

Founded 1989 by Col Gus Guenther, USA (Ret.)

SHASTA COUNTRY CHAPTER of MOAA **SENTINEL**

2012 Dues are \$20.00

SHASTA COLLEGE PRESIDENT SPEAKS

At our April 10th Chapter meeting approximately twenty MOAA members were present for a presentation by President Joe Wyse of Shasta College, who spoke of the past history and future plans for the College.

The mission of the College is "to provide students of all ages and diverse backgrounds, interests and abilities with open access to educational and life-long learning opportunities." These services are located on five campuses: Shasta main campus, the downtown Redding campus, and Intermountain, Tehama and Trinity campuses. Mr. Wyse is the Superintendent/president of all these campuses, with the main Shasta County facility celebrating its 62nd year in 2012. In addition to recent continuous expansion of educational facilities, the most recent construction was a \$7.2 million dollar solar energy field on the main campus, which supplies that campus with 36% of its electrical energy needs at a savings of \$300,000 annually. The entire California Communi-

ty College system comprises 112 colleges in 72 districts with credit transfer agreements with the State University systems and the University of California.

Demographics at Shasta College reveal some of the following figures: 60%/40% female to male students; white, about 75% with Hispanic almost doubling from 6% to 11% the past six years. Statewide, Hispanic attendance is over 34%. The highest age group is 19 years and less at 31%, dropping off to 8% for those over age 50. Over 50% of students were receiving financial aid as of the Spring of 2010. Of these, close to 60% of funds came from federal Pell grants. Approximately 8% of the student body comprises a disability status. Student head count was over 15,000 in 2009-10, and has fallen slightly since.

Joe Wyse began his present position in August 2011, after serving four years as Vice President of Shasta College Administrative Services. He holds a Masters degree in New Testament studies, and a Bachelors degree in Physics. He plans to complete **requirements for a Ph D. in organizational leadership at Pepperdine University this year.** His pleasant and informative talk was warmly received, with many responses during our questioning period.

President 's Comments

Did you note that we recently changed our meeting date from the second Monday of the month to the second Tuesday, so those of you who take long weekends and/or visit family members, will be able to attend?

Especially to those of you who live in the Redding area, we invite you to come to our meeting at the Country Waffle restaurant. We still meet at noon, realizing some of you are no longer desirous of driving in the dark. If you live 'out of town', perhaps you can schedule a trip to Redding to coincide with our meeting date, but remember we do not meet in July and August.

Military retirees are pretty well scattered throughout this area so here is your chance to meet and mingle with others who probably have a similar military background as your own. Come and enjoy the fellowship, and friendship, of fellow officers, and enjoy a relaxing lunch with an interesting speaker. Dick Gray



Our Fallen's last ride!

Agent Orange

If you are veteran who has had exposure to Agent Orange you are eligible for free comprehensive medical examinations including laboratory and other diagnostic tests, as deemed necessary, by an examining physician, to determine your health status

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If you're considering using military space A travel to go you'd be wise to consider the pro's and con's before your trip. As one of my First Sergeants used to tell me, "Forewarned is forearmed". Having a solid picture of the holiday travel situation is a necessity before making a decision on the method of travel to go see grandma. There are a number of key planning considerations to review that can help you feel a little better about your final decision.

Develop alternatives -- There are a number of different planning considerations. Incorporate all available information into a few different contingency plans, in other words, what if you become stranded enroute... If it makes sense and you are well prepared then go for it.

Consider your category -- Just as with summer travel there will be a number of eligible space-a travelers including spouses of deployed service members, dependants and others that are also trying to get home for the holidays. If you are a retiree, Reserve or National Guard in category 6, take that into consideration. (For more information about travel categories .The more research you do the better prepared you can be to decide the best course of action. I would suggest reading Spacea.net and research on my site, Pepperd.com to get a better idea of the big picture.

