

# OFFICER REVIEW

THE MILITARY ORDER OF THE WORLD WAR

DECEMBER 2010  
Volume 50 • Number 5



## Linebacker II

*Playing the Final Card* 4

**The Great War & Navy Railway Artillery**  
*How FDR and The US Navy Provided  
Strategic Artillery To Pershing* 10

**How The Pilot's Checklist Came About**  
*Model 299 Was Not "Too Much Airplane For  
One Man To Fly"* 16

EXPLOSIVES A



# MOWW || CINC's Perspective

BY CINC COL CLIFFORD D. WAY, JR., USAF (RETIRED)



Since taking my oath of office at the National Convention in July, I've visited 15 chapters from six Regions and Departments. My goal is to visit at least half our chapters. One thing my visits already make clear: we have great people everywhere doing great work in the areas of patriotic activities and youth education.

One area in which we need your personal involvement is in helping our Order achieve its membership goal of a net increase of 150 Perpetual Members during my tenure. If each of you commits to signing up one new PM Companion in the next six months, we'll even exceed our membership goal. Frankly, membership will not happen unless each of us makes a personal effort. I am, by inviting people I meet to join. Happily, some do. When they don't, I keep trying—for the good of the Order.

Last month I attended a memorial presentation at the Fort Hood Base Hospital where the Fort Hood Chapter honored Fort Hood Emergency Medical Services for their actions on 5 Nov 2010 when a gunman wounded and killed a number of people. I was honored to meet several of those on duty that day and hear their stories. MOWW is the only organization to recognize them. This is the kind of initiative VCINC John Hayes talks about in his column in this issue of the *Officer Review*.®

My trip to Washington DC for Veterans Day left me humbled. Breakfast at the White House was an incredible experience. The ceremony at Arlington National Cemetery and laying a MOWW wreath at the Tomb of the Unknowns were unforgettable events. Our MOWW memorial ceremony at GA Pershing's gravesite, attended by the defense attaches of the Allied Nations who fought with the US during WWII, was extraordinary. The Gen Meade Chapter organized this memorable ceremony and ensured it was full of dignity.

While in the Charleston, South Carolina, area I had lunch with the GEN Westmoreland Chapter. CDR Rudy Matzner (GSO) was our host. Jackie and I also visited the Sun City Center, Florida, Chapter and attended their formal military ball. Our host was Lt Col Frank Zahrobsy, Chapter Commander, and GSO Lt Col Gordon Bassett. Both chapters have active, viable programs. I also attended the Region XIII and Department of Arizona Convention in Tucson, Arizona, where I was the guest of the Santa Cruz Valley Chapter. The Santa Cruz Chapter celebrated their 25 anniversary at the event—a tremendous milestone.

In closing, the holiday season is a good time to re-examine our relationships with others, and to focus on having good will for all. Jackie and I send our best wishes to all Companions, and their family and friends, for a great holiday season. ★



Vice President Joe Biden leans over Air Force Chief of Staff General Norman Schwartz at the Veterans Day breakfast to greet MOWW CINC Col Cliff Way and his wife Jackie Way in the East Room of the White House, November 11, 2010.

Source: Official White House Photo (David Lienemann)



Col John F. Rouse (Assistant British Military Attaché) laying a wreath at the grave site of General of the Armies John J. "Blackjack" Pershing during the MOWW memorial ceremony remembering GA Pershing. Standing in the background (L-R) are Defence Attaches Maj Gen Gratien Maire (France) and Col Jeff Quirk (Australia).

Source: MOWW Photo (Brig Gen A. B. Morrill III, USAF)



**MOWW®**  
THE MILITARY ORDER  
OF THE WORLD WARS®

435 North Lee Street.  
Alexandria, VA 22314

Telephone: (703) 683-4911  
Toll-Free number: 1-877-320-3774  
Fax: (703) 683-4501

E-mail: [moww@comcast.net](mailto:moww@comcast.net)  
Web site: [www.militaryorder.net](http://www.militaryorder.net)

Office Hours: 7:00 a.m.- 4:00 p.m.  
(Eastern Time)

*Chief of Staff and Editor-in-Chief*  
Brig Gen Arthur B. Morrill III, USAF  
(Retired)  
[mowwcs@comcast.net](mailto:mowwcs@comcast.net)

*Assistant Editor, Art Director*  
Diana M. Beruff  
[officerreview@gmail.com](mailto:officerreview@gmail.com)

*Director of Administration*  
R. Ken Staples  
[moww@comcast.net](mailto:moww@comcast.net)

**SUBMISSIONS:** Articles for the *Officer Review*® and "Letters to the Editor" are encouraged. They may be edited for length, style and clarity. Please E-mail article and letter submissions to the MOWW Chief of Staff at [mowwcs@comcast.net](mailto:mowwcs@comcast.net).

Photographs, etc., to accompany articles are much appreciated. Please include your rank, name, service, mailing address, daytime telephone number, E-mail address and your chapter affiliation with materials submitted.

*Officer Review*® Editorial Offices:  
435 North Lee Street, Alexandria, VA 22314.

Subscriptions: For members of the Military Order of the World Wars, the subscription is \$15.00 annually (deducted from annual dues). Non-member subscription is \$20.00 per year. Single copies \$2.50. No responsibility is assumed for unsolicited manuscripts or other material submitted for publication.

Deadline for submission of material for publication is 45 days preceding the first day of the month of publication. Articles appearing in *Officer Review*® do not necessarily reflect the opinion of the Officers of the MOWW or its editors. The editor or publisher reserves the right to decline or discontinue any advertisement.

