

## Notes to Consider...

Investigative Report:

*The Murky Service History of LTC Amy McGrath, USMC (Ret.)*

By G.S. Morris — 24 September 2018



Reactions to my assertion Lt. Colonel (Ret.) Amy McGrath piloted no combat missions have ranged from naive misinterpretations of her Wikipedia profile page to flat denial and an ad hominem attack upon this writer's military service. I've reached out to the McGrath Campaign on five occasions seeking a simple clarification of her military flight service. We patiently await for her to "see about that" reply.

Recapping the timeline of Amy McGrath's US Marine air service, she was initially trained as a Naval Flight Officer (NFO),

specifically a Weapons Systems Officer (WSO) aboard a Marine F/A-18D fighter/attack jet. Her duty in Afghanistan in 2002 and Iraq in 2003 was as a WSO in land based Marine F/A-18Ds. After having trained as an NFO air combat tactics instructor, McGrath was trained as a Naval Aviator (Pilot) sometime between 2004-2005, and served in East Asia between 2007-2009. In 2010, she returned for a tour of duty in Afghanistan. Answers to the following direct questions would make crystal clear for voters if "eighty-nine combat missions" and "fighter pilot" may truthfully be said of McGrath in the same breath:

1. How many hours did you pilot an F/A-18D during your initial flight training between 1997-1999?
2. How many combat missions did you pilot an F/A-18D between 2002-2003?
3. How many piloted flight hours (apart from training) did you log in an F/A-18 between 2006-2009?
4. Given the multiple depictions and references to F/A-18 carrier operations in your ads; how many aircraft carrier takeoff and landings have you completed as the pilot of an F/A-18 during combat operations?
5. How many combat missions did you pilot during your 2010 Afghanistan tour of duty?

Watching McGrath's campaign commercials using the "Reasonable Man" standard clearly leads voters to assume she piloted eighty-nine combat missions over her career. In reality, ample evidence exists Amy McGrath has piloted no combat missions: No photographic evidence of any aircraft stenciled with her name outside the pilot's (or curiously, WSO's) seating position; the Marine Corps' F/A-18D Models have no flight controls or means to drop ordnance available to the back seat WSO; and according to the Official History of the 3rd Marine Air Wing, they took to Afghanistan in 2010 a grand total of one dozen F/A-18 Hornets (10 C Models/ 2 D Models). If McGrath had piloted any of those jets on combat missions we'd have heard (and seen) all about it in a continual ad loop.

In summary, probable cause exists to believe Lt. Colonel (Ret.) Amy McGrath has consciously mislead voters about the true nature of her military service. Specifically, evidence is mounting she has never piloted a fighter plane on combat missions. If such a conclusion is proven wrong via documentation, integrity would demand I then issue an apology. On the other hand if my conclusions are correct, integrity would demand Candidate McGrath deliver to the voters of Kentucky's 6th Congressional District an apology for her misrepresentations and conflation.

Next Week: Woodcraft

## Yards to Paradise Landscaping

MOLES: How Deal With Them In The Yard?

By Max Phelps

If you have a mole problem, then "congratulations" since you likely have healthy, rich soil which is supporting all sorts of life down below the surface. And the moles have shown up for the delicacies spread out like food on a buffet bar.

While moles don't tend to hurt too much, they can sure make the yard lumpy. And they may disturb grass roots and this result in some brown spots in the yard when dry weather and hot sun comes along.

Big fat grubs and luscious earthworms are mostly what the moles are after if they are tunneling in your yard. This is a sign of rich organic topsoil which supports abundant life just below the surface.

Moles are carnivores—this means they don't eat your tulip bulbs—blame that on voles, mice, squirrels and chipmonks.

In fact, moles can be good for a yard, especially for established trees. Their rooting around aerates the soil naturally. (You won't need the lawn guy with the aerator.) And if your neighbor has moles but they never venture onto your property, then you're either putting something on your lawn that kills the grubs and worms, or your dirt is so sorry that the moles aren't interested in the effort they'd have to put out to get a measly lunch in your yard!

Let's get to the point. If you have moles you may likely be wanting rid of them.

How do you do that? The most sure way is probably to trap them with a trap that will be set out over one of their main tunnels, and spring loaded. When the mole comes down the tunnel where the trap is set, sharp metal spikes are sprung, and that mole isn't going to bother you again.

