

## **Navy League teams with The Heritage Foundation to present panel discussion on recapitalizing naval aviation**

1. *CSPAN3—Today in Washington (Transcript in part. Program ran approx. 1:30min)*

**CSPAN3 06/05/07 12:44:24:** ... following the presentations Mackenzie Eaglen our senior policy analyst for national security and Allison Center for foreign policy studies will moderate our panel of opening our session and introducing our panelists will be **Rear Admiral Stephen Pietropaoli**, the executive director of the United States ... and we are pleased here at Heritage to be co-sponsoring this event with them. Admiral Pietropaoli ... Thank you ... I just want to say couple words of how excited we are able to do this event with Heritage. The despite our name supports all of the sea services ... the Navy, Marine Corps Coast Guard and Merchant Marine ... and our core mission is public education ... so when Heritage presented us an opportunity to expand that mission ... to get the word out to a broader audience through partnering with a forum like this, we were anxious to join them and do that. Naval aviation and the challenges facing the Navy and Marine Corps as they try to recapitalize virtually their entire inventory of fixed and rotary wing aircraft is a huge issue. Shipbuilding gets a lot of attention but aviation is a critical component of our national security and our sea power. Today we have a terrific panel to discuss that ... no one more qualified to talk about the future requirements and acquisition plan for naval aviation than this panel. To my immediate left, Mr. Bill Balderson who is the Deputy Assistant Secretary of the Navy for Research Development and Acquisition for air programs. To his left, Rear Admiral Bruce Clingan, the Director of air warfare on the Navy staff ... to his left Christopher Griffin, research fellow from the American enterprise Institute ... next Dr. Eric Labs senior analyst for naval weapons and forces from the Congressional Budget Office (CBO) ... finally... last but not least by any means... Brigadier General Robert Walsh ... United States Marine Corps who is the Assistant Deputy Commandant for aviation at headquarters Marine Corps ...

## **Navy League president visits Naval Base**

May 31, 2007

*Pacific Navigator Online*

Jesse Leon Guerrero

**John Panneton**, the national president of the **Navy League of the United States**, stopped on Guam for several days, touring Navy facilities on island and meeting with members of its Guam council.

This was the first trip to the island for **Panneton** who oversees 275 total councils spread throughout the states and countries such as Spain and Italy. Navy officials briefed Panneton on military activities within the region as he learned more about the services impacting Sailors and their families stationed here.

“It’s been a very good educational trip for me, as well as meeting some outstanding **Navy League** support,” said **Panneton**, after taking a tour of U.S. Naval Base Guam May 24.

With more than 65,000 members worldwide, the **Navy League** has promoted awareness and increased support of the nation's Navy, Marine Corps, Coast Guard, and Merchant Marine services since its founding in 1902.

Although based in Virginia, the group's combined efforts are focused on supporting students, strengthening Sailor morale and quality of life, educating the public on the maritime services, and researching and coordinating activities that promote all of these issues before Congress.

"When [members] spend as much time and effort to support the sea services, they need to see the boss," **Panneton** said. "They need to see what I am doing and what we are doing in Washington, D.C."

**Panneton** said the trip was not only a way for him to meet the overseas membership on a personal level, but also allowed him to better understand their particular concerns.

"By me traveling throughout the world, I've come to realize that every country has a different requirement... and so now I understand we need to change some things," **Panneton** said.

"We need to change, possibly, the membership requirements in Guam, the membership requirements in Korea or other countries because of the culture," he said as an example.

**Panneton** was able to see firsthand the beneficial effects of the **Navy League's** contributions on island when he visited the **Navy League sea cadets** at Commander William C. McCool Elementary/Middle School. More than 10,000 boys and girls between the ages of 11 to 14-years old participate in the program, learning Navy skills, while wearing uniforms and operating in an academic environment similar to the Navy Junior Reserve Officer Training Corps.

"The U.S. Congress provides \$2 million dollars a year in support of that program," **Panneton** said. "And the **Navy League** councils throughout the world provide about \$375,000, in which this council provides \$2,000 to \$3,000 a year in support of the local **Sea Cadet** program."