Reduced operational tempo --Keep in mind that when possible DoD activities will do everything they can to reduce operations to a minimum manning situation enabling flight crews to spend the holidays at home. **Time vs. Money** -- Holidays or not, one of the major decision making factors is the time versus money continuum. How much leave (or vacation time) am I willing to give up to have a safety buffer allowing me to use space-a? Of course when you consider the cost of 4 commercial tickets from Europe or Japan to CONUS you could be talking about thousands of dollars. I'm not going to tell you not to travel using space-a travel during the holidays, just be careful you don't wind up sitting around

ANNOUNCEMENT

Tuesday

May 8th Tuesday 11:30 Country Waffles
Speaker: Kurt Walling Simpson ROTC

Board Meeting: 1300 @
FaithWORKs Monday
7 May 2012 Open to All

An Indian walks into a cafe with a shotgun in one hand and pulling a male buffalo with the other. He says to the waiter: "Want coffee."



The waiter says, "Sure Chief. Coming right up."

He gets the Indian a tall mug of coffee.....

The Indian drinks the coffee down in one gulp, turns and blasts the buffalo with the shotgun, causing parts of the animal to splatter everywhere and then just walks out.

The next morning the Indian returns. He has his shotgun in one

hand, pulling another male buffalo with the other. He walks up to the counter and says to the waiter: "Want coffee."

The waiter says, "Whoa, Tonto! We're still cleaning up your mess from yesterday."

What was all that about, anyway?"

The Indian smiles and proudly says, "Training for position in United

States Government. Come in, drink coffee, shoot the bull, leave mess for others to clean up, Disappear for rest of day."



THE LONGEST FLIGHT IN HISTORY...WAS IN A Cessna-172 By Barry Meek Last summer on a contract job, I flew an average of about five hours a day. There were stretches lasting several days when I'd be aloft for over ten hours, landing just once for fuel. If the weather was bad, there would be a break, or a short flight of two or three hours. Most pilots do what they do because they love the work. But after a few days of non-stop ten-hour flights, it gets a bit gruelling. The noise, heat, vibration, mental and physical fatigue can be really tough on the mind and body.

If you think that's difficult, imagine spending over two months in a Cessna 172, flying twenty four hours a day, without even landing for fuel. That's exactly what two pilots did back in 1958 in the California and Nevada desert. Bob Timm and John Cook set a world endurance record, remaining airborne for just under 65 days. It was a publicity flight, sponsored by the Hacienda Hotel in Las Vegas. Timm worked at the Hacienda, and he had the passion for flying, along with a dream of setting a world record by staying airborne for longer than any other pilot in history. He convinced his boss to sponsor the flight, reasoning it would bring a lot of publicity to the hotel.

John Cook, Bob Timm, actor Preston Foster & Hacienda owner Doc Bayley.

A stock Cessna 172 was purchased, then modified for the flight. Although the Continental engine was basically untouched, two oil systems, filters, and a 95 gallon fuel tank were installed. The oil could be changed and the plane refuelled without shutting

to be dealt with. A new pilot, John Cook, agreed to fly the next flight with Bob. That attempt was ultimately the record breaker. The two fellows got along well, and the 172 seemed to sense the harmony. No more serious breakdowns occurred for the more than 1,550 hours of continuous flying.

On December 4, 1958, the pair departed McCarran Airport in Las Vegas in pursuit of their dream. Immediately after takeoff, they flew low over a speeding car while someone with a giant paint roller applied a special white paint to the tires of the plane. It would provide proof that the pilots didn't land at night in some far off airport for a rest or repairs.

Two months is a long time to be away from family, friends, and



the comforts we take for granted on the ground. There was an autopilot installed, but Bob and John needed to take turns flying and sleeping. Four hour shifts seemed to work well. They had a radio to talk to the mechanics at their base, a radio to speak with their families at home, and a monitor was set up in the Hacienda lobby as part of the publicity campaign.

The two fell into a routine that worked well, and by the half-way mark of the flight, it was Christmas. The hotel kitchen staff was charged with the meals, and on December 25, John hoisted a turkey dinner up from the fuel truck.

Resupplying from the T-bird.