The Military Order of the World Wars is a nonprofit Veterans organization composed of U.S. Federally recognized Commissioned Officers, including Warrant Officers, who are citizens of the United States of good moral character and repute who are serving, or have served honorably, in the Active, Reserve, or National Guard of the United States Army, Navy, Air Force, Marines Corps, Coast Guard, or the National Oceanic and Atmospheric Administration (NOAA) Corps, or the United States Public Health Service (USPHS) Corps, including descendants and spouses of these Officers. Eligible individuals may join one of the Order's chapters located throughout the United States or National Headquarters Chapter.

For further membership information see the Order's web site at <http://www.militaryorder.net> or contact MOWW National Headquarters, 435 North Lee Street, Alexandria, VA 22314. Phone toll-free 1-877-320-3774 or (703) 683-4911.

*Officer Review* (ISSN 0736-7317) is published monthly except February and August for \$15 by The Military Order of the World Wars, 435 N. Lee Street, Alexandria, VA 22314.

Periodical postage paid at Alexandria, VA, and additional postage mailing offices.  
POSTMASTER: Send address changes to OFFICER REVIEW, 435 North Lee Street, Alexandria, VA 22314.

# OFFICER REVIEW

THE MILITARY ORDER OF THE WORLD WARS

**CONTENTS**

DECEMBER 2010  
Volume 50 • Number 5



## FEATURES

4 Linebacker II  
Playing the Final Card

10 The Great War &  
Navy Railway Artillery

16 How The  
Pilot's Checklist Came About



## DEPARTMENTS

18 BSA Resolution  
Presentation

19 New Troops

20 Chapters in Action  
Greater Kansas City (087), Missouri  
Sun City Center (226), Florida  
Richmond (031), Virginia  
Columbia (036), South Carolina  
Hill Country (220), Texas  
General Hoyt S. Vandenberg (226),  
California

22 Awards & Recognition

24 VA: Have You Heard?

25 Surgeon's Tent

26 Letters to the Editor

28 Reveille & Taps

29 The Virtual Wall

30 Support Our Troops  
This Holiday

31 MOWW Merchandise



## ON THE COVER

A US Air Force  
Boeing B-52D Stratofortress

Source: <http://www.nationalmuseum.af.mil>





# LINEBACKER II . . . *PLAYING THE FINAL CARD*

Companion Captain W. Bruce Woody, USAF (Former)

Dallas Chapter (069), Dallas, Texas

The last major US involvement in Vietnam proper was Operation Linebacker II in the Hà Nội and Hải Phòng area. During that operation, which lasted from 18-29 December 1972, B-52D and B-52G heavy bombers flew 729 effective sorties and dropped 15,237 tons of conventional bombs on the city of Hà Nội, the Port of Hải Phòng and other targets. To give you a sense of perspective, only six B-52s, dropping conventional bombs from 30,000 feet, could destroy everything in an area five-eighths of a mile wide and two miles long. During Linebacker II, we flew formations of 80-plus B-52s. I had the honor to participate in that operation as a Boeing B-52D "Stratofortress" Navigator.

We had just returned from a month's leave in the States, during which time we were able to catch up on the news, including Secretary of State Henry Kissinger's famous "Peace is at hand" remark. Then we saw President Nixon re-elected and wondered if we would go back after all. We did go back and flew routine (for us) missions for a couple of weeks.

Then, while eating dinner at the O-Club (a rarity for us) on the evening of 17 December at Andersen Air Force Base,

Guam, we heard an announcement that all bomber aircrew and ground support personnel were restricted to the base. That was it; there was nothing further to the announcement. I said, "Well, we're either going home, or we're going to Hà Nội." Eventually we got word that we would have a mass mission briefing, which could mean either alternative, although we felt that it was more likely that we would be going west rather than east.

Later, everyone gathered in the large briefing room. The briefing officer approached the overhead projector and turning to us, intoned, "Gentlemen, your target for tonight." He uncovered the screen. There was a big triangle in the middle of Hà Nội. Our surprise left the room heavy with the starkest silence imaginable, since we knew the B-52s had never before been sent into the Hà Nội and Hải Phòng area. After about ten seconds, the briefer tried to take the edge off with a joke, "Your support will be one Navy F-111." That did the trick, all right. We didn't know whether to laugh or cry, but we did talk—though we still weren't totally sure he was kidding.

There were around 80 sorties from Andersen that first night,



and we all broke off for our specialized briefings. I won't attempt to describe our feelings. Most of us tried our best to put a routine face on it but it didn't help when, at the mass briefing, it was announced that clergy were available for those who wanted counseling. The local Catholic chaplain had even set up a little altar in a small briefing room and was hearing confessions.

## NOSE-TO-TAIL



Take-off and climb were as routine as they could be, considering that approximately eighty B-52s were taking off with only 60-90 seconds separation nose to tail. Naturally, we tested everything we could during the long flight to the target area, knowing with great satisfaction that we had created a very busy night for the Soviet trawler festooned with radio antennas that always sat just off the coast of Guam in international waters.

During the five-hour trip outbound from Andersen to Hà Nội, we worked hard to get all our systems ready. I even paid attention to the Astrotracker (i.e., the Automatic Astro Compass Type MD-1, manufactured by Kollsman Instrument Corporation), a kind of automatic sextant which was essentially useless during "routine" missions. I wanted to get everything working—to be perfect. This was going to be a synchronous run with no ground assistance using the cross-hairs on the radar, which we rarely did over there.

I also wanted the best heading information I could get into the bombing-navigation system. Great intentions, but there was a glitch. We were flying at night, so we had to use the Astrotracker to navigate by the stars. Its filter, which popped in automatically when the sun was out to protect the optics, wouldn't pop out. The Astrotracker thought it was daylight, so it couldn't lock on stars to navigate.

I tried everything: circuit breakers, hammer, questionable language, prayer. You name it; it was all useless—to my immense frustration. Then I got really desperate and thought, "It's probably an electrical short somewhere. Maybe I can bypass it." So, totally without logic, I broke out the amber

# Strategic Air Command (SAC)



The SAC shield was designed in 1951 by Staff Sergeant R. T. Barnes, then assigned to the 92nd Bombardment Wing.