"It's a very big thing that he visited," said Lt. Chuck McJohn, commanding officer of Training Ship, Cmdr. McCool. "He's been doing a lot of miles in a short amount of time and then he came here, spent the day with the kids to share his knowledge, share his wisdom and inspire them to achieve," McJohn said.

McJohn appreciated the **Navy League's** support in helping to make the program possible on Guam, and hopes the unit will continue to grow beyond its current membership of 18 Department of Defense and Government of Guam students.

"We're a new unit just starting out, but we're dedicated to teaching the core values of loyalty, honor and courage," McJohn said.

To find out more about the **Navy League**, visit their Web site at [www.navyleague.org](http://www.navyleague.org) or call Larry Butterfield, Guam council president, at 479-9020.

## Veteran recalls hellish battle for Anzio

*Clifton Hussey served aboard a destroyer escort*

By **PAULETTE PERHACH** | [paulette.perhach@staugustine.com](mailto:paulette.perhach@staugustine.com) | Posted: Monday, June 4, 2007 ; Updated: 7:16 AM on Monday, June 4, 2007

A year later, a 17-year-old from Massachusetts just couldn't wait to get to war. Clifton Hussey kept asking his parents for permission, but his mom wouldn't let him go. After he quit school and went to work for General Electric, his father finally said he could join the Navy.

As someone who had always lived near water, Hussey loved the ocean. He also was "fascinated with radio."

After boot camp, he went to fleet school in San Diego, then the West Coast Sound School. His first assignment was to the destroyer escort USS Herbert C. Jones.

Hussey got his first taste of sea life when the ship ran into a hurricane.

"We thought the ship was going to sink," said Hussey, adding that people were either laying down or getting sick. "We got our sea legs then."

The ship later headed to Washington, D.C., where Hussey learned they would be working with radios to try to take control of enemy radio-controlled missiles.

Then they headed across the Atlantic.

Hussey remembers the day they got their orders: "This is the captain speaking. What I'm about to tell you is strictly confidential."

They were to be attached to a convoy, with the knowledge that if they were found by the Germans, they could be sunk.

The convoy cruised up to Sicily, just in time for the January invasion of Anzio.

The USS Herbert C. Jones joined an invasion force leaving Naples on Jan. 15, 1944. With special gear, the ship jammed and decoyed into the sea glider bombs directed at the naval force. The ship also intercepted radio messages with details of German air attacks.

Shells were fired at the ships from the German army's 16-inch railroad cannon nicknamed the "Anzio Express." At night, E boats dropped floating mines.

"How can I describe Anzio? How can a man describe Hell?" Hussey has written of that time. "I spent from Jan. 22, 1944, until June 6, 1944, in that inferno.

"On just one night, all that was a boy in me died. On that night, I died in every way except in body.

"Hell should hold no fear for me, because I was in Hell for four hours and lived to remember it."

That was the worst of Hussey's experiences. Mostly, he enjoyed the Navy. He worked as the movie officer, swapping movies with other ships to show to the men on the bridge or in the mess hall with a 35mm projector.

He was on a ship in Newfoundland when the Germans surrendered.

"What a place to be. There was nothing there," he said. "We celebrated the best we could, mixed up a little of what we called 'torpedo juice.'"

The ship had looped around to Pearl Harbor in a few months. Hussey was about to show a movie when the voice came over the intercom: "Now hear this. ..."

The Japanese had surrendered.

And on a ship named for a man who died at that very place in the beginning of the war, the men celebrated its end.

The sailors had no party supplies, but they ran up all the flags, shot flares and sprayed the hoses in celebration.

After the war, the Sonarman Second Class went back to Lynn, Mass., and married his friend's younger sister, Ethel. Clifton, 83, and Ethel, 80, have been married 60 years and had three children. Hussey had a career at Sears, then moved to St. Augustine Beach 40 years ago and operated a Midas franchise. He's working on a book about his experience.

## **Waveny elects new chairman, board members**

*New Canaan Advertiser*

Jun 3, 2007

Ted O'Hanlan has been elected to succeed Judy Bentley as chairman of the board of directors of Waveny Care Center Network.

New Canaan residents William Sessions, James Eagan, Adriane Straus, Dr. Thomas Ayoub and Sally Campbell were also elected as new members to the Waveny Care Center Network Board of Directors. Harry Rein and David Moran will continue in their roles as board treasurer and secretary, respectively.