Boredom and fatigue were the biggest problems. One night, both men were asleep for a period of time lasting over two hours. The plane, on autopilot, had continued south until it was almost in Mexican airspace before Timm woke up and realized they were way off course. On about day 40, their heater failed. Even in the desert, winter nights can be cold. The men wrapped themselves in blankets for a few days, until something could be rigged and lifted up to fix the problem.

As the end of the flight neared, Bob and John began to check each other's work fearing a human error would cause them to fail in their quest for a world endurance record. Each procedure, every item, every decision was carefully planned and discussed. The previous record was 50 days. As that day passed, they decided to extend their flight as long as possible, finally touching down over two weeks later. By then, the engine had started to carbon up and



down the engine. Except for the pilot seat, the interior was gutted, then re-done to include a mattress and a sink. The right side door was collapsible, providing access to the exterior and enabling the co-pilot to operate a winch for bringing supplies aboard from below. Re-fuelling and re-supplying the airplane were the tricky parts. Twice daily, the plane was flown just above a speeding truck from which a hose was hoisted up to pump 95 gallons of avgas into the belly tank. Food, water and other supplies were lifted up from the truck as well. Refuelling "Endurance" 172

After three unsuccessful attempts at the record, mechanical problems and difficulties between Bob and his co-pilot needed

lost so much power that climbing out with full fuel was dangerous. The list of 'snags' included the generator, heater, tachometer, fuel gauge, winch and electric fuel pump. It was a tremendous achievement for both man and machine. Sixty four days and twenty two hours in the air. Pilot Bob Timm Bob Timm died unexpectedly in 1978. John Cook passed away in 1995. The Cessna 172 was sold to a Cana-



dian pilot, but was eventually brought back to Nevada, where it now hangs from the ceiling at McCarran International Airport. The entire story of this flight, and the record which stands to this day, is available to read at the Howard W. Cannon Aviation Museum at McCarran Airport in Las Vegas. They also have a video on it, a short version is on-line at: http://www.co.clark.nv.us/Parks/Video/world_endurance_flight.wmv http://www.co.clark.nv.us/Parks/Video/world_endurance_flight.wmv The museum has several other interesting videos, on-line at: http://www.co.clark.nv.us/Parks/Museum_video_list.htm Photos courtesy of the Howard W. Cannon Aviation Museum, Las Vegas, NV. bcflyer@propilots.net

'The only time you have too much fuel is when you're on fire.' -Unknown Author-

Air Force F-22's

The Air Force would like you to know that even though it does not have a permanent fix for its F-22 Raptors' onboard oxygen systems, the super-jets are flying and training as normal for the high-end missions that are their métier. Earlier this month, a batch of F-22s played in an exercise with "China" written all over it, escorting Air Force B-1 bombers on a "long-range strike" mission into "an anti-access target area," the Air Force said. Everything apparently went fine and the units that participated were careful to take the appropriate precautions: Having experienced no reported unpleasantness, the F-22 crews were able to demonstrate the newest upgrades to their aircraft:

This was the first time the Raptors participated in this exercise which integrated with multiple platforms from different major commands. It was also the first time that increment 3.1, a recent This could be one reason why the Air Force and Navy (and, theoretically, the other services) say they want to collaborate on new ways of doing things in Air-Sea Battle. Whether the Air Force writes new tactics to include its new bomber, or brings in the Navy to support engagements — maybe Aegis warships below could even the score against anti-air defenses or enemy interceptors — the Raptors' new normal will probably change again.

