammers can contact the local VA Executive Director Rob Everhard or Jackson at 832-9595, or stop by 500 Fairmeadow Drive, Webster City Iowa. *[Source: Globe Gazette John skipper article 27 Feb 2011 ++]*

Notes of Interest

- **Inflation.** CNN Money reports in February, the average retail price per pound for beef was \$3.87, up 12.4 percent versus a year ago. The average retail price for a pound of chicken was up 3.9 percent in February.
- **Birthday.** The Navy rate of chief petty officer was established on April 1, 1893, and the Coast Guard followed suit on May 18, 1920. Chiefs from both services are recognized as the hands-on leaders among enlisted personnel.
- **MCC.** The Marine Corps Connection (MCC) is a weekly e-newsletter to keep readers current on the latest headlines and events involving the entire Marine Corps family. To sign-up, go to <http://marines.mil/community/Pages/MarineCorpsConnectionNewsletter.aspx>.
- **Enlistment.** After months of great recruiting success, the Army has lowered the age limit for active duty and Reserve enlistment to age 34.
- **Personal Wealth.** CNN Money reports, "The average American family's household net worth declined 23 percent between 2007 and 2009, families that owned stock saw their portfolios drop by more than a third to \$12,000 from \$18,500, on average, and the value of primary real estate holdings decreased by an average of \$18,700."
- **Visa Personal Payments.** Visa says it will soon allow its cardholders to pay each other instead of going through merchants. "No cash on hand to pay the babysitter? Owe your mom \$10? Soon you'll be able to send payments directly to their Visa card," MSNBC reports. The service should roll out nationwide this summer.

Ruminations from the Inland Northwest

Spring has sprung! The snow's gone, the ground is thawed and weeds are getting a headstart in the grass, border gardens and farm veggie patch out back. The tractor has been backed out of the shed and the snow thrower has been put to bed for another nine months. And, those damned Ponderosa pines have stopped covering the driveway and truck with pine hay and pinecones.

Yes, the garage door is open a lot more so that the sounds of the west winds are a pleasant backdrop to the harsher sounds of Rush L., Dave R. and Glenn B. Cabinets are magically appearing on the garage walls and stuff is being stuffed into them.

I guess that I'll use the left over gas for the snow thrower for the gas guzzling lawn tractor. The pest guy reported that our infestation of Hobo spiders seems to be totally under control. Lorri still won't sleep downstairs.

Planning for travel—up north into Canada, west to Grand Coulee and Seattle, south to the Tri-Cities and then Columbia River basin. Maybe even a run down to Portland and Fort Astoria.

Washington has this enhanced driver's license that substitutes for a passport if one wants to head north. We do!

It's looking like Lake Kootenay is a good Canadian candidate. There's a ferry that crosses the lake regularly (no fee!) since roads north and south are few and far between. This is east of the Cascades and west of the Rockies—still pretty much wide open spaces, small towns and antique stores. Yes, I said antique stores. That's Lorri's part of the trip and I'll do it. Personally, I could drive for hours. It's an old habit from "change-of-station" orders when you had three days to get from San Francisco to Newport, RI. Those were the days!

I read in the paper the other day that there is only one time-consuming activity in Spokane...sports, sports and more sports. That translates into Gonzaga basketball (men & women) and the Spokane Chiefs (hockey). There is arena football, but there isn't as much excitement at the barber shop in Mead about that one.

Is Spokane becoming a destination place? Dunno, but the kids, brother, sister and assorted cousins are starting to show up. We never saw this much back in the Old Dominion. Maybe I should say, they came to see D.C. and forgot to tell us about it. That says something about everything Spokane has to offer...lodgings.

I have noticed that people are longer-lived and more active in their later years. A fellow in the barber-shop, must have been 75 or so, was talking about getting up around 4 am or so, getting about three hours of chores done before breakfast. I used to listen to my grandparents talk about that stuff, and then wait until 8 or so to head for an oatmeal breakfast and the farm report in grandma's kitchen. Old habits are hard to break. I still wait until 8 to look for the paper and have that first cuppa.

