

Semper Fi

"THE SCUTTLEBUTT"

<http://www.mcltraecoheedet115.org/>

May 2016 Edition



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SSgt Walter F. "Trae" Cohee III
Detachment # 115
Salisbury, MD

DETACHMENT OFFICERS

2016 - 2017

Commandant: Bob Miller

Senior Vice Commandant: Ed Elder
Judge Advocate: Ed Hearthway
Paymaster: Andy Bouma
Sgt-At-Arms: Jeff Merritt

Junior Vice Commandant: Roger Martinson
Junior Past Commandant: Ed Elder
Adjutant: Richard Hyson
Chaplain: Rhuel Goslee

Web Sergeant: Don Elseroad

Original Charter Date May 10, 1970

MEETING TIME & PLACE

Meetings are always held on the second Wednesday of each month. The next regularly scheduled meeting would be held on June 8th, 2016 at 1900 (7:00 P.M.) at the American Legion Post 64, 1109 American Legion Road, Salisbury, MD 21801.

Please make every effort to attend.

Upcoming Holiday's & Events



2016 Mideast Division Conference

June 24 through 26, 2016

To be held at the Wilmington- Christina Hilton, 100 Continental Drive, Newark DE 19713.

Telephone to make reservations at 800-348-3133 or 302-454-1500

It is conveniently located off I-95 exit 4B

<http://www.hiltonchristiana.com/>

Room rate is \$124.99 a night and includes full breakfast buffet

Banquet is \$34.00

If you need a registration form, you can email Evie Remines at mclchick@hotmail.com

All registrations forms are also available on the following link:

<http://mclnational.org/Portals/11/Documents/DVC/Mideast/MideastDivConference2016RegistrationEnterable.pdf?ver=2016-02-06-174416-677>

A few unique destinations nearby include Delaware Park Raceway & Casino, Longwood Gardens, Delaware Museum of History, the Christiana Mall and Colonade

93rd Annual National Convention – Tulsa, OK

August 7 through 12, 2016

Hyatt Regency Tulsa, 100 East 2nd Street, Tulsa, OK (918) 234-1234

Online reservations: <https://aws.passkey.com/event/14080583/owner/55460/home>

More information coming soon!

Overflow Hotel

8 - 12 August 2016

Courtyard by Marriott - Tulsa Downtown

415 South Boston Avenue, Tulsa, OK

(800) 721-7033 or (918) 508-7400

Online reservations

Rate \$107.00 per night (plus tax)

Standard King or Double Queen

includes valet parking and breakfast

Group code is MCL

"Sick or in Distress"

MCL Members Gloria HOWARD, Walt & Jeanne COHEE and Tom CORCORAN are having or have recently had various health problems. Please keep these folks and their families in your thoughts and prayers.

"Membership Happenings"

(Please advise the Editor of any errors or omissions)

<p><u>JUNE "HAPPY BIRTHDAYS"</u> 4th Tina LINDSTROM 21st Cecelia SIEGEL 23rd Thomas GORMAN 24th Eric WILK</p>	<p><u>JUNE ANNIVERSARIES</u> 13th Missy & Richard HYSON (58 yrs) 20th Leslye & John BRENNER (41 yrs)</p>
<p><u>JUNE MCL ANNIVERSARIES</u> None Known</p>	<p><u>MEMBERSHIP RENEWALS DUE IN JUNE</u> William WHEATLEY</p>
<p><u>WELCOME ABOARD</u> None reported to your editor</p>	<p><u>MEMBERSHIP'S RENEWED</u> Richard CARRILLO Wayne LAWSON Tina LINDSTROM George MURRAY Danny PARSONS Paul TOMKO Tom CORCORAN Roger MARTINSON</p>

DON'T LET YOUR MEMBERSHIP LAPSE

Please send your \$24.00 checks made payable to "MCL Det 115" to our paymaster.