Army Trains in simulators

As current and future enemies attempt to adapt to the Army's tactics, techniques and procedures down range, counteraction seems to be a critical aspect of the training mission stateside. Soldiers training at Fort Riley have the advantage of one of the Army's first computer-based mission training complexes. The MTC is integrated with other training capabilities that form the digital training campus that opened in June 2009. The 160,000-square-foot Leadership in Energy and Environmental Design gold-certified building is just one of many resources at Fort Riley's Regional Training Campus -- a major facet in the new Forces Command Regional Collective Training Capability concept. Fort Riley was identified as an RCTC -host installation in July 2011, one of 27 in the Army, because of its centralized location and efficient training capabilities. The MTC plays a vital role in the RCTC initiative because it provides an integrated training environment where skills are built with cutting-edge technology in support of the Army Digital Training Strategy -- all before a Soldier ever sets foot in the field. "In this era of budget constraints, one of the key efficiencies in training is virtual, constructive and gaming training before doing it live," said Tim Livsey, director, Fort Riley's Directorate of Plans, Training, Mobilization and Security. It's efficient, Livsey said. Soldiers can use the MTC's many computers, individually or collectively, to set up simulations based on their unit's training needs. Simulations also can be linked to unit components in widespread locations for large scale training or can be limited to a squad or platoon.

Hi! For those of you who are Seniors or those of you who know Seniors!

As I was waiting in line behind an older gentleman at Wendy's recently, I heard him ask for his senior discount. The girl at the register apologized and charged him less. When I asked the man what the discount was, he told me that seniors over 55 gets 10% off everything on the menu, every day.

This list may not only be useful for you, your friends and family, but it might also be appreciated by your clients. You might consider sending them an e-mail about it and link to our site in the e-mail, or maybe include it in your newsletter.

Restaurants

Applebee's: 15% off with Golden Apple Card (60+)

Arby's: 10% off (55+)

Burger King: 10% off (60+)

Denny's: 10% off, 20% off for AARP members

IHOP: 10% off (55+)

Jack in the Box: up to 20% off (55+)

KFC: free small drink with any meal (55+)

Long John Silver's: various discounts at participating

McDonald's: discounts on coffee everyday (55+)

Sonic: 10% off or free beverage (60+)

Taco Bell: 5% off; free beverages for seniors (65+)

Wendy's: 10% off (55+)

Retail And Apparel

C.J. Banks: 10% off every Wednesday (60+)

Goodwill: 10% off one day a week (date varies by

Hallmark: 10% off one day a week (date varies by

Kmart: 20% off (50+)

Kohl's: 15% off (60+)

Rite Aid: 10% off on Tuesdays & 10% off prescriptions

The Salvation Army Thrift Stores: up to 50% off (55+)

Travel

Alaska Airlines: 10% off (65+)

Alamo: up to 25% off for AARP members

American Airlines: various discounts for 65 and up

Amtrak: 15% off (62+)

Avis: up to 25% off for AARP members

Best Western: 10% off (55+)

Budget Rental Cars: 10% off; up to 20% off for

Clarion: 20%-30% off (60+)

Comfort Inn: 20%-30% off (60+)

Comfort Suites: 20%-30% off (60+)

Continental Airlines: no initiation fee for Continental Presidents Club

Dollar Rent-A-Car: 10% off (50+)

Econo Lodge: 20%-30% off (60+)

Enterprise Rent-A-Car: 5% off for AARP members

Greyhound: 5% off (62+)

Hampton Inns & Suites: 10% off when booked 72 hours in advance

Hertz: up to 25% off for AARP members

Holiday Inn: 10%-30% off depending on location

Hyatt Hotels: 25%-50% off (62+)

InterContinental Hotels Group: various discounts at all hotels (65+)

Mainstay Suites: 10% off with Mature Traveler's Discount (50+);

20%-30% off (60+)

Marriott Hotels: 15% off (62+)

Motel 6: 10% off (60+)

National Rent-A-Car: up to 30% off for

AARP

Quality Inn: 20%-30% off (60+)

Rodeway Inn: 20%-30% off (60+)

Sleep Inn: 20%-30% off (60+)

Southwest Airlines: various discounts for ages 65

Trailways Transportation System: various discounts for ages 50 and up

United Airlines: various discounts for ages 65 and up (call before booking for discount)

U.S. Airways: various discounts for ages 65 and up (call before booking for discount)



Sleep Inn: 20%-30% off (60+)

Southwest Airlines: various discounts for ages 65

Trailways Transportation System: various discounts for ages 50 and up

United Airlines: various discounts for ages 65 and up (call before booking for discount)

U.S. Airways: various discounts for ages 65 and up (call before booking for discount)

'What is the similarity between air traffic controllers and pilots?