I've been learning a lot out here on the prairie. It seems that the area south of Spokane, all the way down to the Columbia basin, was formed by an ice dam break a couple of thousand years ago. The ice dam was in Montana. The flood ran west and south across an area now called the Palouse. It only lasted a day or two and created the most monotonous drive in the world, from Pullman to Cheney. That's antiquities for you. More useless facts that you can't use anymore 'cause you can't go to the bars anymore.

Did I ever tell you the one about...?

Naw, that's enough from the Inland Empire for now.

Love them Ponderosa pines!

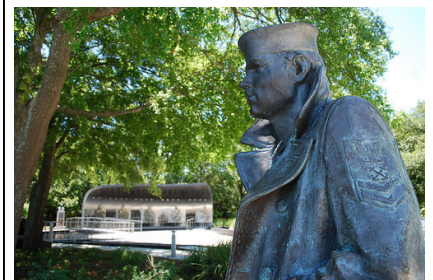
Pet Adoptions

Pets for Patriots is an organization that helps a veteran or active, reserve, retired service member to adopt a mature dog or cat from one of many high-risk shelters around the country. The organization provides the veteran with a gift card for the purchase of food, supplies, toys and other basics for the new pet plus discounts on veterinary fees. In order to receive their assistance you must first apply and receive a confirmation of membership from them. They will determine eligibility upon receiving both your proof of service and the application available at

<http://www.petsforpatriots.org/ForPatriots/BecomeamemberPatriot.aspx>

For more information, visit the Pets for Patriots website

<http://www.petsforpatriots.org> [Source: NAUS Weekly Update 1 Apr 2011 ++]



POW/MIA

Idaho Gov. Butch Otter has yet to pull out his veto pen on any piece of legislation this year, but he did decide to forgo a pen and not sign legislation allowing the black Prisoner of War/Missing in Action (POW/MIA) flag to be displayed on government buildings that also fly the United State flag. Legislation becomes law if the governor neither signs nor vetoes it. In a letter to the Senate, Otter said he appreciated the effort and goal of the plan, but that it doesn't cover enough places where the POW/MIA flag could be flown. It fails to mention locations such as the Veterans Cemetery, Veterans Hospital, and other governmental buildings where the American flag is flown. Otter wrote in his letter. He said he would bring legislation fixing those shortcomings next year.

The legislation comes after a 2007 executive order from the governor to fly the POW/MIA flag over all state buildings until all unaccounted for and missing members of the Armed Forces return. Sen. Michelle Stennett, D-

Pentagon (cont)

soft drinks prepared or served by a restaurant staff of 230 persons and dispensed in 1 dining room, 2 cafeterias, 6 snack bars, and an outdoor snack bar. The restaurant service is a privately run civilian operation under contract to the Pentagon.

Over 200,000 telephone calls are made daily through phones connected by 100,000 miles of telephone cable. The Defense Post Office handles about 1,200,000 pieces of mail monthly. Various libraries support its personnel in research and completion of their work. The Army Library alone provides 300,000 publications and 1,700 periodicals in various languages. Stripped of its occupants, furniture and various decorations, the building alone is an extraordinary structure.

Built during the early years of World War II, it is still thought of as one of the most efficient office buildings in the world. Despite 17.5 miles of corridors it takes only seven minutes to walk be-

Ketchum, sponsored the legislation, and said she understands the governors concerns. Stennett said she cleared the plan with the state veterans division, which did not bring up the concern about flying the flag at its facilities. Stennett backed the plan at the request of veterans groups in her district and in honor of SPC Bowe Bergdahl, who was captured by the in Afghanistan in 2009. Bergdahl is from Hailey, which is in Stennetts district.

Stennett's legislation was slowed in the Senate after Sen. Mitch Toryanski, R-Boise, an Army veteran, voiced concern with a requirement that the POW/MIA flag fly above the Idaho state flag. That section of the plan was eliminated before the plan cleared the House and Senate. Stennett also encouraged people who fly the American flag at their homes to consider flying the POW/MIA flag.

The POW/MIA flag is an American flag designed as a symbol of citizen concern about United States military personnel taken as prisoners of war

tween any two points in the building. The original site was nothing more than wasteland, swamps and dumps. 5.5 million cubic yards of earth, and 41,492 concrete piles contributed to the foundation of the building. Additionally, 680,000 tons of sand and gravel, dredged from the nearby Potomac River, were processed into 435,000 cubic yards of concrete and molded into the Pentagon form. The building was constructed in the remarkably short time of 16 months and completed on January 15, 1943 at an approximate cost of \$83 million. It consolidated 17 buildings of the War Department and returned its investment within seven years.