Mr. O'Hanlan is a partner with the law firm Robinson & Cole, LLP, where he concentrates in the areas of land use and zoning matters, and complex real property and commercial litigation. With 23 years of trial practice, Mr. O'Hanlan is a member of both the Planning & Zoning and Litigation sections of the Connecticut Bar Association, as well as the American Bar Association. He also serves on the board of governors for the House of Delegates of the Connecticut Bar Association and is a James W. Cooper fellow of the Connecticut Bar Foundation. Previously, he served as president of the New Canaan Bar Association, director of the Stamford/Norwalk Regional Bar Association, and president of the Southwest Connecticut Counsel of the **Navy League of the United States**.

Mr. O'Hanlan's career also features more than two decades of military service as a judge advocate with the U.S. Naval Reserve. His assignments included five years active duty (two at sea), the Naval Justice School, the Office of Civil Litigation and the Naval War College. He retired in 2005 with the rank of captain.

Mr. O'Hanlan has served Waveny as a board member for more than five years and was one of the first individuals appointed to the board of directors of Waveny Care Center Health Services upon its creation in 2002, when Waveny merged with New Canaan Inn. Additionally, he has served the community through membership on the board of directors for both the New Canaan YMCA and the Stamford Land Conservation Trust.

Mr. O'Hanlan graduated from Hampden-Sydney College of Virginia with an undergraduate degree in classics and later received his juris doctorate from the University of Richmond School of Law.

Mr. Sessions has been an advocate for numerous local initiatives and has actively served on committees including the Long-Range Planning Committee, the Land Use Committee and multiple school building committees. He was a driving force in the "Save the Lumberyard" campaign, major funding drives for both the YMCA and New Canaan Library, and most recently, the steering committee for Staying Put in New Canaan (SPINC).

Professionally, Mr. Sessions served as chairman and president of the Society of the Plastics Industry, vice president of the Chemicals Group of the American Can Company, and held various management positions in the U.S. and abroad for the Monsanto Chemical Company. A retired lieutenant in the U.S. Naval Reserve, Mr. Sessions also spent several years stationed at the U.S. Naval Research Laboratory, where he focused on advanced radar techniques.

Mr. Sessions graduated Phi Beta Kappa from the University of Michigan and later received a master of business administration degree with a concentration in advanced management from Columbia University. He also completed extensive graduate work in electronics at both Princeton University and M.I.T.

Mr. Eagan joins Waveny's board with more than 28 years of real estate investment and operating experience. He is the founder and managing director of several firms that specialize in investing capital into or operating businesses and assets within the senior living and long-term care industry, such as Ponus Capital, LLC, Sims Capital Management, LLC and HFE, LLC.

Mr. Eagan graduated from Boston College with an undergraduate degree in business administration and marketing.

Ms. Straus served on the boards of several local organizations, including the Field Club and seven years with the Garden Center of New Canaan, for which she co-chaired the 2000 annual Festival of Trees. Presently, Ms. Straus is a member of the New Canaan Sewing Group and is also active in her congregation at St. Mark's Episcopal Church, where she directs the Altar Guild.

Waveny Care Network provides a continuum of health care to serve older adults from all areas. Waveny is a not-for-profit organization that offers independent living at New Canaan Inn, assisted living for people with Alzheimer's and memory loss at The Village, and skilled nursing at Waveny Care Center. It also includes the Brown Geriatric Evaluation Clinic, a Geriatric Care Management team that provides 24-hour coverage, a newly expanded Adult Day Program, inpatient and outpatient Rehabilitation Services, and respite programs and hospice care at The Village and Care Center. More information is available at 594-5200 or [www.waveny.org](http://www.waveny.org).

## **BR Navy vets want Lone Sailor statue**

By **SONYA KIMBRELL**

*Advocate staff writer* Published: May 26, 2007 - Page: 2b

Local U.S. Navy veterans want Baton Rouge to be the 10th city in the country to be home to the Lone Sailor, a bronze statue created by Stanley Bleifeld, the Navy Memorial's official sculptor.

The original statue is in Washington, D.C., and honors veterans of the Sea Services, which includes the Navy, the U.S. Coast Guard, the U.S. Marine Corps and the U.S. Merchant Marines.

