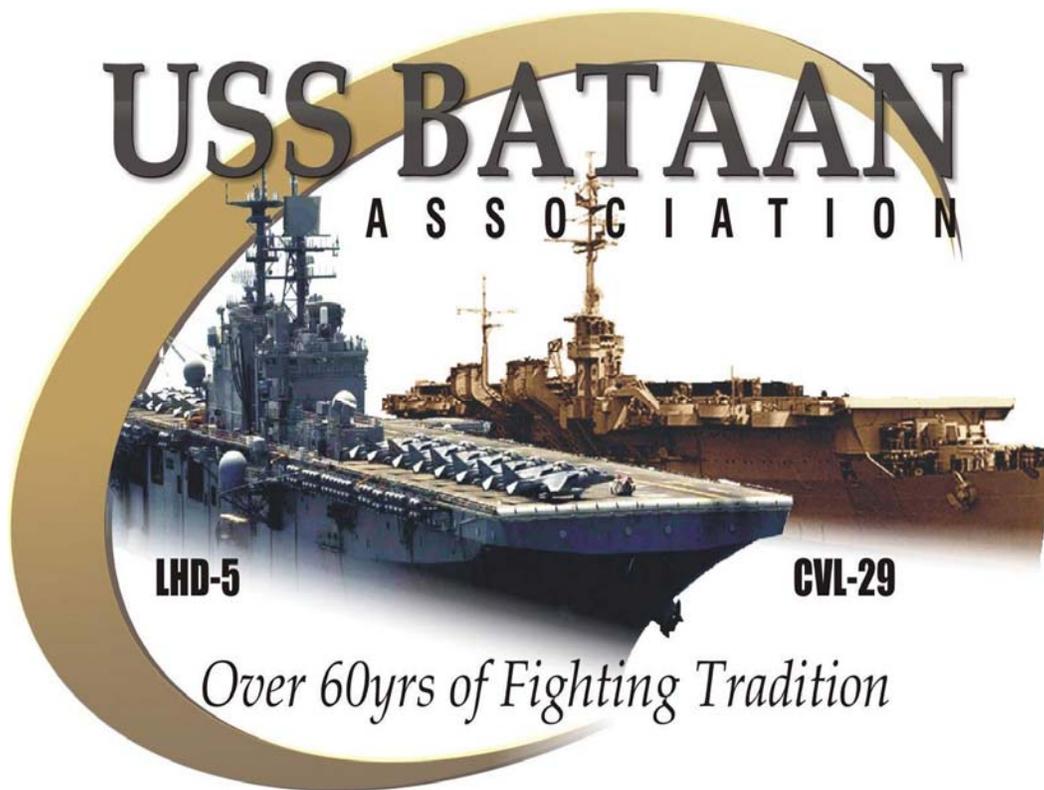


USS BATAAN ASSOCIATION



IT TAKES A FIRST CLASS FIGHTING PERSON TO MAN A SHIP THAT IS CALLED BATAAN!

Vets, Troops Not in Uniform, Now Can Salute THE FLAG
November 7th, 2008
WASHINGTON – A change to federal law allows U.S. veterans and military personnel not in uniform to render the military-style hand salute during the playing of the national anthem.
The law took effect earlier this month, according to a Department of Veterans Affairs news release.
“The military salute is a unique gesture of respect that marks those who have served in our nation’s armed forces,” Veterans Affairs Secretary Dr. James B. Peake said. “This provision allows the application of that honor in all events involving our nation’s flag.”
The provision builds on a change that went into effect last year. That change authorized veterans and military personnel not in uniform to render the military-style hand salute during the raising, lowering or passing of the flag.
Traditionally, veterans’ service organizations rendered the hand-salute during the national anthem and at events involving the national flag while wearing their organiza-

tion's headgear. Otherwise, as with all other Americans, the etiquette is to place the right hand over the heart.

The most recent change was part of the 2009 Defense Authorization Act, which President Bush signed Oct. 14.

U.S. Sen. Jim Inhofe of Oklahoma, an Army veteran, sponsored both pieces of legislation.

"The salute is a form of honor and respect, representing pride in one's military service," Inhofe said in a written statement. "Veterans and service members continue representing the military services even when not in uniform. The U.S. Code is now consistent for veterans and all service members in regards to the symbolic gesture of the military salute."

SPECIAL NOTE TO ALL MEMBERS

PLEASE NOTIFY THE TREASURER, WEB MASTER, AND SECRETARY WHEN THERE IS A CHANGE IN YOUR MAILING OR E-MAIL ADDRESS ! SEVERAL PIECES OF MAIL HAVE BEEN RETURNED TO THE ASSOCIATION DUE TO ADDRESS CHANGES. ALSO — PLEASE NOTIFY THE CHAPLAIN IN CASES INVOLVING DEATH OR ILLNESS OF A MEMBER OR A SPOUSE.