The Pentagon Tours program, under the purview of the Assistant Secretary of Defense for Public Affairs, hosts more than 100,000 visitors annually. The tour lasts for approximately 60 minutes and follows a route that is approximately one and one half miles in length. Each tour includes the mission of the Depart-

(POWs) or listed as missing in action (MIA). The POW/MIA flag was created by the National League of Families and officially recognized by the Congress in conjunction with the Vietnam War POW/MIA issue, "as the symbol of our Nation's concern and commitment to resolving as fully as possible the fates of Americans still prisoner, missing and unaccounted for in Southeast Asia, thus ending the uncertainty for their families and the Nation."

On August 10, 1990, the 101st Congress passed U.S. Public Law 101-355, recognizing the National League of Families POW/MIA Flag and designating it "as a symbol of our Nation's concern and commitment to resolving as fully as possible the fates of Americans still prisoner, missing and unaccounted for in Southeast Asia, thus ending the uncertainty for their families and the Nation." Beyond Southeast Asia, it has been a symbol for POW/MIAs from all U.S. wars.

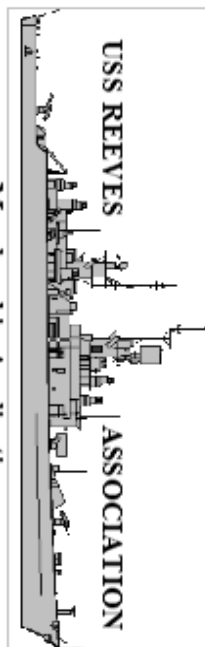
[Source: Idaho Reporter Brad Iverson-Long article 7 Apr 2011 ++]

ment of Defense and each of its branches of service, and visits numerous displays that highlight and depict significant moments in military history. To take a guided tour of the Pentagon, you must make a reservation in advance. Note that tour schedules can fill up quickly, so it is advisable to book your tour well in advance of your visit.

Reservations may be booked from 8 to 90 days in advance. Reservations will not be accepted for tour dates within 7 days or more than 90 days away.

Visitors should review Tour Guidelines at <http://pentagon.afis.osd.mil/tour-guidelines.html> and Security Information at <http://pentagon.afis.osd.mil/security.html> before requesting a tour. All guided tours of the Pentagon are free and available by reservation only. Tours are conducted Monday through Friday from 9 a.m. to 3 p.m. Tours are not conducted on weekends or federal holidays.

U.S. Residents can reserve a tour online at <http://pentagon.afis.osd.mil/>



Membership Application

Name

StreetAddress 1

StreetAddress 2

City/State/Zip

Home Phone

Cell Phone

Email Address

I served on the USS REEVES (DLG-24/CG-24) as a _____ (rate/rank) from 19 ____ to 19 ____.

Membership in the Association includes the right to vote and hold elective office. It also includes receiving a newsletter, email updates and further privileges as to be determined by the Board of Directors.

Dues Per Year: \$20.00

I also wish to support the goals of the Association which is the building of a membership that will increase interest in bi-annual reunions, as well as the establishment of a newsletter and other means of communicating our activities with all Reeves shipmates. I am making an additional donation of \$ _____.

I enclose my check or money order in the amount of \$ _____.

I am interested in helping the Association grow and become successful. I wish to serve on a committee, provide other assistance or have an interest as follows:

Mail application to:

USS REEVES (DLG-24/CG-24) ASSOCIATION
15709 N Sycamore St
Mead, WA 99021

For further information call or email Michael Robertson at 509-315-8107, fax 703-740-9161

More details online at: michael.d.robertson@comc.asl.net
<http://www.ussreeves.net/association.html> (hyperlink)

<http://www.ussreeves.net/association.html>

First Class Postage

ADDRESS SERVICE REQUESTED



USS Reeves Association
15709 N Sycamore St
Mead, WA 99021
<http://www.ussreeves.net>



Please check your mailing label. If it doesn't say *Current*, please re-new your Association dues to help us continue this newsletter.