Andy Bouma, Paymaster
32175 Bonhill Dr
Salisbury, MD 21804-1464



**DON'T DELAY...JOIN TODAY
THEN CONSIDER GOING 'LIFE'
NOW IS THE TIME TO DO IT**

Cuba's Vietnam War Involvement

Researched by John Lowery

Whatever one thinks of President Barack Obama's overtures to Cuba and the accompanying prisoner exchange, an important consideration in need of immediate attention is an accounting of our servicemen captured in the Vietnam War and imprisoned in Cuban-operated POW camps. Of utmost importance is an accounting of the 17 American airmen captured in North Vietnam and then taken to Cuba for medical experiments in torture techniques.

Most Americans are unaware that Cuba was deeply involved in the Vietnam War. In fact they had an engineering battalion called the "Girón Brigade," that was maintaining Route Nine, a major enemy supply line into South Vietnam. Their facilities included a POW camp and field hospital very near the DMZ, just inside North Vietnam. Meanwhile Cuban interrogators worked in Hanoi at a prison known as the Zoo. We know of these operations and some of what happened to our servicemen after some managed to survive and be repatriated in the winter of 1973, during Operation Homecoming.

Following his release Major Jack Bomar, a Zoo survivor, described the brutal beating of Captain Earl G. Cobeil, an F-105F electronics warfare officer, by Cuban Major Fernando Vecino Alegret, known by the POWs as "Fidel." Regarding Captain Cobeil, Bomar related, "he was completely catatonic. ... His body was ripped and torn everywhere...Hell cuffs appeared almost to have severed his wrists...Slivers of bamboo were imbedded in his bloodied shins, he was bleeding from everywhere, terribly swollen, a dirty yellowish black and purple [countenance] from head to toe."

In an effort to force Cobeil to talk "Fidel smashed a fist into the man's face, driving him against the wall. Then he was brought to the center of the room and made to get down onto his knees. Screaming in rage, Fidel took a length of rubber hose from a guard and lashed it as hard as he could into the man's face. The prisoner did not react; he did not cry out or even blink an eye. Again and again, a dozen times, [Fidel] smashed the man's face with the hose."

Because of his grotesque physical condition Captain Cobeil was not repatriated but instead was listed as "died in captivity," with his remains returned in 1974. (Miami Herald, August, 22 1999, and Bengé, Michael D. "The Cuban Torture Program, Testimony before the House International Relations Committee, Chaired by the Honorable Benjamin A. Gilman, November 4, 1999.) Incredibly, Fidel's torture of Major James Kasler is well known as he somehow managed to survive the Cuban's torture.

Much less is known about our 17 captured airmen taken to Cuba for "experimentation in torture techniques." They were held in Havana's Los Maristas, a secret Cuban prison run by Castro's G-2 Intelligence service. A few were held in the Mazorra (Psychiatric) Hospital and served as human guinea pigs used to develop improved methods of extracting information through "torture and drugs to induce [American] prisoners to cooperate."

After being shot down in April of 1972, U.S. Navy F-4 pilot, Lt. Clemmie McKinney, an African-American, was imprisoned near the Cuban compound called Work Site Five. His capture occurred while then-Cuban president Fidel Castro was visiting the nearby Cuban field hospital. Although listed as killed in the crash by DOD, his photograph standing with Castro, was later published in a classified CIA document.

More than 13 years later, on August 14, 1985, the North Vietnamese returned Lt. McKinney's remains, reporting that he died in November 1972. However, a U.S. Army forensic anthropologist established the "time of death as not earlier than 1975 and probably several years later." The report speculated that he had been a guest at Havana's Los Maristas prison, with his remains returned to Vietnam for repatriation. (We also paid big money for the remains—delivered in stacks of green dollars to Hanoi aboard an AF C-141 from Travis AFB, California.) Unfortunately, our servicemen held in the Cuban POW camp near Work Site Five (Cong Truong Five), along with those in two other Cuban run camps were never acknowledged nor accounted for and the prisoners simply disappeared.

If our honor code of "Duty, Honor, Country," and our national policy of "No man left behind," are more than meaningless slogans, then before our relations with Cuba can be normalized, their murderous leadership must account for our POWs—especially the 17 airmen taken to Cuba. The civilized world and American veterans demand it.