The following is from an e-mail that was sent to me by our shipmate Robert Foster:
(Just so you'll know I checked this out and it is for real.)

[Definitely worth a forward! Pass it on.](#)

I did hear about this young man's brave last moments, but it certainly was NOT on ABC, CBS, NBC or MSNBC. All you hear out of them is concern about what kind of dog the next President plans to bring into the White House....AND HIS CHRYSLER 300 is for sale at \$100,000....that's new?????????

PO2 Mike Monsoor

Mike Monsoor's coffin with Tridents embedded



Navy Petty Officer Mike Monsoor

PO2 (EOD2)(Explosive Ordnance Disposal) Mike Monsoor, a Navy EOD Technician, was awarded the Congressional Medal of Honor posthumously for jumping on a grenade in Iraq, giving his life to save his fellow SEALs. During Mike Monsoor's funeral in San Diego, as his coffin was being moved from the hearse to the grave site at Ft. Rosecrans National Cemetery, SEAL's were lined up on both sides of the pallbearers route forming a column of two's, with the coffin moving up the center. As Mike's coffin passed, each SEAL, having removed his gold Trident from his uniform, slapped it down embedding the Trident in the Wooden Coffin.

The slaps were audible from across the cemetery; by the time the Coffin arrived grave side, it looked as though it had a gold inlay from all the Tridents pinned to it. This was a fitting send-off for a Warrior hero.

This should be front-page news instead of the stuff we see every day. Since the media won't make this news, I choose to make it news by forwarding it onto you guys. **I am darn proud of our military. If you are proud too, please pass this on.**

What's in a name?

During World War II, many people became heroes. One was Butch O'Hare, namesake of Chicago's O'Hare Airport. He was a fighter pilot assigned to an aircraft carrier in the Pacific. One time his entire squadron was assigned to fly a particular mission. But after discovering that his fuel tank wasn't full, he was ordered to return to the carrier. On his way back, he spotted a squadron of Japanese Zeroes heading toward the fleet. With all the fighter planes gone, the fleet was almost defenseless. His was the only opportunity to divert them. He dove into the squadron and attacked. He fought until all his ammunition was gone, then tried to clip off a wing or tail—anything that would damage the enemy planes. Finally, the squadron took off in another direction, and Butch O'Hare and his fighter, both badly shot up, limped back to the carrier.

Prior to this time in Chicago, there was a man named Easy Eddie. He was a lawyer for the notorious Al Capone. He was so good, Capone richly rewarded him with every extravagance. Easy Eddie had a son he loved. He gave him all the best things—clothes, cars, and a good education. And he also tried to teach him right from wrong.

The one thing he couldn't give his son, however, was a good name and a good example. It was so important to him, that one day he decided to go to the authorities in order to rectify the wrong he had done. He testified against Al Capone, even though he knew Capone would do his best to have him killed.

But it was more important that he be a good example to his son and to give him a good name.

Within the year, he was shot and killed on a lonely street in Chicago.

This sounds like two unrelated stories. But, Butch O'Hare was Easy Eddie's son.

THE FOLLOWING WAS SENT TO ME BY DR. MEL ROTNER, THE SECOND PRESIDENT OF OUR ORGANIZATION:

Sando,

If you Google search USS Bataan CVL 29, you will note that they claim that the ships aircraft assisted in the sinking of the Japanese battleship Yamato on 7 April 1945 and the Japanese submarine I-56 on 19 April 1945. It's true that planes from our air group put 5 torpedoes into the Yamato (planes from the Essex put in 4), but no aircraft had anything to do with the sinking of that sub.

It was during the mid watch on 19 April that it all went down. It was quiet that night and there were no planes in the air. I was on watch in the CIC and operating the SP radar. That is the altitude determining radar and since there were no planes flying I turned the antenna elevation to 0 degrees to scan the surface. It had a narrow high frequency beam and the antenna was higher than that of the SG surface search radar making it a good surface scanner with its antenna at that position. I picked up an indistinct, but definite small surface contact 25 miles out and asked the man sitting on the vertical plotting board, who had no aircraft to plot, to start showing my surface target. The CIC officer on watch, Lt. Bill Green, asked me what I had and I assured him that I felt it was a definite contact. We determined its course and speed and reported it to the Flag. Every other ship in our task group chimed in and said they had nothing out there. I continued to track it and it continued on a steady course at a speed of 5 knots. Mr. Green notified the Flag several more times that we still had the contact and that it was probably a surfaced sub. All the others in our group still had no contact. The contact was between our group and our 3 radar picket destroyers. The Flag then ordered us (Mr. Green) to take control of 1 destroyer from our screen and 1 from our picket group and give them intercepting vectors. As the destroyers closed in on the target and got to the point where each one was about 2000 yards from it, the target blip disappeared. Shortly after that, one of the destroyers radioed that they had a Sonar contact. The destroyers laid depth charge patterns through the night till they had a kill.