Poison "peanuts" are another way to kill the moles. Poke a hole into their tunnel, and put some of this poison into the hole, then cover or compress the hole with our foot. When the mole eats the 'treat', it will get ill and probably die.

Castor oil is a natural solution. It will chase moles away from the area that has been sprayed with castor oil, or where it's been spread in granular form. This is like using Preen to control weeds, you have to keep on doing it every 3 months or they are likely to return with a vengeance. The castor bean can also be grown in the landscape and flower beds, and moles will leave the immediate area of the castor bean plants.

Other solutions might include "wack-a-mole" where you see them actively pushing up soil and take a shovel or blunt object and "whack" them. A good yard dog can sometimes be taught, or even have the natural instinct, to go digging into the mole tunnel and get the critter and kill it. Sometimes they will bring the "bounty" to your feet or doorstep. (Looking for a little affection and praise.) You could also apply pesticides to the yard so nothing lives, and the moles will find nothing to eat at your place.

Some folks seem to be able to live alongside of moles without major issues, but hopefully these solutions will be useful if you want to deal with the moles in your yard or garden.

The author is a landscaper. Comments welcome. E-mail: rockcastles@gmail.com Website: www.rockcastles.net

## Inspirational Thoughts Into God's Word

By Lynetta Hunter

(Col. 1:13) God delivers humanity from the power of darkness and converts them into the Kingdom of His Son where His illumination reflects His life. The miracles Jesus performed in scripture, as well as those done today can't be hid, because they're too noticeable in a stagnate world. The Light reveals issues and problems, and then shines its existence of Life by solving and changing them.

When walking through a dark passageway, nothing is for sure. It's an unknown venture; where a person is, where they are going, where they have been, nothing makes sense. There is no purpose of life because nothing is known or guaranteed. In the dark there is constant stumbling, confusion, and reaching for something to hang on to.

In a lighted passageway, life is seen in all directions, such as where the person is now, doors of opportunities that are ahead, as well as traps that are set ahead, and the reason for stumbling in the past. As the journey continues, all areas of life will be illuminated so changes can be made or direction can be changed.

In the light of Jesus, life is seen full-circle, for example, where we stand...on the promises of God; where we've been....living in the land of shadow and death (Mt. 4.), alienated from God (Col. 1:21), and in darkness with blinded minds because of Satan (2 Co. 4:); where we're going...ahead to prosperity, hope, and a future (Jer. 29:11), letting God work to fulfill His purpose in us (Phil. 2:12,13), trusting in Him to make our paths straight (Pro. 3:6), with Him being a lamp unto our feet and a light unto our path.

How will Kentucky's new drivers licenses make you look? Here are the details.  
Courtesy of Lexington Herald-Leader



The Kentucky Transportation Cabinet released Monday the design of its new licenses, which will be available to state residents next year.

The licenses are designed to be more difficult to forge and they comply with federal Real ID standard that require states to obtain more paperwork from drivers to prove residency.

"The driving force behind Kentucky's new, upgraded licenses, permits and IDs is security," Matt Henderson, commissioner for the Kentucky Department of Vehicle Regulation, said Monday. Kentucky residents will choose between standard and travel licenses. The travel license offers all of the benefits of a standard driver's credential with the added bonus of being accepted at airport security checkpoints and military bases. Air travelers under the age of 18 do not need a travel ID if they are accompanied by an adult with acceptable documentation. Starting in October 2020, Kentucky residents will no longer be able to get on domestic flights with standard drivers licenses. All Kentucky credentials will include a mark to indicate they are federally compliant, according to the Transportation Cabinet.

"We're taking a holistic approach to enhance the security of the state's most trusted identity credentials," Henderson said. "By moving production to a secure facility, improving the identity verification process and upgrading card features, our entire system is more secure against fraudulent use and the reproduction of credentials."

The licenses have nearly twice as many security features and Kentucky symbols such as the state seal, state flower and the Capitol building. The credentials will also shift from color to black and white portraits. Licenses initially will be valid for four or eight years. The new eight-year standard drivers license (non-travel) will be \$43 and the new eight-year voluntary travel ID will be \$48. The travel personal ID for those without drivers licenses will be \$28 for eight years. The four-year licenses will be half the price. As of 2023, only eight-year licenses will be available.

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