



UPCOMING EVENTS

JUNE

- 2 Council T-Bone Dinner | 6:30 pm
Mirage Club
- 14 Flag Day - *Proudly fly your U.S. Flag!*
- 16-21 National Navy League Convention
Tampa Florida
- 21 USCGC Richard Dixon WPC-1113
Ship Commissioning, Tampa, FL
- 22 Navy League Post-Convention
Carnival Cruise, Caymen Islands

JULY

- 4 25th Annual Freedom Fest
Imperial Valley College | Dusk
- 7 No Meeting Fundraiser for
U.S. Naval Sea Cadet Corps

AUGUST

- 4 No Meeting Fundraiser for
U.S. Naval Sea Cadet Corps

SEPTEMBER

- 1 Council T-Bone Dinner | 6:30 pm
Mirage Club

Navy League of the United States
Citizens in Support of the Sea Services



U.S. Navy



U.S. Marine Corps



U.S. Coast Guard

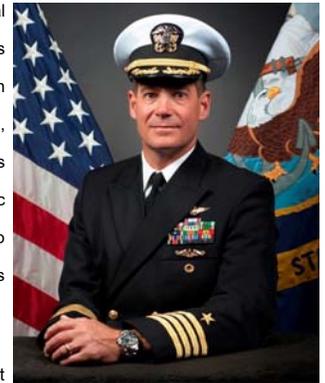


U.S.-flag
Merchant Marine

Not your average Sailor: Submariner to Aviator

Captain William Doster, Commanding Officer, Naval Air Facility El Centro to speak in June

Captain William Doster is an Arizona native and University of Arizona Naval ROTC graduate with a BS degree in Aerospace Engineering. His first assignments were to Naval nuclear power school in Orlando, FL and nuclear prototype training in Idaho Falls, ID. Following nuclear power training and basic submarine officer training, he reported to USS Maryland (SSBN 738, Gold Crew). He earned his gold dolphins and completed five strategic deterrent patrols including the first Ohio class strategic deterrent patrol to the Mediterranean Sea. Following selection for a lateral transition to naval aviation, he reported for training as a student Naval aviator and received his Wings of Gold in Kingsville, TX.



Completing training in the EA-6B Prowler, he reported for duty with VAQ-136 at Atsugi, Japan in September where he completed numerous at sea periods embarked in USS Kittyhawk (CV 63) with Carrier Air Wing FIVE. He reported for FRS Instructor duty with VAQ-129 in Whidbey Island, WA serving as the FRS Safety/NATOPS officer and then reported to VAQ-139 for his Department Head tour. He flew combat sorties in the opening weeks of Operation IRAQI FREEDOM from USS Abraham Lincoln (CVN 72) as well as a subsequent Western Pacific deployment embarked in USS John C. Stennis (CVN 74) with Carrier Air Wing FOURTEEN. He held billets as both Administration and Maintenance Officer.

Captain Doster's Joint tour was with US Central Command in Tampa, FL where he served as an action officer in the Operations Directorate before being selected to serve as the Executive Assistant to the Director of Operations (J3). Following this tour, he was selected to attend National War College in Washington, DC and where he received a MS degree in National Security Strategy Studies.

Captain Doster reported to Training Wing One in August 2008 for command of VT-7. Under his command, VT-7 safely flew over 23,000 flight hours while instructing fledgling Strike/Fighter pilots in the T-45C. His squadron twice earned the Chief of Naval Operations Safety Award as well as the Secretary of the Navy Safety Excellence Award.

After his command tour, he reported to USS CARL VINSON (CVN 70) as the Air Boss. He completed one deployment supporting Fifth and Seventh Fleet operations, the largest CNO Planned Incremental Availability ever planned for an aircraft carrier, as well as several FRS and CNATRA carrier qualification periods. CARL VINSON Air Department earned the Yellow "E" for operational and safety excellence each of the two years during his tour.

Captain Doster assumed command at Naval Air Facility El Centro in August 2014. He is a unique U.S. Naval officer having served in both submarine and naval aviation. He is entitled to wear both the gold-dolphin and wings insignia. He is qualified as a Naval Nuclear Engineer and has accrued over 2,500 flight hours and 450 arrested landings on ten aircraft carriers.

His awards include the Defense Meritorious Service Medal, Meritorious Service Medal (2), Individual Air Medal (with combat V), Strike Flight Medal, multiple Navy and Marine Corps Commendation Medals (one with combat V), multiple Navy Achievement Medals and various unit awards.