The Bataan received 2 battle stars for that Okinawa campaign and for years we all thought the second star was for the Battle of the East China Sea where the Yamata was sunk. However, they must have considered that was just part of the entire campaign because in recent years I got something from the Navy Department that stated the Bataan was awarded one of those stars for the battle with a submarine.

The funny thing is that outside of the bunch of us on watch in the CIC that night hardly anyone in the crew ever knew what went down.

Mel

DUES — DUES — DUES !!!!

LOOK AT THE MAILING LABEL IN THE FRONT OF THIS NEWSLETTER — THE MONTH AND YEAR WILL TELL YOU TO WHAT DATE YOUR DUES ARE PAID EX (MAY 08)— YOU ARE PAID UNTIL MAY OF 2008. KEEP YOU DUES CURRENT! SEND YEARLY DUES \$ 15.00 TO:

WAYLAND HAVIG — TREASURER

2760 SO ROYAL PALMS

SPACE # 39

APACHE JUNCTION, AZ 85219

CAPTAIN HANS K. CROEBER — EXECUTIVE OFFICER — USS BATAAN LHD 5

Captain Croeber was born in 1964 in Hamilton, Bermuda. After graduating from Montrose High School in Montrose, Col., in 1982, he attended Auburn University and graduated in 1986 with a degree from the School of Engineering in Aviation Management. He was commissioned an Ensign in the United States Navy upon graduation.

Captain Croeber attended helicopter flight training in Pensacola, Fla., and was designated a Naval Aviator in 1988. He completed fleet replacement squadron training for SH-3 helicopter in Jacksonville, Fla., and reported to Helicopter Combat Support Squadron Two (HC-2) in Norfolk, Va., in March 1989.

At HC-2, Captain Croeber completed deployment with Desert Ducks in Manama, Bahrain and the Grey Ghost aboard USS BELKNAP (CG-26), served as Schedules Officer, Detachment Operations Officer, Assistant Administrative Officer and Quality Assurance Officer.

In February 1992, Captain Croeber reported to HC-1 in San Diego, Calif., as an SH-3 FRS instructor and served as the Quality Assurance Officer and Detachment Officer in charge for detachments aboard the USS CORONADO (AGF-11) and San Clemente Island.

Captain Croeber reported to Amphibious Warfare School in Quantico, Va., in July 1993. Upon completion of training, he reported aboard USS WASP (LHD1) in Norfolk and served as Handler and Assistant Air Officer from July 1994 to June 1996. He made deployments to Haiti, Norway, and the Mediterranean and earned his Officer of the Deck (Underway) qualification.

In June 1996, Captain Croeber reported to Naval Postgraduate School in Monterey, Calif. He earned a Master of Science degree in Management after completing the Transportation Management curriculum.

Captain Croeber returned to HC-2 for his Department Head tour in April of 1998. He served as the Officer in Charge of the Desert Ducks in Manama Bahrain until February 1999 and the Squadron Maintenance Officer until December 1999.

In January 2000, Captain Croeber reported to Commander Operational Test and Evaluation Force in Norfolk Va., as the Lead Aviation Analyst.

In September 2004, Captain Croeber reported to HC-2 as Executive Officer and assumed command of the FLEET ANGELS in January 2006. In May 2007, Captain Croeber reported to USS BATAAN as the Air Officer. In July 2008 he assumed the duties as the Executive Officer onboard the USS BATAAN.

Captain Croeber's personal decorations include the Meritorious Service Medal with one Star, the Air Medal, the Navy and Marine Corps Commendation Medal with two Gold Stars, and the Navy and Marine Corps Achievement Medal with one Gold Star. He has over 2,500 flight hours in numerous fleet and training aircraft.