If a pilot screws up, the pilot dies; but If ATC screws up, the pilot dies.'

-Sign over Control Tower Door-



Col Pete Stiglich

Know the Facts Election 2012

With election activity picking up, defense officials are in the process of issuing regular election-year guidance to remind military and Defense Department civilians that they're subject to rules regulating their involvement in [political activities](#).

- **Civilian employees** are free to engage in the vast majority of political activities.

This includes: joining a political party; displaying a political sticker, sign or button; attending a convention or rally; serving as a political party officer or delegate; serving as a poll worker; distributing political literature; endorsing or opposing a candidate and, of course, voting.

- **Civilian employees** are also allowed to run for non-partisan office, make financial contributions to a campaign and attend political fundraisers.

- **Civilian employees** may not use official authority to interfere with election results, solicit or receive volunteer services from a subordinate, allow the use of their official title in political fundraising, host or sponsor a political fundraiser, or run for partisan office.

- **Civilian employees** may not use their official titles when participating in permissible political activities or participating in an otherwise permissible political activity while on duty, in a government office, or while using a government vehicle.

- **Service members** may join a political party; display a political sticker, sign or button; and vote.

- **Service members** may attend political rallies as a spectator, provided they are **not in uniform**, and may make financial contributions to candidates who are not employees of the U.S.

- **Service members** are prohibited, by law, from using official

titles when participating in permitted political activities, and from soliciting or receiving volunteer services from a subordinate, soliciting or receiving political contributions, participating in partisan political management, campaigns or conventions (**unless attending as a spectator not in uniform**) or running for partisan office.

As there are a number of restrictions on the activities of military personnel and the rules are not always clear, the most prudent course of action is to **ask before engaging in any political activity**.

REMEMBER: care needs to be exercised to ensure that service members nor civilian employees act in a manner that would imply or appear to imply that political activities are endorsed or approved by DoD, according to the both the [Hatch Act](#) and [DOD directives](#)

Reconnect with Military Buddies

Check out the [Military.com Buddy Finder](#), with over 20 million searchable military records -- search by name, pay grade, job code, age or installation. Find old friends and reconnect today

military friendliness

A recent [Associated Press article by Justin Pope](#) addressed this issue of military friendliness and the proposed legislation which would force schools that wish to participate in the GI Bill to follow much tighter veteran friendly policies. Unfortunately, most veterans have no way of knowing exactly what the phrase really means. But, in the loosest interpretation it means that veterans are welcome and the school has programs which have been approved by the VA for using the GI Bill (and by the DoD for tuition assistance). The fact is, for a school to be truly "Military Friendly" they need to do a lot more than that.

Learn Proper Flag Disposal

How people should honor the flag when it becomes worn, torn, faded and threadbare is not clear to many who fly it. The section of law dealing with American Flag etiquette, generally referred to as the Flag Code, clearly states that, "When a flag is so worn it is no longer fit to serve as a symbol of our country, it should be destroyed by burning in a dignified manner." Many veterans service organizations collect worn flags for proper disposal. For more information on our flag, read the Flag Code and visit the American Flag Etiquette webpage.



THOUGHTS FROM THE CHAPLAIN By CDR Robert S. Meyer. USN, CHC (Ret.)

Today I have been looking out at the beauty of spring and wondering how any one can doubt the existence of God. How creation have come into being without the efforts of a great thinking mind. Christianity, which has been the predominate religion of the western world for untold centuries no longer seems to capture the modern human mind today. Now we like to think of how great we are and what we have accomplished. As one childhood verse I still recall says: "I am the captain of my soul..." as if humankind has done it all and there is no God. Today atheism seems to be a growing force with its ever increasing requests that all religious symbols be removed from the public eye on all Government buildings, parts and monuments. Some even ask that Crosses, Stars and other religious symbols be removed from burial markers in Government cemeteries. All of this rejection of religious monuments and symbolism doesn't seemed to raised the level of political or public life in America. Think of the many government and military figures involved in immoral and illegal activities these days. This lack of moral backbone even seems to be effecting major public figures: corporate leaders, important athletes and artists. What has happened to the concepts of honor, integrity and honesty?