Submitted in a command-wide contest, it was chosen as the winner by a three judge panel: General Curtis E. LeMay, Commander-in-Chief, Strategic Air Command [CINCSAC]; General Thomas S. Power, Vice Commander-in-Chief, Strategic Air Command; and Brigadier General A. W. Kissner, Chief of Staff, Strategic Air Command. Staff Sergeant Barnes' winning design netted him a \$100 United States Savings Bond.

It has a sky-blue field with two white shaded blue-gray clouds, one in the upper left and one in the lower right extending to the edges of the shield. Upon this is a cubit arm in armor issuing from the lower right and extending toward the upper left part of the shield. The hand is grasping a green olive branch, and three red lightning bolts.

The blue sky is representative of USAF operations. The arm and armor are a symbol of strength, power and loyalty and represents the science and art of employing far-reaching advantages in securing the objectives of war. The olive branch, a symbol of peace, and the lightning flashes, symbolic of speed and power are qualities underlying the mission of the Strategic Air Command.

The blue background of the SAC crest meant that SAC's reach was through the sky and that it was global in scope. The clouds meant that SAC was all-weather capable. The mailed fist depicted force, symbolized by lightning bolts of destruction. The olive branch represents peace.

In addition to the SAC crest, non-camouflaged SAC aircraft bore the SAC Stripe. The stripe consisted of a very dark blue background speckled with stars. The stripe appeared on the sides of SAC aircraft in the area of the cockpit on bomber aircraft and mid-fuselage on tanker and command post aircraft running from the top to the bottom of the fuselage at an angle from 11:00 O'clock to 5:00 O'clock. The stripe also appeared on ICBMs in the strategic missile force. The SAC crest was a bit wider than the stripe and was placed over the stripe. The stripe indicated that SAC was always ready to fulfill its mission.



SAC Stripe on a Boeing B-47 bomber aircraft.  
SOURCE: USAF Photo.



## Boeing B-52D "Stratofortress"

### TECHNICAL NOTES:

#### Armament:

**Four .50-cal. M-3 machine guns in the tail bar-bette and up to 60,000 lbs. of bombs**

#### Engines:

**Eight Pratt & Whitney J57-P-19W turbojets of 10,500 lbs. thrust each (dry), 12,100 lbs. thrust each wet (water injection)**

#### Maximum speed:

**638 mph/551 knots at 20,000 ft.**

#### Cruising speed: 526 mph

**Range: 3,305 nautical miles combat radius at combat weight of 293,100 lbs. (without in-flight refueling); 8,338 miles maximum ferry range**

**Service ceiling: 46,200 ft. at combat weight of 293,100 lbs.**

**Span: 185 ft. 0 in.**

**Length: 156 ft. 7 in.**

**Height: 48 ft. 4 in.**

**Weight: 450,000 lbs. (maximum takeoff weight)**

**Crew: Six (pilot, Copilot, electronic warfare officer, navigator, bombardier-radar navigator, tail gunner)**

**Serial numbers: 55-0049 to 55-0117; 55-0673 to 55-0680; 56-0580 to 56-0630; 56-0657 to 56-0698**

Photo Source: <http://cdn.www.airliners.net>

Information Source: "USAF Fact sheet, Boeing B-52D"



light that was on, which was saying the sun filter was in. I stuck a piece of aluminum from someone's pack of cigarettes in the hole where the bulb had been. Lo and behold,

the filter went down and the Astrotracker locked onto a star! I was very proud of myself. However, when I reported this to Maintenance after the mission, all I got was a dirty look from the five-striper.

We went in about half way between Sài Gòn and the De-Militarized Zone (DMZ). Course and timing were doubly important with over 100 BUFFs (Big Ugly Fat Fellows), i.e., B-52Ds and Gs, in the air that night—including the force from Thailand. We were all running with our navigational lights out. Proceeding in-country, we cut northeast to approach Hà Nội from the north. This necessitated flying almost to the Chinese border and then cutting south to the Hà Nội area.

Picture, if you will, a string of over 100 B-52s heading straight for China. Now picture it from the viewpoint of Chinese early warning radar operators. When we were about 100 miles short of China, the EW (Electronic Warfare Officer) called out, "The Chinese are looking at us." When we were about 50 miles short of China, he called out, "Now they are really looking at us!" To their immense relief, I am sure, we turned south.

### INBOUND TO THE TARGET

I talked out loud to myself as we approached the target area, "IP inbound.<sup>2</sup> Correct the course. What's the drift up here?<sup>3</sup> Synchronous checklist. Recheck offsets."<sup>4</sup>

I remember thinking, "Don't be the one who bombed the off-set and took out the orphanage." (This actually happened once, later, in Cambodia.)

SAM<sup>5</sup> calls all over Guard frequency.<sup>6</sup>

Beepers all over Guard frequency. Chutes deployed by somebody.

More SAM calls and beepers—all over each other.

"Red Crown," the US Navy ship radar picket ship in the Gulf of Tonkin which provided radar coverage for us, constantly identified MiGs from "Bullseye" (Hà Nội) for us and guided the MiG suppression aircraft. God bless the Navy.

The BUFF pilots couldn't maneuver inbound to the target—they might dump the bombing gyro, or run into somebody.

Four sets of eyes on the altimeters. Straight in.

Gunner: "SAM 6 o'clock!"

Concentrate!

Gunner: "Another SAM!"

Beep, beep, beep. Another bailout.

"Red Crown has target 240 at 75, Bullseye."

Beep, beep, beep, beep, beep. Multiple chutes.

Co-pilot: "SAM two o'clock!"

Focus. Cross hairs over correct bend in river. Offset one in.

"Looks good, Radar."

Gunner: "Two SAMS at 7 o'clock!"

Detonation!