REPORT ON

REAR ADM NORA TYSON

081028-N-7095C-002 SINGAPORE (Oct. 28, 2008) Vice Adm. John Bird, Commander, U.S. 7th Fleet, center right, greets naval leaders from the United Kingdom, New Zealand and Australia after an office call with **Rear Adm. Nora Tyson**, right, **Commander, Logistics Group Western Pacific**. While in Singapore, Bird will also meet with Republic of Singapore Navy leaders and attend a reception aboard the aircraft carrier USS Ronald Reagan (CVN 76). (U.S. Navy photo by Mass Communication Specialist 2nd Class Seth Clarke/Released)

What you are about to read is a true story of one of our Medal Of Honor recipient ——You're a 19 year old kid, critically wounded and dying in the jungle in the Ia Drang Valley, 11-14-1965, LZ Xray, Vietnam . Your infantry unit is outnumbered 8 - 1, and the enemy fire is so intense, from 100 or 200 yards away, that your own Infantry Commander has ordered the Med-evac helicopters to stop coming in. You're lying there, listening to the enemy machine guns, and you know you're not getting out. Your family is half way around the world, 12,000 miles away, and you'll never see them again. As the world starts to fade in and out, you know this is the day you're going to die. Then, over the machine gun noise, you faintly hear that sound of a helicopter, and you look up to see an un-armed Huey, but it doesn't seem real, because there are no Med-Vac markings on it. Ed Freeman is coming for you. He's not Med-evac, so it's not his job, but he's flying his Huey down into the machine gun fire, after the Med-evacs were told not to come. He's coming anyway. He drops it in and sits there in the machine gun fire as they load 2 or 3 of you on board. Then he flies you up and out through the gunfire, to the waiting doctors and nurses. And, he kept coming back..... 13 more times..... And took over 30 of you and your buddies out, who would never have gotten out. Medal of Honor recipient Ed Freeman died on Wednesday, 26 Sep 08, in Boise , ID , at the age of 80 ... **May God rest his soul**

Oh, I forgot to mention — Paul Newman died that same day — Got a lot more publicity than Ed Freeman — Am I missing something, or ——????????????

The USS Bataan Association does not need a “bailout”- we just need some assistance

- **Our membership is aging and fewer of our members are willing/able to serve in positions on the Board. During our upcoming reunion in Tulsa we will have a business meeting and during that meeting there will be an election of officers to fill the positions of President, Vice-President, Secretary, Treasurer and Chaplain. Do a self-analysis of your abilities and consider running for one of these offices.**
 - **Do you have access to a computer? Do you have an e-mail address, and does our membership roster have the correct e-mail address listed? Have you accessed our web site at www.bataancv129.org ? If so, please review the membership roster available on the web and send changes to bataancv129@ktc.com , whavig@aol.com and scosenza1@cox.net .**
 - **Our records indicate that nine of our members passed away in 2008. Additionally twenty two members were moved to the “Inactive” list. This move was necessitated by the member’s failure to pay dues since 2006 or the member has moved without leaving a forwarding address.**
 - **We presently have 297 members to whom we send our periodic newsletters. The cost for postage exceeds \$125. A significant number of these newsletters are returned to us because the individuals have moved and have failed to leave a forwarding address.**
 - **If you are on the internet and have an e-mail address that will accept attachments of approximately 4 MB, please consider asking me bataan29@ktc.com to send your newsletters to your e-mail address. This will get your newsletter to you early and in “living color”. Of course the preferred option will be to access our web site and print-out the current newsletter in “living color”. Let us know if you are willing to do so, and we will remove you from the “snail-mail” mailing list.**
 - **We are presently sending newsletters to fifty two (52) surviving spouse/(Life) members. We have never canvassed these (Life) members to determine if they desire to remain on our distribution list. This newsletter includes a stamped/pre-addressed postcard which solicits confirmation from the (Life) members as to their desires regarding receiving the newsletters. Please fill out and return the card to help us in reducing the work and costs associated with our mailings. If the post card is NOT returned we will assume that the recipient does not desire to remain on the mailing list for newsletters.**
- Many of the Military periodical magazines are no longer willing to post our annual reunion announcements unless the individual requesting the posting is a member of that organization. If you have been looking for the announcement of our Tulsa reunion in one of these periodicals, the above may explain why our postings are so few this year. Seems like “word of mouth” and our web site www.bataancv129.org remain our best platforms for letting others know of our impending reunions-Call a Friend!!!!!!**

**USS BATAAN CVL 29/ LHD 5 ASSOCIATION — THE 22ND REUNION
TULSA, OKLAHOMA MAY 13TH — MAY 17TH, 2009**

Format to the TULSA reunion——

Wednesday, May 13th —

1:00PM— 5:00PM — Registration
1:00PM — 4PMPM — Hospitality Room is open
6:00PM — 9:00PM Welcome Dinner with music and dancing

Thursday, May 14th

Breakfast at the Hotel and late registration (breakfast is part of the room rate)
8:15AM — Board busses for the Memorial Services at the Will Rogers Memorial
11:45AM — Board busses for Lunch
1:45PM — Board busses for Long's Gun Museum.
3:00PM — Board busses for the Hotel — Hospitality Room is open.