Veteran ID Card Implementation in 2017

Congress passed legislation for a new veteran ID card last summer, but it will likely be another year before any are issued. The Department of Veterans Affairs has begun drafting regulations for production and issuing of the ID cards, designed to give veterans easy proof of their military service for non-federal activities. Legislation authorizing the cards, sponsored by Rep. Vern Buchanan (R-FL) passed through Congress without objection last July. He argued that veterans needed the option for a veterans ID to help individuals who have to carry around copies of their discharge paperwork to get discounts or services at a host of private businesses. Veterans requesting the IDs would have to pay a small, yet-to-be-determined fee, to cover production costs. But Veterans Affairs officials said it will likely still be months before anyone gets the new cards. The rule-making process is expected to take at least another year, with production and issuing times still to be decided.

“This is a lengthy process that requires time for a public comment period as well as approval from the Office of Management and Budget,” officials said in a statement this week. “VA currently estimates the program will be implemented in 2017.” That’s a disappointment for veterans who had hoped to ditch their DD-214s for the next trip to the hardware store or for local restaurant deals. Advocates have complained that practice is both inconvenient and unsafe, given the personal information included on official military documents. No veterans will be required to get the IDs, and the cards will not replace medical IDs or official defense retiree cards. Supporters called it a simple way to honor veterans’ service

King Stallion is an absolute beast of a helicopter..... ~ Cleophas Cox

With the capacity to lift 88,000 lbs, the Sikorsky CH-53K King Stallion is a true workhorse. It’s primed to be the premier lift helicopter by leveraging the lessons learned from its predecessors, the CH-53A, D and E.

The new metal beast of the air had its first flight on October 27, 2015. The 55-minute flight at Sikorsky’s West Palm Beach flight test center was a real milestone considering the technical delays since 2014, mainly from the main gearbox.

The King Stallion will replace the current largest and heaviest helicopter in the military, the Marine Corps’ CH-53E Super Stallion, which has been in service since 1980. Like the CH-53E, the King Stallion will also serve in the Corps. Although it’s not a game changer, it’s an overall improvement in power, speed, lift, structure, and more.

Here’s its first performance: <https://www.youtube.com/embed/9a5smA92uLY>

WARNING FROM SHELL OIL COMPANY

Please share this information with ALL your family & friends, especially those who have kids in the car with them while pumping gas. If this were to happen, they may not be able to get the children out in time

Here are some reasons why we don't allow cell phones in operating areas, propylene oxide handling and storage area, propane, gas and diesel refueling areas..

The Shell Oil Company recently issued a warning after three incidents in which mobile phones (cell phones) ignited fumes during fueling operations

In the first case, the phone was placed on the car's trunk lid during fueling; it rang and the ensuing fire destroyed the car and the gasoline pump..

In the second, an individual suffered severe burns to their face when fumes ignited as they answered a call while refueling their car!

And in the third, an individual suffered burns to the thigh and groin as fumes ignited when the phone, which was in their pocket, rang while they were fueling their car.

You should know that: Mobile Phones can ignite fuel or fumes

Mobile phones that light up when switched on or when they ring release enough energy to provide a spark for ignition Mobile phones should not be used in filling stations, or when fueling lawn mowers, boat, etc.

Mobile phones should not be used, or should be turned off, around other materials that generate flammable or explosive fumes or dust, (I.e., solvents, chemicals, gases, grain dust, etc...)

TO sum it up, here are the Four Rules for Safe Refueling:

- 1) Turn off engine
- 2) Don't smoke
- 3) Don't use your cell phone - leave it inside the vehicle or turn it off
- 4) Don't re-enter your vehicle during fueling.

Bob Renkes of Petroleum Equipment Institute is working on a campaign to try and make people aware of fires as a result of 'static electricity' at gas pumps. His company has researched 150 cases of these fires.

His results were very surprising:

- 1) Out of 150 cases, almost all of them were women.
- 2) **Almost all cases involved the person getting back in their vehicle while the nozzle was still pumping gas. When finished, they went back to pull the nozzle out and the fire started, as a result of a static spark from their bodies from sliding out of the vehicle.**
- 3) **Most had on rubber-soled shoes.**
- 4) **Most men never get back in their vehicle until completely finished. This is why they are seldom involved in these types of fires.**
- 5) **Don't ever use cell phones when pumping gas**
- 6) **It is the vapors that come out of the gas that cause the fire, when connected with static charges.**
- 7) **There were 29 fires where the vehicle was re-entered and the nozzle was touched during refueling from a variety of makes and models.. Some resulted in extensive damage to the vehicle, to the station, and to the customer.**
- 8) Seventeen fires occurred before, during or immediately after the gas cap was removed and before fueling began.