Gunner: "They have our altitude!"

Offset two looks good. New levels of fear being explored. Job getting done, despite being scared out of one's wits.

Co-Pilot: "Boy, that SAM was close!"

Pilot: "You got that right! I could read the Russian letters on it!"



## SAMS, MiGs AND BOMBS AWAY!

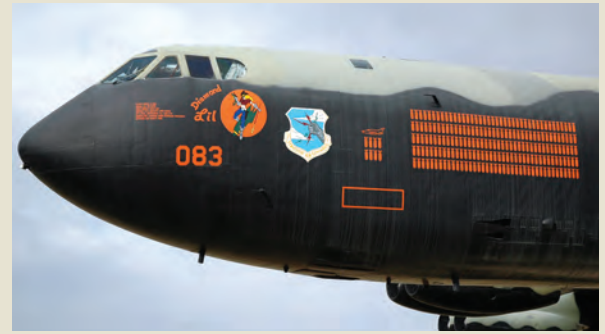
"Sixty TG" ("Time to Go," i.e., sixty seconds until bomb release). Stopwatch going. Offset is in.

Beep, beep, beep. More chutes.

"Thirty TG." Radio saturated. Good offset. Work the checklist. Don't think about SAMs and MiGs outside.

RCD (Release Circuit Disconnect) connected. Light on. BRIC (Bomb Release Indicator Control) light on and dim, per checklist. Good. Bombing system switch, "Auto." Work the checklist. Concentrate.

"SAM, SAM, SAM!"



## Operation Linebacker II

### A Recap...

"A total of 741 B-52 sorties had been dispatched to bomb North Vietnam. 15,237 tons of ordnance were dropped on 18 industrial and 14 military targets (including eight SAM sites) while fighter-bombers added another 5,000 tons of bombs to the tally. 212 additional B-52 missions were flown within South Vietnam in support of ground operations during the same time period.

Ten B-52s had been shot down over the North and five others had been damaged and crashed in Laos or Thailand. 33 B-52 crew members were killed or missing in action, another 33 became prisoners of war, and 26 more were rescued. North Vietnamese air defense forces claimed that 34 B-52s and four F-111s had been shot down during the campaign.

769 additional sorties were flown by the Air Force and 505 by the Navy and Marine Corps in support of the bombers. 12 of these aircraft were lost on the missions (two F-111s, three F-4s, two A-7s, two A-6s, an EB-66, an HH-53 rescue helicopter, and an RA-5C reconnaissance aircraft). During these operations, ten American aviators were killed, eight captured, and 11 rescued.

Overall Air Force losses included fifteen B-52s, two F-4s, two F-111s, one EB-66 and one HH-53 search and rescue helicopter. Navy losses included two A-7s, two A-6s, one RA-5, and one F-4. Seventeen of these losses were attributed to SA-2 missiles, three to daytime MiG attacks, three to antiaircraft artillery, and four to unknown causes. A total of eight MiGs were shot down during the operation, including two by B-52 tail gunners.

Damage to North Vietnam's infrastructure was severe. The Air Force estimated 500 rail interdictions had taken place, 372 pieces of rolling stock and three million gallons of petroleum products were destroyed, and 80 percent of North Vietnam's electrical power production capability had been eliminated. Logistical inputs into North Vietnam were assessed by US intelligence at 160,000 tons per month when the operation began. By January 1973, those imports had dropped to 30,000 tons per month."





Beep. Beep, beep. Bombs away.

Navigator to Pilot: *"Turn, turn, turn!"*

Navigator to Pilot: *"Maneuvers authorized!"*

Pilot to Navigator: *"I am maneuvering!"* (One had to be reminded in the BUFF.)

I float up in my Navigator seat. "Don't get carried away, Pilot," I think to myself, knowing the old BUFF wasn't built for a lot of fancy aerobatics.

N-1 compass inching over.<sup>8</sup> On heading, more or less, but close enough at that point. Watching Doppler ground speed spool down as we enter the jet stream.<sup>9</sup> One hundred fifty knots slower than when we came in.<sup>10</sup>

*"Who planned this mess?!"*

Navigator to crew: *"We just left the last SAM ring on the chart."*

Gunner: *"SAM—six o'clock!"* I remember thinking, "Note for intelligence debriefing later."

*"Red Crown, Rose is out with three."*

Time to relax and think in complete sentences again. The foil falls out of the Astrotracker.

## IT AIN'T OVER 'TIL IT'S OVER

The plan was to proceed back to Guam, as usual. Suddenly, the HF radio (which uses a high frequency range good for medium to long distance communication) comes alive. There's been a major mission planning malfunction on the ground; somebody at Andersen miscomputed the fuel curve. We're several thousand pounds of fuel short. Great. We took it in stride, though; our perspective had shifted.

We flew northeast toward Okinawa to meet tankers. OK, fine.

However, we were governed by our understanding with Japan, which had just taken over Okinawa again. If we had hangers, we couldn't land at Kadena Air Base. We would have to ditch. After a short bit of discussion among the crew over the intercom, we decided what the Japanese could do with their little rule. We'd land there anyway if we had to. We would rather be "courted" than "ditched."

Approaching Kadena, the Radar Navigator and I noticed several large radar returns over the water: weather. Not just weather; thunderstorms. Bad weather. You get the idea. We bumped along. The Pilot got gas from the tankers, and we came back to Andersen.



Eighteen and one-half hours. Two more hours to go for our crew to debrief with intelligence, operations and maintenance before it was totally over.