My concern about present trends in the U.S. is our increasing inability to understand the religious commitment of people in the Muslim world and how their involvement with their religion directly effects their daily lives. The followers of Mohamed know what they believe and can both explain it and defend it in every day conversation. How knowledgeable are you about your Christian or Jewish faith? How well can you tell another what you believe and why. I'm very serious about this question. There used to be Christian Crosses across our land on public land as well as private land. Today there are even churches without crosses outside. However the visibility of crosses is not important except to make the point that most of us who are Christians tend to avoid being public about our faith. Not so the Muslims with their unique form of dress and regular public prayer. Think about the devout Jew. A man wears a small skull cap and takes seriously the dietetic restrictions of his faith. Some how we must reclaim the aggressiveness of the early church We must let the world know that we are

Christians and that our faith is so important that it controls our life How many remember Good Friday of old when small businesses often closed for 3 hours and Friday and even Large businesses would let their workers take time to worship on Good Friday. We may call ourselves Christian, yet we live lives much closer to the Atheists than to Peter, James and John; or even those early colonists who came to the New World in order to be free to worship as they felt, and not as the state said they should. Think about your faith. How important is it to you? Can others tell you are Christians by your behavior Monday through Saturday. **Take some time to think about the meaning behind the words of the old hymn "Living for Jesus." Are you? Take care and God Bless.**

2012 Dues are \$20.00

Troops at prayer



'Yea, Though I Fly Through the Valley of the Shadow of Death, I Shall Fear No Evil. For I am at 50,000 Feet and Climbing.' - Sign - SR71 Wing Ops

A TV reporter interviewing a pilot, while both stood right next to his plane -- Reporter: "Can this plane fly on only one engine?" Pilot: "Yes. It flies best on one engine. That's all it has."

'Never tell the Platoon Sergeant you have nothing to do.' - Unknown Infantry Recruit-

- 'If you see a bomb technician running, try to keep up to him.' - Infantry Journal-



Chinook, and carrying the dead aboard. 'Maggie' had been visiting her SF 'heroes' out 'west'. We took off, short of fuel, and headed to the USAF hospital pad at Pleiku. As we all started unloading our sad pax's, a 'Smart Ass' USAF Captain said to Martha.... Ms Ray, with all these dead and wounded to process, there would not be time for your show! To all of our surprise, she pulled on her right collar and said.....Captain, see this eagle? I am a full 'Bird' in the US Army Reserve, and on this is a 'Caduceus' which means I am a Nurse, with a surgical specialty....now, take me to your wounded. He said, 'yes ma'am.... Follow me.' Several times at the Army Field Hospital in Pleiku, she would 'cover' a surgical shift, giving a nurse a well-deserved break.

Martha is the only woman buried in the SF (Special Forces) cemetery at Ft Bragg.

Martha Raye The most unforgivable oversight of TV is that her shows were not taped. This is a great story about a great woman. I was unaware of her credentials or where she is buried. Somehow I just can't see Brittany Spears, Paris Hilton, or Jessica Simpson doing what this woman (and the other USO women, including Ann Margaret & Joey Heatherton) did for our troops in past wars. Most of the old time entertainers were made out of a lot sterner stuff than today's crop of activists and whiners. The following is from an Army Aviator who takes a trip down memory lane:
It was just before Thanksgiving '67 and we were ferrying dead and wounded from a large GRF west of Pleiku. We had run out of body bags by noon, so the Hook (CH-47 CHINOOK) was pretty rough in the back. All of a sudden, we heard a 'take-charge' woman's voice in the rear. There was the singer and actress, Martha Raye, with a SF (Special Forces) beret and jungle fatigues, with subdued markings, helping the wounded into the