OUR ADOPTED
COMMANDS
AND UNITS



NAVAL AIR FACILITY
EL CENTRO



US NAVY BLUE ANGELS



USS FITZGERALD DDG 62



USMC MARINE ATTACK SQUADRON
VMA-214



VFA-122
THE FLYING EAGLES



USCGC SHERMAN
WHEC 720



DESERT EAGLE SQUADRON
ESCONDIDO BATTALION &
TRAINING SHIP KIT CARSON
US NAVAL SEA CADET CORPS

NAVY FACES SHIPBUILDING CRISIS: Strain on Navy-Marine Corps Team

Navy League Legislative Update

The Department of the Navy has released the first unclassified report in six years on the dangerous expansion of Chinese naval power. It states clearly that China is making significant investments in its sea services. And yet the U.S. Navy continues to shrink.

The ability of our Navy, Marine Corps, and Coast Guard to protect our shores, interests, and values depends in large part to the quality and quantity of ships in their forces. The quality and quantity of ships in the fleet depends on having a healthy shipbuilding industry which is regularly and adequately funded. As the Navy plans to stave off decreasing the size of the fleet, and the Coast Guard continues a plan to recapitalize their aging cutters, it is critical to make strong investments in building the future force. Shipbuilding is particularly sensitive to funding cuts due to several factors involving the shipyards themselves, the highly skilled labor force, and the ships that these companies build. Overall, the shipbuilding industry is a foundational part of our military capability and economic vitality across the country.

Shipyards are limited to areas of the country near waterways. There are 117 shipyards that are actively building ships and another 200 that maintain and repair vessels. The vast majority of these yards produce commercial vessels—mostly barges used for river or coastal commerce. However, because Navy ships are large and require specific and highly classified technologies, the Navy must rely on six large domestic shipyards to build its combatants and supply ships.



Even though shipyards must be located on waterways, it would be a mistake to assume that shipbuilding only generates jobs and innovation locally. It is estimated that in 2011 shipbuilding and repair work in the United States directly employed 107,240 workers, and over 400,000 workers in every state indirectly from second and third tier suppliers. Shipbuilding also spurs growth in other sectors of the economy. In 2011, shipbuilding led to over 31 thousand jobs in manufacturing and 3,500 in agriculture. Overall shipbuilding generated \$23.9 billion in worker income and contributing \$36 billion to our national GDP. Every single state and locality benefits from the health of shipbuilding.

The shipbuilding industry also helps create highly skilled workers. Naval ships are some of the most complex machines in existence and require extensive knowledge on how to properly integrate the numerous systems. It takes time and resources to train a worker to this high skill level, making shipyard workers a necessary and worthwhile investment. As a result shipbuilding companies invest in their labor force— the typical shipyard worker's salary is 45 percent higher than the national average. The construction of even a single ship requires a large number of workers. If a program gets cut many of these workers will leave for other industries, leaving shipbuilding with a smaller labor force. This would be a hard blow to our sea services, our work force, and our economy.

A commonly said phrase in Washington, DC is "you go to war with the force you have, not the force you want." Because of this, our national security is hinged on the health of the shipbuilding industry. In naval terms, a fleet may go into operations with ships that were designed and built decades ago. The average Coast Guard cutter is over 40 years old. It takes years to design a ship with all its components and weapon systems, and several more years to build it. Any new ship class or changes in design will take years before it will become operational. Once these ships are in service they will remain in commission for several decades. This results in two things. First, because naval ships and Coast Guard cutters have such a long expected service life, regular maintenance is critical in keeping them effective. Ships need drydocks for repairs and maintenance to hulls which is often executed by shipyard. A limited number of drydocks restricts the amount of maintenance work that can be done at any given time. Second, even relatively small cuts to shipbuilding and maintenance programs will negatively impact the fleet for decades. For example, a ten percent cut to a two ship program means that only one ship will be built since it is impossible to divide a ship into smaller units. The cut would also mean that if funding for the cut ship is restored in future years, it will still be delayed keeping the overall fleet size below requirements. However, even if the funding is restored, shipyards may not have been able to sustain their workforces and facilities with such a decrease in work, leaving the shipyards without the capacity produce the needed number of ships.