On Linebacker II's last day, the bad guys didn't have much left to throw at us. They were essentially out of SAMS. We had gotten smart and closed the port of Hải Phòng so they couldn't get more SAMS from their comrades in the Soviet Union. Enemy fighters were never a real factor thanks to our great US Air Force fighters and the MiG suppression aircraft. God bless the Navy.<sup>7</sup>

The operation was successful. Linebacker II broke the log jam in peace negotiations and resulted, we believe, in our POWs being released shortly afterward. We were proud to have gotten the POWs released and restored to their families. That made it worth it. We did reflect that during the last missions of the operation nine days later, we were essentially unopposed and could have won the whole thing with heavy bombing and a couple Marine





battalions on the ground. How many lives would've been saved if we'd done this ten years before, or even four? We proved it could

be done: Strategic Air Command (SAC) bombers could penetrate a heavy and complex anti-aircraft environment at high altitude with "acceptable" losses (though no loss is really acceptable) and successfully drop ordnance on target. These things were on our minds. But, there was nothing we could do about it...so on to the next show. ★

<sup>1</sup> Synchronous bombing is done when the travel of the aircraft bombing-navigation system, which is focused upon the target, is synchronized with the ground speed of the airplane, and the course flown is determined by manual adjustment of the bombing-navigation system. The two together determine the dropping angle and correct for drift so the bomb release occurs at the right instant.

<sup>2</sup> The IP or "Initial Point" is a well-defined point, easily distinguishable visually and/or electronically, used as a starting point for the bomb run to the target.

<sup>3</sup> "Drift" is the movement of an aircraft in a horizontal plane through the influence of a cross-wind. Due to wind forces, the direction of movement of the aircraft, or track, is not the same as the heading. The nose of the aircraft may be pointing due west, for example, but a strong northerly wind will change its track south of west. The angle between heading and track is known as the drift angle or crab angle.

<sup>4</sup> "Offsets" are aiming reference points (not actual targets) used if the target doesn't present a good radar reflection. The Bombing and Navigation Computer makes the proper adjustments based on the geographic relationship between the target and the offsets to allow the bomber to accurately bomb the target.

<sup>5</sup> SAMs are Surface-to-Air Missiles, in this case, the Russian SA-2 "Guideline" (its NATO reporting name). Also known as the "S-75" (in Russian, the "C-75"), the SA-2 is a Soviet-designed, high-altitude, command-guided, SAM first deployed in 1957. It is 34.7 feet long, weighs 5,070 pounds, and has a 200kg fragmentation/high explosive warhead. North Vietnamese forces used this Mach 3.5 SAM extensively during the Vietnam War to defend Hanoi and Hai Phong—including during Operation Linebacker II.

<sup>6</sup> "Guard" is the emergency radio frequency used on the aircraft radio band that is reserved for emergency communications for aircraft in distress and is monitored at all times by all USAF and Navy aircraft.



*Companion Captain W. Bruce Woody, USAF (Former), served as a Navigator and Radar Navigator in B-52Ds from 1970-1976. He flew 160 "Arc Light" (B-52) combat missions in Southeast Asia. He is a graduate of the University of Nebraska-Lincoln, and the Southern Methodist University School of Law. A former judge, he resides and practices law in the Dallas, Texas, area. Capt Woody earned the Distinguished*

*Flying Cross, the Air Medal with 8 Oak Leaf Clusters, the Cambodia Expeditionary Medal, the Republic of Vietnam Cross of Gallantry with Palm, the Presidential Unit Citation, and the SAC Combat Crew Badge, among other awards and decorations.*

<sup>7</sup> "Red Crown" ships are US Navy radar picket ships patrolling a Positive Identification RADAR Advisory Zone (PIRAZ)—in this case providing air-search RADAR coverage from the Gulf of Tonkin. PIRAZ ships identify and track all aircraft anticipated to utilize zone airspace during combat.

<sup>8</sup> The N-1 compass provides magnetic heading and feeds it to the True Heading converter, where magnetic variation is calculated based on the aircraft's position. The resulting True Heading is sent to the Bombing/Navigation Computer and the Astrotracker. An aircraft's heading is the direction that the aircraft's nose is pointing. It is referenced by using either the magnetic compass or heading indicator, two instruments that most aircraft have as standard, and is in reference to the local magnetic north direction. True heading is in relation to the lines of meridian (north-south lines). The units are degrees from north in a clockwise direction. East is 90 degrees, south is 180 degrees, and west is 270 degrees.

<sup>9</sup> Doppler radar uses the Doppler Effect to produce velocity data about objects at a distance. The Doppler Effect (or Doppler Shift) is the change in frequency of a wave for an observer moving relative to the source of the waves. It is commonly heard when a vehicle sounding a siren approaches, passes and recedes from an observer. The received frequency is increased (compared to the emitted frequency) during the approach, it is identical at the instant of passing by, and it is decreased during the recession. This variation of frequency is maximum when the emitted wave travels parallel to the motion and diminishes when the angle between the beam and the target increase to become null at right angle.

<sup>10</sup> The knot is a unit of speed equal to one nautical mile per hour, i.e., 1.852 km/h or 1.151 mph. KTAS is "knots true airspeed," i.e., the airspeed of an aircraft relative to undisturbed air. KIAS is "knots indicated airspeed," i.e., the speed shown on an aircraft's pitot-static airspeed indicator. KCAS is "knots calibrated airspeed," i.e., the indicated airspeed corrected for position error and instrument error.

MOWW National Convention--18-24 July 2011--Bozeman, MT

# THE GREAT WAR & NAVY RAILWAY ARTILLERY

HOW FDR AND THE US NAVY PROVIDED STRATEGIC ARTILLERY TO PERSHING

BY CAPT RICHARD H. MILLER, USN (RETIRED)  
Santa Fe Chapter (209), New Mexico



**US Navy Mk I 14"/50 caliber railway gun firing from the Thierville-sur-Meuse area (northwest of Verdun).**

SOURCE: Wikipedia

General Pershing had just been handed several hot potatoes. After several German outrages (e.g., sinking of the *Lusitania* and the Zimmermann telegram), President Wilson led the US Congress into a declaration of war against Germany and its allies in 1917.<sup>1</sup>

The United States had a good Navy, but the Army was miniscule. Now the Army was ordered to expand and go to France. The draft could raise the needed troops, but there were not enough weapons to arm the draftees. Sufficient small arms, artillery and aircraft simply did not exist to equip a rapidly growing Army. Across the Atlantic Ocean, the French and Great Britain wanted to merely feed American troops into their standing Armies as combat replacements, but Pershing refused to do so, saying it was militarily and politically unacceptable. Having taken that stand, the US had to show up in Europe armed or it would risk having its forces absorbed into Allied armies.