Gerard Ruth and Cotton Lloyd, members of the Baton Rouge Navy Club, met Friday with city officials from Fort Lauderdale, Fla., the ninth city to install the Lone Sailor.

The other cities are San Francisco, Long Beach, Calif., West Haven, Conn., Norfolk, Va., Burlington, Vt., Waterloo, Iowa, and Great Lakes, Ill.

Hal Barnes, a Fort Lauderdale city official, said local organizations raised funds for about five years before applying for grants and in-kind sponsorships to bring the statue to the River Walk there. The Fort Lauderdale project, Ruth said, cost between \$130,000 and \$150,000.

Ruth said he envisions the statue fundraising effort in Baton Rouge to start with a partnership that includes the USS Kidd Museum and Memorial downtown, the Navy Club and the Navy League.

"We think it's a way to honor all veterans, not just naval veterans, and it's especially important to think about on Memorial Day," he said Friday at the Kidd. "We're going to start digging up the money. We want to be the 10th city."

The officials on Friday showed a miniature model of the bronze statue. The statue in Florida and elsewhere contains two pieces — a seven-foot sailor that weighs about 1,000 pounds with his sea bag and cleat, weighing about 700 pounds, alongside him.

Bleifeld's design uses bronze that's cast using artifacts from eight Navy ships that span its history, including "Old Ironsides," a post revolutionary frigate; the Civil War-era steamer Hartford; the USS Maine; the World War II-era cruiser, the USS Biloxi, and the nuclear-powered submarine, the USS Seawolf.

Ruth said the vision is for the Lone Sailor statue to be in Memorial Plaza, which includes an eternal flame and honors veterans, near the Kidd.

For information more about The Lone Sailor, call (225) 926-0250 or visit

<http://www.lonesailor.org>.

Baton Rouge has been home to the decommissioned USS Kidd since the early 1980s.

The World War II-era Kidd was consigned to the “mothball fleet,” or decommissioned, in 1964, curator Maury Drummond said. “It’s kept as it was in 1945.”

## Basic Submarine School Graduates 41 Sailors

*The Day* June 3, 2007

**Groton** — Forty-one sailors of “Class 07260,” USS Snook (SS-279), and 39 Sailors in “Class 07270,” USS Kete (SS-369), graduated from Basic Enlisted Submarine School Friday.

Sonar Technician 1st Class Ronald Riggelman and Sonar Technician 2nd Class Greg Hawkins were Class 07260 academic instructors. Electronics Technician 1st Class Richard Strader was the military training instructor.

Sonar Technician 1st Class Noel Smith and Machinist Mate 2nd Class Chase Rivers were academic instructors with Fire Control Technician 2nd Class Christopher Helms as the military training instructor for Class 07270.

Seaman Peter Ballard, who will continue in apprentice team training, was the Class 07260 honorman. Seaman Noah Furgerson received the **Navy League** Award for academics and Seaman Recruit Adam Robertson received the Submarine League's William Purdum Award for most improved student. Seaman Recruit Jonathon Hall was meritoriously advanced for his academic achievement.

Seaman Recruit Mark Labombard, Seaman Christopher Collier, Seaman Recruit Benjamin Landholt and Seaman Alan Woitas joined Hall and Furgerson as Class 07260 graduates with distinction.

Seaman Recruit Shawn Campbell was Class 07270 honorman. He was meritoriously advanced and continues in submarine electronics computer field apprentice training. Seaman Craig Pflibsen received the **Navy League** Award and Fireman Recruit Alberto Lindsey received the Submarine League's William Purdum Award.

## Navy League to Adopt CG Station

*Military.com*

June 03, 2007

CLEARWATER, Fla. - Coast Guard Station Sand Key, in Clearwater, Fla., is scheduled to be formally adopted by the **Navy League** of the United States during a ceremony at Station Sand Key June 4 at 8:30 a.m.

Guests in attendance include Frank Hibbard, the Mayor of Clearwater, and Ken Brown from the Clearwater Chamber of Commerce.

The **Navy League** of the United States, founded in 1902, is an organization dedicated to supporting sea-going service members and their families. For more information check out [www.navyleague.org](http://www.navyleague.org).