The health of our sea services directly depends on the health of the shipyards that produce the fleet. Any cuts or delays to shipbuilding funding will have disproportionate and lasting effects on the number of ships in the fleet and on the number of skilled workers that the shipbuilding industry can sustain. The sea services in the future rely on the shipyards of today.

THE FATHER OF FLAG DAY

National Flag Day, Sunday, June 14

On June 14th, 1885, Bernard J. Cigrand, a 19 year old teacher at Stony Hill School, placed a 10 inch, 38- star flag in a bottle on his desk then assigned essays on the flag and its significance. This observance, commemorated Congresses adoption of the Stars and Stripes as the flag of the United States on June 14, 1777. This observance was also the beginning of Cigrand's long years of fervent and devoted effort to bring about national recognition and observance of Flag Day. The crowning achievement of his life came at age fifty when President Wilson, on May 30, 1916, issued a proclamation calling for a nation wide observance of Flag Day. Then in 1949, President Truman signed an Act Of Congress designating the 14th day of June every year as National Flag Day. On June 14th, 2004, the 108th U.S. Congress voted unanimously on H.R. 662 that Flag Day originated in Ozaukee County, Waubeka Wisconsin.



Bernard J. Cigrand



Important Flag Etiquette

Our nation's flag is to be respected, never defaced or scorned. There are appropriate ways to show respect in the presence of the flag. During the ceremony of hoisting or lowering the flag, or when the flag is passing in a parade or in a review, everyone should face the flag and stand at attention with their right hands over their hearts. Military members who are present and in uniform should render the military salute; when not in uniform, a man should remove his hat, if wearing one, with his right hand and hold it at the left shoulder, the hand being over the heart. Also recently authorized by the Secretary of Defense, out of uniform active-duty and retired military may now salute the flag during ceremonies while wearing a

hat (cover) or uncovered. Otherwise, the right hand should be placed over the heart while standing at attention.

Citizens of other countries should stand at attention. The salute to the flag in a moving column (such as a parade) is rendered the moment the flag passes. When driving a car on a military installation and "Colors" or "Retreat" (when the national flag is hoisted at 0800 or lowered at sunset on naval bases, or 1700 on Army and Air Force bases) is sounded, stop the car if safe to do so and wait until the ceremony has been completed. If walking, stop, turn toward the flag or music, and stand at attention with your right hand over your heart.

When the flag is displayed during the playing of the national anthem, all present, except those in uniform, should stand at attention facing the flag, with the right hand placed over the heart. A man not in uniform should remove his hat, if wearing one, with his right hand and hold it at the left shoulder, the right hand being over the heart. Persons in uniform stand and render the military salute at the first note of the anthem and hold their salute until the last note is played. When the flag is not displayed, those present should face the music and act in the same manner they would if the flag were displayed there.

BECOME A SPONSOR TODAY!

Sponsorships are critical to underwriting the cost of meals for our active-duty Navy and Marine Corps guests, thereby helping us to defray our costs. In return, our Sponsors receive the gratitude of the council, and our active duty personnel. In addition, our Sponsors receive advertising in this Newsletter, on our website and monthly recognition during our dinner meetings. Please contact Gaylla Finnell at (760) 336-0015 for more information on becoming a sponsor.

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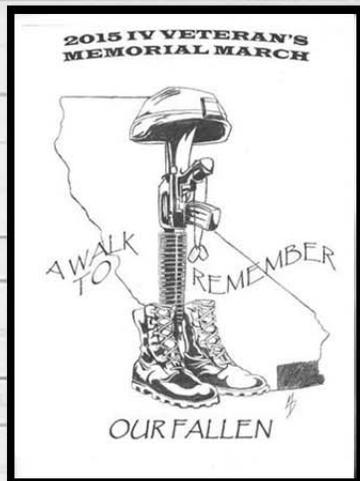
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MEMORIAL DAY SERVICES

Veterans Memorial March

Evergreen Cemetery



“And I’m proud to be An American, where at least I know I’m free.

And I won’t forget the men who died, who gave that right to me.”

- Lee Greenwood

MEMORIAL DAY

HONOR THEIR SERVICE

We wish to thank our Desert Eagle Sea Cadet Squadron for providing colors for the Memorial day services at Evergreen Cemetery, and our volunteers for their donation of refreshments.



Navy League of the U.S.

Imperial Valley Council
P.O. Box 3834
El Centro, CA 92244-3834

NEXT DINNER

JUNE 2

6:30 PM