General Pershing's refusal to hand over American troops to France and Britain marked a turning point in US-European

relations, going from helpers to partners. The Allies had been willing to send their own infantry into the barbed wire-Maxim machine gun blood bath, so it was expected that the US Army under European command would be likewise brutally exploited. The French Army had actually mutinied over being used in frontal attacks.

The American small arms industry (Colt, Remington, Winchester, Savage, etc.) went to work and turned out M1917 rifles, Colt .45 automatics and ammunition by the ship full, solving the small arms problem.<sup>2</sup> The American Expeditionary Force (AEF) acquired European aircraft and French/British field artillery, notably the famous French 75 mm cannon (*Canon de 75 modèle 1897*).<sup>3</sup> Even Captain Harry Truman, a future US President, commanded a battery of French 75s when his Missouri National Guard unit (D Battery, 129th Field Artillery) saw combat. American-made field artillery weapons did show up later in the war as industry caught up with demand, but few, if any, were used.



By 1917 the Allies, and the German and Austria-Hungarian empires, had fought themselves to a standstill, dealing with machine guns, barbed wire, poisonous gas, tanks and massed artillery. Neither side could land a knockout blow. The war was one of attrition. Pershing had no strategic, long-range artillery to disrupt German supply lines to slow down their support of the front.

Consequently, Franklin D. Roosevelt (FDR), the Assistant Secretary of the Navy (1913-1920), decided to provide long-range railway guns for the American Expeditionary Force (AEF). Project meetings were held, the French were consulted, the US Army was informed and designs were drafted. All thought Navy railway rifles were a great idea.<sup>4</sup> Since this was well before joint staffs there were pitfalls and competition between the Services. However, the obvious needs of a war, a push from FDR and the demands of General Pershing for strategic artillery made it possible to press on.<sup>5</sup>

RADM Ralph Earle was the driving force behind the whole idea and effort.<sup>6</sup> Under his influence, a standard USN battleship rifle was selected, i.e., the excellent 14"/50 weapon. This naval rifle was already in service afloat and had ammunition available.<sup>7</sup> Nonetheless, rail mounting a huge piece of artillery, proof testing, training sailors and getting the whole thing to the Western Front was going to require great innovation and a dynamic leader. FDR, who had not yet been stricken with Polio, was just the person to pull it off.

The outbreak of the Great War also caught the French with a shortage of heavy field artillery. In compensation, large numbers of large static coastal defense guns and naval guns were moved to the front, but these were typically unsuitable for field use and required some kind of mounting. The railway gun provided the obvious solution. By 1916, both sides were deploying railway guns.

In the US, Baldwin Locomotive Works delivered five 14"/50 caliber railway guns on trains for the United States Navy during April and May 1918. Each train transported



**FDR (R) standing with three French officers (L) at La Citadelle in Verdun France (6 August 1918).**

Source: FDR Library Photo Collection.

and supported a Mk 4 14"/50 caliber gun, a 14-in (360 mm) naval rifle used on New Mexico and Tennessee class battleships, mounted on a rail carriage with four 6-wheel bogies.

The locomotive, ammunition cars, supporting equipment cars, and accommodation cars for the crew were under the command of a United States Navy lieutenant, and were under the overall command of Rear Admiral Charles Peshall Plunkett. After delivery by ship, these trains were assembled in St. Nazaire in August and fired a total of 782 shells during 25 days on the western front at ranges between 30,000-39,000 yards.

The railway carriages could elevate the guns to 43 degrees, but elevations over 15 degrees required excavation of a pit with room for the gun to recoil and structural steel shoring foundations to prevent caving of the pit sides from recoil forces absorbed by the surrounding soil. The train included cars to transport recoil pit foundations constructed by Baldwin. One of these guns is on display at the Washington Navy Yard.

Baldwin constructed six similar gun carriages and two of an improved Mk II type designed to permit firing the gun at all elevation angles without transferring weight to a separate foundation. These eight guns were completed too late to see combat, although some were later stationed in special coastal defense installations at San Pedro, California, and in the Panama Canal Zone, during World War II.

Improved carriages were designed to allow transport to several fixed firing emplacements including concrete foundations where the railway trucks were withdrawn so the gun could be rapidly traversed (swiveled horizontally) to engage moving ship targets.

Baldwin Locomotive and Standard Steel Car Company were contracted to assemble the complicated system,



**RADM Ralph Earle, USN, on the USS Leviathan in late 1918.**

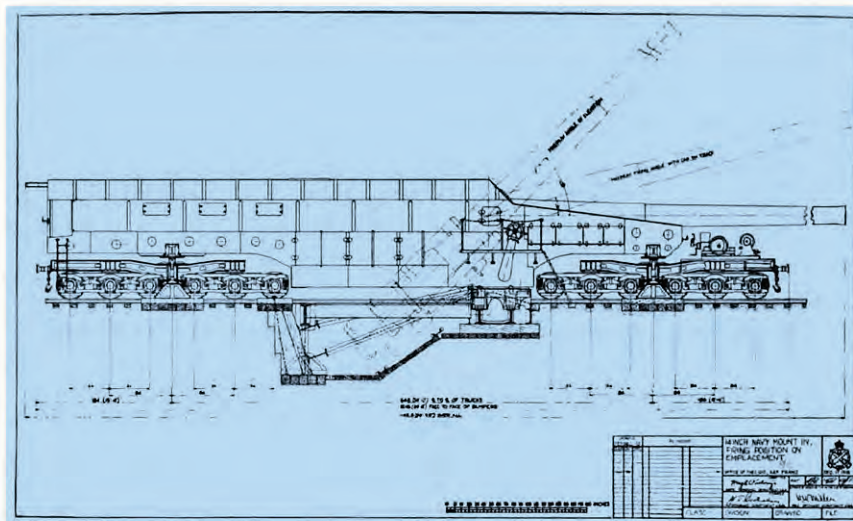
Source: US Navy Photo.