TRICARE Contract Battle Heats Up Tom Philpott | March 29, 2012 *TriWest Protests Lost TRICARE Contract in West Region*

TRICARE beneficiaries across 21 western states won't know for another three months whether TriWest Healthcare Alliance will continue to administer their healthcare benefit beyond March of next year. After 16 years, TriWest lost its latest bid to continue to run the [TRICARE West Region](#) under a third generation support contract, this one worth an estimated \$20.5 billion over almost six years. Defense Department officials awarded the contract instead to a company new to TRICARE users, a subsidiary of UnitedHealth Group, Inc., of Minnetonka, Minn., the nation's largest health insurance entity. TriWest, however, is protesting that award to the Government Accountability Office. GAO has 100 days, until early July, to decide whether the contract was awarded properly or if it should be reversed or re-bid. David J. McIntyre, Jr., TriWest's president and chief executive officer, said Tuesday the challenge is based on two issues. One is that contract officials "disregarded several hundred million dollars" in discounts that TriWest had guaranteed. Even ignoring those discounts, said McIntyre, the government has conceded TriWest's bid was lower than its rival's. TriWest also argues that UnitedHealth was judged to offer "best value" based only on a review of its performance on its five largest accounts, and not on a broader review of problems raised by providers or beneficiaries that resulted over the years in legal judgments and hefty fines. "Do a Google search like my nine-year-old [son] did of this other entity. I mean you have to wonder: with that lengthy list of items, of not delivering on their commitments, of being fined [and] I mean massive fines, not just one but a whole lot of them -- whether that really merits being rated at the top category of past performance," McIntyre said. Before awarding the contract, officials "never bothered to go to the public market space to figure out what might be out there. They didn't contact other entities [UnitedHealth] performs work for. They didn't contact the insurance commissioners in the states that they operate in," he said. McIntyre compared it to "buying a house without an inspection. This process should be about thoroughly reviewing not only bid information – i.e., the résumé – but the backgrounds of the parties bidding. I would hope that we would not buy body armor in such a fashion. And, in our opinion, we certainly shouldn't be buying healthcare, which is the military family's body armor, in such a fashion." In July 2009 UnitedHealth won the South Region contract and TriWest the West contract. But Humana, the incumbent contractor for the South, filed a protest and in February 2011 GAO reversed UnitedHealth's award. After UnitedHealth lost its final protest of the South contract last July, its challenge of the West contract award to TriWest became "live."

TRICARE decided to reopen bidding on UnitedHealth's argument that too much weight had been given TriWest's promise to negotiate discounts below Medicare levels and not enough on quality of care. By last September, TriWest appeared more vulnerable when it agreed to pay \$10 million to settle whistle-blower claims the company had failed to pass along to the military certain discounts it had negotiated with providers. The West region serves almost 2.9 million beneficiaries across Alaska, Arizona, California, Colorado, Hawaii, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington, Wyoming and western Texas.



Col Wally and Carol

US Navy's Submarine Birthday By Lt Cdr James W. Gibson, USN (Ret.)

Sunday, April 11, was the US Navy's Submarine Force birthday. On that date in 1900 John Holland, an Irish born design engineer signed a contract to furnish a gasoline powered submarine to the US Navy. The name of the submarine (boat) was the *USS Holland*. Since then many subs have slid down the building ways all the way to our newest nuclear powered submarines.

This was not the first operating sub to be in our country. The Confederate States of America (our Civil War) had the *CSS Hunley*. As many will remember, the replica of Hunley was on display here in Redding a couple of years ago.

Many lives have been sacrificed to perfect the submarines of today. During World War II 52 submarines (boats) were lost along with 375 officers and 3,131 enlisted men. We submariners say, "They are on eternal patrol." Since WWII several boats have been lost to include the *USS Thresher* and the *USS Scorpion* with the loss of all hands. To all submariners, "Happy Birthday!"