"Station Sand Key is honored to be adopted by the **Navy League**, and we appreciate that they recognize our contributions to the community," said Chief Warrant Officer Randal Ryan, Commanding Officer of Coast Guard Station Sand Key. "We are grateful for their efforts and advocacy for the sea-going services and their dependants."

## **Navy Leaders Say Funding Second JSF Engine Would Hinder Other Programs**

*CONGRESS DAILY*

4 JUN 07

Ashley Roque

In the latest shot across the bow in an ongoing battle between Congress and the Bush administration, Deputy Assistant Navy Secretary Bill Balderson said today that his branch will be forced to restructure its aviation modernization plan and cut future aircraft funding if lawmakers insist on funding development of a second F-35 Joint Strike Fighter engine.

"At this point in time, if we are to fund the alternative engine, there is no source within the program" to fund it, and the service will have to look at cutting funds from aircraft programs in the out years, Balderson told an audience at the Heritage Foundation today.

During a markup of the fiscal 2008 defense authorization bills (H.R.1585 and S. 567), the full House and the Senate Armed Services committees mandated last month that the Navy and the Air Force spend \$480 million next year to develop a second JSF engine.

The Senate committee's version of the bill is expected to be debated on the floor later this month. The appropriations committees will not mark up their versions of the bill until later this summer.

Since all the bills have not been completed, Balderson declined to specify which Navy and Marine Corps aviation programs are vulnerable to funding cuts if the alternative JSF engine mandate is enacted.

"As we approve the 2009 and 2010 budgets, we will reevaluate [what programs would be cut], but I don't want to speculate at this time," he added.

Proponents of an alternative engine source argue that competition between two engine manufacturers would increase Pentagon flexibility and engine quality, while opponents — including the Pentagon — say that doing so would be too costly.

But other Navy program budgets may hinder the service's aviation budget in the future.

Eric Labs, a Congressional Budget Office senior analyst for Naval forces and weapons, told the

audience today that the Navy's budget will likely be plagued with future program cost overruns. Citing CBO estimates, Labs said the service will have to shell out \$22.5 billion annually for the next 30 years to execute its shipbuilding plan. That figure is nearly double the Navy's estimate.

"The Navy shipbuilding plan, in my view, is primed for significant cost growth," Lab said. And that cost growth could shrink the Navy's aviation coffers.

The engine would support the Pentagon's most expensive fighter aircraft, the JSF, manufactured by Lockheed Martin. Ultimately, the Pentagon will build 2,500 of the planes for the Air Force, Navy and Marine Corps. Another 2,700 JSFs are expected to be sold to the British and other allied nations.

This was the second year in a row the Defense Department has pushed to shut down work on the second engine over Congressional opposition. Last year, defense authorizers and appropriators backed keeping the alternative engine alive, and in the fiscal 2007 Defense Appropriations Act, lawmakers earmarked \$300 million for it.

Over the past 10 years, the Pentagon has spent \$1.6 billion designing a second engine. Both engines combined account for about \$60 billion in JSF spending.

## **Expert Questions U.S. Navy Budget Credibility**

*DEFENSE NEWS*

5 JUN 07

Christopher P. Cavas

The U.S. Navy's plans for building new ships and aircraft are in jeopardy from potentially shrinking future defense budgets and significant underestimation of costs, a key analyst said June 4.

Risks in cost growth are greater for ships than aircraft, Eric Labs, a defense analyst with the Congressional Budget Office (CBO), told an audience at the Heritage Foundation in Washington.

"The Navy shipbuilding plan is primed for significant cost growth," he said, referring to the 30-year, 313-ship fleet plan that is guiding Navy acquisition.

Citing budget numbers issued by the Navy, Labs noted the service needs an average of \$17 billion a year over the next 30 years to meet its fleet goal. But Labs has testified to Congress on numerous occasions that his calculations show a figure of about \$22.5 billion is more realistic, and only then if the Navy can put a hold on cost growth.

Bill Balderson, deputy assistant secretary of the Navy for aviation, speaking before Labs, noted the five primary causes of program volatility that often provoked cost growth: program complexity; requirements fluctuation; budget instability; schedule demands; and government and industry optimism in their cost and schedule estimates.