designed to run on French rails with five single gun firing batteries. It had a Flag Train for command and control and a mobile machine shop for repairs. Standard Steel Car Company did the 72 support cars and Baldwin did the gun carriages and steam locomotives. The organization resembled a flotilla of warships with a tender rather than artillery regiment as self containment was stressed. The Baldwin gun cars were distinctive in that the breech and crew were sheltered by an armored, domed overhead. Other railway artillery was open to weather and counter battery shell bursts.

Firing batteries were numbered one through five and each was self contained with its own galley, berthing, ammunition, locomotive and communications, thus not unlike a man of war. Embarked Sailors, in Marine uniforms, were armed and had gas masks and machine guns. Each firing battery was commanded by junior naval officer. Two of five gun commanders and most of the crew were Navy Reserve. Strangely, a seemingly obligatory USMC detachment was not brought.

Designated Naval rifles were standard battleship types being held in stock for future repairs or overhauls and made by the Washington Navy Gun Factory. These superb weapons accurately fired a 1,400 pound, high-explosive shell at 2,800 feet per second to a range of 42,000 yards in 90 seconds.

Sights were simply not available for such equipment so star shots were taken, a theodolite attached to the carriage for laying the piece and a boresight performed. The theodolite had to be unshipped before firing. A standard gunner's quadrant provided elevation. A section of curved track was used for gun pointing and a small traverse gear on carriage allowed five degree fine adjustments. In action, a large recoil pit was



**US Navy MK I 14"/50 railway gun of the type that served in France during WWI.**  
Source: Wikipedia.

mounted 14-incher. The Navy proofed the gun at Sandy Hook, NJ (later named the Naval Weapons Station Earle), and then disassembled it all to ship to France, only to reassemble the whole system—despite the loss of all drawings. However, industrious Blue Jackets put everything together again anyway.

As of June 1918, RADM Plunkett, a gunnery expert, was in command of the set of trains and guns. The Admiral had train six as a Flag Train. FDR inspected the train, guns, and crew, and then approved and ordered “the anchor raised.” The project progressed quite swiftly. Although FDR received little credit, his actions behind the scene in getting things done were obvious. Certainly someone’s “fine political hand” oiled the wheels of progress, so all went reasonably well.

One of the projected Navy rifle’s uses was to fire counter-battery on the famous Paris Gun, Kaiser Wilhelm Geschutz, which was shelling Paris.<sup>8</sup> That mission evaporated when the Germans withdrew the Krupp 8.2-inch rifle so strategic support for General Pershing at the final battle of Meuse-Argonne was the Navy’s last mission. The American “Big Push” was underway—with the Navy “steaming” and shooting!

After resolving typical deployment problems, the guns reached the front and began firing at deep strategic German Army targets on September 6, 1918—with devastating effect. The Navy trains moved a lot, used their armor, and even supported the French.



**RADM Charles Peshall Plunkett, USN.**  
Source: Library of Congress (Bain Collection)



Demand for Navy fire was high. The Germans knew the US Navy had arrived!

Aerial observation was a luxury and so most firing was predicted from metric French maps, which at 42,000 yards could be quite a challenge. One gunnery technique was to fire at a predicted target and then to fire in a calculated spiral (searching fire) around the first crater to obtain a high probability of a hit. Overall, some 782 fourteen-thousand pound shells were fired at Germans by US Navy railway artillery.

In November, 1918, an Armistice was imposed. General Pershing was pleased with the Navy, and all went quiet in Europe—at last. The Navy guns shipped out of Saint Nazaire after a victory lap in “Gay Paree.” Mission accomplished!

A later look behind German lines showed it was all worthwhile. It was apparent that large craters found on targets were the result of huge Navy shells. When German officers were interviewed, they reported troop trains had been smashed, and at least one building full of German troops took a direct hit. Navy strategic fire was demoralizing and destructive to the enemy. An important rail line between Metz and Sedan had been cut, which limited German lateral movement to meet threats. At least one large ammo dump had been destroyed by the Navy and that alone would hinder the German ability to mount attacks. Barracks, bridges and railroad tunnels were targeted too.

As for the principals, General of the Armies Pershing became the Chief of Staff of the Army and motivated the founding of MOWW. FDR was a four-term US President, serving during the Depression and WWII. RADM Plunkett was awarded a Distinguished Service Medal for his efforts with railway artillery and in 1940 Destroyer DD 431 was named after him. The Naval Weapons Station Earle (Monmouth County, NJ) was named after RADM Earle who, after he retired in 1927, became the President of the Worcester Polytechnic Institute. All in all, “Bravo Zulu!” ★



*CAPT Richard H. Miller, USN (Ret) is a member of the Santa Fe, NM, chapter of the MOWW. He is a former Regular Army officer who commanded a 280mm M-65 in the Seventh Army. He is also a graduate of The Citadel (1957) and the University of South Carolina School of Law (1966). He is retired from Naval Intelligence, the Bar of the U.S Supreme Court and the University of California (Los Alamos, NM). He is active in the Baker Street Irregulars.*

Type		14"/50 Railway gun
Place of origin		United States
Service History		
In service		1918 - 1920s
Used by		United States
Wars		World War I
Production History		
Designed		1917
Manufacturer		Baldwin Locomotive Works (train)
Produced		1918
Number built		Mk I : 11, Mk II : 2 <sup>[1]</sup>
Variants		Mk I, Mk II
Specifications		
Barrel length		700 in (17.78 m) (50 cal)
Caliber		14-inch (355.6 mm)
Recoil		Hydro-pneumatic + spring, 44 inches (1,120 mm)
Carriage		railway truck, 12 or 20 axles
Elevation		0° - 43°
Traverse		2.5° L & R
Muzzle velocity		2,800 feet per second (853 m/s)
Maximum range		42k yards (38km) @ 43%

<sup>1</sup> The Zimmerman Telegram was a secret 1917 German demarche to Mexico offering that country several western US states as a reward for declaring and helping to win a war against the United States. *Blinker Hall, Spy Master*, by David Ramsey (Spellmount, UK: 20090, p. 177).