LEGISLATIVE REPORT by Art Mix

:Legislative Alert: Legislative Alert We are under attack by elements of the government. Here are the details:

For military retirees; Tricare for life Annual enrollment fee per individual Retired Pay
0 to \$22589 FY 2012 \$0 FY 2013 \$35
FY 2014 \$75 FY 2015 \$115 FY 2016 \$150
FY 2017 \$158
to \$45178 FY 2012 \$0 FY 2013 \$75 FY 2014
\$150 FY 2015 \$225 FY 2016 \$300 FY 2017 \$317
above \$45178 FY2012 \$0 FY 2013 \$115
FY 2014 \$225 FY 2015 \$ 335 FY 2016 \$450
FY 2017 \$475

Retired Pay to be indexed to COLA raises and in out years to medical costs.



2012 Dues are now due \$20.00

PORTLAND, Ore. - A Civil War veteran whose ashes sat for decades forgotten in storage could someday be recalled as the final soldier buried from that war. Peter Jones Knapp, who fought for the Union in many famous battles and survived the dreaded Andersonville prison camp in Georgia, was laid to rest Friday afternoon in Willamette National Cemetery. He's the first Civil War veteran to be buried in Oregon's largest military graveyard. Knapp received full military honors from the Oregon National Guard on the anniversary of his 1924 death. The funeral also falls on the 151st anniversary of the Confederate victory at Fort Sumter, S.C., which ignited the Civil War. Alice Knapp, the wife of a relative of the Civil War veteran, discovered the ashes after tracing her husband's family tree.

Associated Press| by Michael Melia

HARTFORD, Conn. -- The U.S. Navy has reassigned three female submarine officers as the military investigates allegations they were involved in financial misconduct before reporting to their vessels, a spokeswoman said Friday. The investigation into alleged travel claim fraud, which also involves other personnel not assigned to submarines, is led by the Naval Criminal Investigative Service, according to Navy Cmdr. Monica Rousselow, a spokeswoman for the submarine force. The officers are among the first women assigned to U.S. submarines in a high-profile initiative for the Navy, which reversed a ban on women serving aboard the cramped vessels in 2010. The initial class of 24 female submarines officers completed training at sites including Groton, Conn., last year before joining the undersea force in recent months.

"The alleged actions under investigation involve financial misconduct and in no way involved their performance while assigned to their current operational units," Rousselow said in a statement. "Overall the integration of women onboard submarines continues to progress smoothly and the reassignment of the three Supply Corps officers will have minimal impact on the integration process." The women are being temporarily reassigned to a submarine group at Naval Submarine Base Kings Bay in Georgia. Rousselow, who is based in Norfolk, Va., said the investigation began in February, but she could not say where or provide further details of the alleged fraud.



Col. Barry Huggins, 2nd Brigade, 2nd Infantry Division commander, told Joint Base Lewis-McChord his "Lancer" Brigade will defend America far from her shores and return with honor in remarks at Watkins Field here, last week. His speech highlighted a morning colors-casing ceremony for approximately 4,000 Lancer Brigade Soldiers who will deploy to Afghanistan in upcoming weeks. Troops from 2nd Bde., 2nd Inf. Div. will join approximately 4,000 fellow JBLM troops in Afghanistan, most from 3rd Bde., 2nd Inf. Div. Fifth Brigade, 2nd Infantry Division redeployed from Afghanistan and reflagged as 2nd Bde., 2nd Inf. Div. in July 2010. Last February, Huggins said the team expected to deploy for nine months to fight terrorist groups and support Afghan National Security Forces to relieve pressure on dedicated coalition training teams

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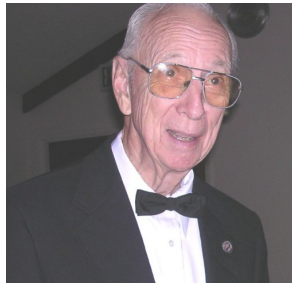
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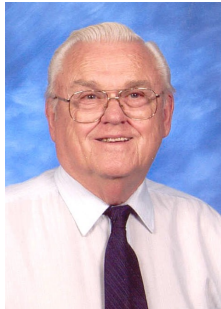
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(Bold = deceased)
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