Mr.. Renkes stresses to NEVER get back into your vehicle while filling it with gas. If you absolutely HAVE to get in your vehicle while the gas is pumping, make sure you get out, close the door TOUCHING THE METAL, before you ever pull the nozzle out. This way the static from your body will be discharged before you ever remove the nozzle.

As mentioned earlier, The Petroleum Equipment Institute, along with several other companies now, are really trying to make the public aware of this danger.

Once again I ask you to please share this information to ALL your family and friends, especially those who have kids in the car with them while pumping gas. If this were to happen to them, they may not be able to get the children out in time.



The Spring 2016 issue of the Woof O Gram may be viewed on the following link.

<http://www.moddkennel.org/Portals/4/WOGs/WOGSpring2016.pdf?ver=2016-03-25-081335-183>

RAO Bulletins

Each month your editor attempted to review all RAO Bulletins and put articles deemed important to veterans into our newsletters.

However, what may be important to me may not be important to you and I may very possibly overlook something you as a veteran might like to know about, so I am providing a link below that will take you to the current bulletin so that you might look it over. The below bulletin is dated May 15th, 2016 and needs to view before June 1st, 2016 or the link will no longer work.

[http://www.nhc-ul.com/Bulletin%20160515%20\(PDF%20Edition\).pdf](http://www.nhc-ul.com/Bulletin%20160515%20(PDF%20Edition).pdf)

EVERY DAY PRAYER REQUEST

"Lord, hold our troops in your loving hands. Protect them as they protect us. Bless them and their families for the selfless acts they perform for us in our time of need. Amen."

FREEDOM IS NOT FREE
Support Our Troops



I pledge allegiance to the flag of the United States of America and to the Republic for which it stands,
One Nation under God, indivisible, with liberty and justice for all.

From your editor

If you are receiving this newsletter via "Snail Mail" and have email capability, please email me at 53usmc73@bvn.net so that I can add you to my address book and cut down on the postage.
Any comments or suggestion on what should be in our newsletter! Articles/information you need! Let me know! The newsletter will go to press on or about the weekend following each meeting.

Don Elseroad, Editor

LINKS TO CHECK

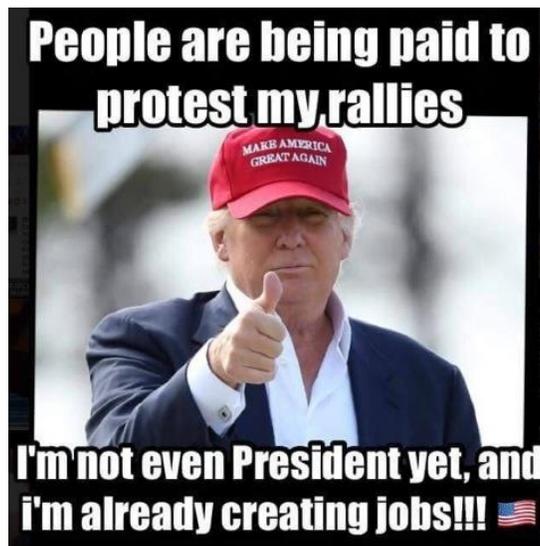
Many of you if not all skip over these links. If you do you are missing out on some good stuff.

<http://jwvsw.org/carriers.pdf>

<https://www.youtube.com/embed/XELWyJeKSV0?rel=0&showinfo=0>

GOING TO THE BOAT

-- Once a Marine, Always a Marine --



GOD BLESS AMERICA



**THE FOLLOWING BUSINESSES ARE OWNED/OPERATED BY
MARINES ON THE LOWER EASTERN SHORE. IF THE NEED
ARISES, CHECK THEM OUT.**

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