Friday, May 15th —

Breakfast at the Hotel
9:15AM — Board Busses for Gillcrease Museum
11:45 AM_ Board Busses for lunch at Furr's Cafeteria
1:30PM Board busses for the Phillbrook Museum
3:00PM — Board busses to the Hotel — Hospitality Room is open.

Saturday, May 16th —

Breakfast at the Hotel
9:AM — Business meeting in the Hospitality Room
7:PM — Dinner Dance

Sunday, May 17th

Breakfast and our good-bys until next year

CUT-OFF DATE FOR REGISTRATION IS 10 APRIL, 2009

COMPLETE THE FOLLOWING FORM

EVENT PACKAGE \$ 110.00 X _____ (HOW MANY) = \$ _____

NAME _____ GUEST _____ PHONE _____

_____ CITY _____ STATE _____ ZIP _____

CHOICE OF BANQUET MEAL:

BEEF _____ -(HOW MANY) OR CHICKEN _____ (HOW MANY)

TOTAL MEALS _____ @\$40.00 PER MEAL \$ _____

TOTAL REGISTRATION FEE _____ @ \$20.00 PER PERSON

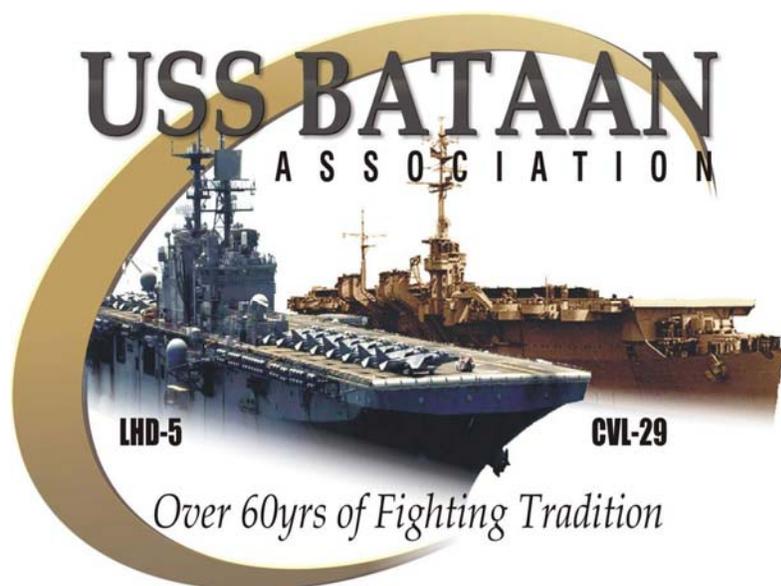
\$ _____

TOTAL MONIES SENT \$ _____

**Make checks payable to USS BATAAN ASSOCIATION and sent to :
Allen Lamont 21625 S. 4110 Rd. Claremore, OK 74019 Telephone 1-918-341 1883**

(HOW TO MAKE ROOM RESERVATIONS ARE FOUND ON THE LAST PAGE OF THIS LETTER)

Sando COSENZA
4448 E. CHEYENNE DR
PHOENIX, AZ 85044—1619



22ND BATAAN REUNION —TULSA, OKLAHOMA

RESERVATIONS AT THE EMBASSY SUITES HOTEL

TULSA — I-44

3332 S. 79TH EAST AVENUE, TULSA,OK 74145

(918) 622-4000

**WHEN MAKING RESERVATIONS, CONTACT — LACY LONGACRE OR
LINDA WALL; TELL EITHER ONE THAT THE CODE IS USS BATAAN**

The room rate is \$127.14 per day and this includes.

- > **Luxurious two room suite, complete with private bedroom, king or two double**
- > **Separate living room with sofa bed, well-lit dining/work area**
- > **Two dual-line telephones with voice mail**
- > **Two remote control televisions with cable, in-suite movies, video games**
- > **Automated guestroom voice mail**
- > **Wireless high speed internet access**
- > **COMPLIMENTARY full cooked-to-order breakfast each morning**
- > **COMPLEMENTARY Night Managers Reception featuring your favorite Beverages**
- > **COMPLIMENTARY airport transportation by calling (918)622-4000**
- > **COMPLIMENTARY PARKING**
- > **COMPLIMENTARY morning USA TODAY (Monday through Friday)**