Labs, who emphasized he was speaking on his own behalf and not for CBO, pointed to the

troubled Littoral Combat Ship (LCS) program as an example of the Navy's lack of progress on those points, calling the program "a poster child" for most of Balderson's causes of program volatility.

Since the turn of the year, the Navy has been working to deal with cost growth and construction delays on the first LCS, which has seen its price rise from \$220 million to around \$400 million and is about a year behind schedule. Another LCS has been canceled, and the Navy recently asked Congress to raise a \$220 million cost cap for the fifth and sixth ships to \$460 million.

Labs cited inconsistencies in the service's estimation of the costs of the new \$3.3 billion DDG 1000 Zumwalt-class destroyer and questioned the Navy's hope that the follow-on CGX cruiser variant will be less expensive.

"What credibility do the Navy numbers have?" Labs asked.

Labs noted growing budget pressures from Army and Marine Corps expansion that are expected to result in cuts to Navy and Air Force budgets and observed the skyrocketing costs of Social Security and Medicaid.

"At some point, all this is not going to add up for the Navy and hard choices will have to be made," he said. "No one should walk away from here thinking that the Navy has a stable shipbuilding plan and that we only have to worry about aviation. Both have foundations that are built on sand and are not built on rock."

Balderson and Rear Adm. Bruce Clingan, director of the Navy's Air Warfare Division, confined the bulk of their remarks to describing the Navy's current aviation budget and aircraft programs. The Navy and Marine Corps are in the midst of a large modernization program to "neck down" the number of different types of aircraft in the fleet.

Brig. Gen. Robert Walsh, deputy assistant commandant for Marine Corps aviation, reiterated the service's commitment to the F-35B short-takeoff-or-vertical-landing (STOVL) variant of the Joint Strike Fighter (JSF), and declared "the Joint Strike Fighter is our future."

Christopher Griffin of the American Enterprise Institute placed the export versions of the JSF in the context of a power struggle between Western and Russian and Chinese weapon suppliers in Asia. The aircraft, he said, "is a capability enhancement that will shift the balance of power back to the U.S. and its allies."

Griffin noted the issue of technology transfer in relation to Japan's efforts to enter the JSF program and purchase F-22 Raptor fighters and cited the country's recent scandal where secrets of the American Aegis combat system were compromised. Japan will have to improve its ability to keep secrets, Griffin said, "to convince the U.S. that they are viable for the F-22 and F-35."

## **CBO Analyst Sees Big Risks For US Navy Ship Purchase Plans**

*CNNMONEY.COM*

4 JUN 07

WASHINGTON -- The U.S. Navy's plans to purchase new ships and aircraft face big risks in coming years, a Congressional Budget Office analyst warned Monday.

Eric Labs, the CBO's senior analyst for naval forces and weapons, said shipbuilding faces particularly acute risks because its funding needs are so great. The U.S. Navy's financial assumptions are very optimistic about the amount of money available and needed for its long-term goal of a 313-ship fleet, Labs said.

CBO research predicts that the Navy's 30-year ship plan will require about \$ 22.5 billion per year over the next 30 years - almost twice spending levels of the last five years, and a lot more than the \$13.5 billion per year in Navy estimates.

Funding challenges may cut further into the Navy's budget for fighters, helicopters and spy planes, Labs said. The Navy already is cutting back on its plans to replace aging aircraft, but there may be a lot more to come.

"No one should walk away here thinking the Navy has a stable shipbuilding plan and we only have to worry about aviation. Both have foundations built on sand, not on rock," Labs said in a speech at the Heritage Foundation.

Navy officials who spoke at Monday's event took a more optimistic view of the service's funding plans. Rear Adm. Bruce Clingan, director of the Navy's air warfare division, acknowledged that aircraft purchases have been "suppressed" because of budget pressures.

But he argued that the Navy has been able to meet the needs of its fighting force and plan for the future, while also cutting expenses where it can.

"It has not violated the warfighting essential minimum requirements," Clingan said of the Navy's latest round of budget planning and aviation cutbacks.

The U.S. Navy and the Marine Corps generally work with different contractors for shipbuilding and aircraft development. But Lockheed Martin Corp. (LMT) plays a key role in both through its work on the Littoral Combat Ship program and the \$300 billion Joint Strike Fighter development program, the centerpiece of the Pentagon's aircraft modernization plan.