<sup>2</sup> As it entered World War I, the UK had an urgent need for rifles and contracts for the new rifle were placed with arms companies in the United States. They decided to ask these companies to produce the new rifle design in the old .303 caliber for logistic commonality. The new rifle was termed the “Pattern 14.” In the case of the P14 rifle, Winchester and Remington were selected. A third plant, a subsidiary of Remington, was tooled up at the Baldwin Locomotive Works in Eddystone, PA. Thus three variations of the P14 and M1917 exist, labeled “Winchester,” “Remington” and “Eddystone.” When the US entered the war, it had a similar extreme need for rifles. Rather than re-tool the factories to produce the standard US rifle, the M1903 Springfield, it was realized that it would be much quicker to adapt the British design for the US .30-06 cartridge, for which it was well-suited. Accordingly, the factories altered the design for caliber .30-06. The new rifle was used alongside the M1903 Springfield rifle and quickly surpassed the Springfield design in numbers produced and units issued. By November 11, 1918 about 75% of the AEF in France were armed with M1917s. (Source: Wikipedia)

<sup>3</sup> The French 75mm field gun was a quick-firing field artillery piece adopted in March 1898. It saw widespread service in World War I,

including in the American Expeditionary Force (AEF). It introduced, for the first time in the history of field artillery, a hydro-pneumatic long recoil mechanism which kept the gun's trail and wheels perfectly still during the firing sequence. Since it did not need to be re-aimed after each shot, the French 75 could deliver fifteen rounds per minute on its target, either shrapnel or high-explosive, up to about 5 miles (8,500 meters) away. (Source: Wikipedia)

<sup>4</sup> Navy railway rifles were originally meant for UK forces, but were refused, whereupon General Pershing requested the guns.

<sup>5</sup> The Army built an improved Mark II, an unarmored railway gun using the same naval rifle. It was engineered to do away with the recoil pit, but it was developed too late for combat.

<sup>6</sup> Ralph Earle (3 May 1874 - 13 February 1939) served in the United

States Navy during the Spanish-American War and World War I. He was later the Chief, Bureau of Ordnance (BUORD) and retired as a rear admiral in 1927. (Source: Wikipedia)

<sup>7</sup> Naval artillery is designated by the caliber of the tube and the bore length so a 14 "/50 rifle bore is 14 inches x 50 or 700 inches. This is important because longer bores give higher muzzle velocity.

<sup>8</sup> Big Bertha was a really a large howitzer. According to Ian Hogg in *Twentieth Century Artillery*, the 8.2 inch Paris Gun was named "Kaiser Wilhelm Geschutz." "Big Bertha" was a huge 16.5 inch howitzer scrapped in about 1916. Both were built by Krupp.



# Get Published!

Send *Officer Review*® submissions to  
the Chief of Staff, MOWW at:  
**mowwcs@comcast.net**

NOTE: Please include your rank, name, service, mailing address, daytime telephone number, E-mail address and your chapter affiliation with any materials submitted.

## Veterans Day—11 November 2010



### PERSHING MEMORIAL SERVICE

CINC Col Clifford Way participated in MOWW's wreath-laying ceremony at General of the Armies John "Blackjack" Pershing's grave site in Arlington National Cemetery.

Source: MOWW Photo (Brig Gen A. B. Morrill III, USAF)



### ARLINGTON NATIONAL CEMETERY

CINC Col Clifford Way with his wife Jackie look on as Vice President Joe Biden led remembrances at the Veterans Day National Ceremony in Arlington National Cemetery at the Tomb of the Unknowns.

Source: DOD Photo (Karen Parrish)

Pictured right, CINC Col Clifford Way faces the Tomb of the Unknowns at Arlington National Cemetery.

Source: MOWW Photo (Brig Gen A. B. Morrill III, USAF)





# MOWW || Editor's Notes

By Brig Gen A. B. Morrill III, USAF (Retired)  
Chief of Staff, MOWW, and Editor, *Officer Review*® Magazine

## Change-Step for the...

# *Officer Review*®



### HAVE YOU NOTICED?

You may have noticed that the October and November issues of the *Officer Review*® are a bit different than earlier issues. This December issue reflects even further changes—in fact, it reflects the new template of the magazine.

Some changes are format-based. Other changes involve a different approach to content. All of these changes are focused on providing Companions a continuously improving *Officer Review*® magazine.



### Updated Format

Key articles are highlighted on the cover page (as it is done in most publications), but not so that this detracts from cover art. The new “Table of Contents,” restructured to make it easier to read and use, now has two major sections: “Features” and “Departments.”

“Features” presents articles submitted by Companions, and I hope you agree that they are excellent—and much appreciated. “Departments” contains recurring topical columns, e.g., “CINC’s Perspective,” “Chapter Updates,” Reveille & Taps,” and various articles by MOWW officers at all levels, committee chairs, etc.

We’re also using a more extensive selection of font types and graphic elements, and focused language to better distinguish sections in articles, and to highlight different Departments, Columns, etc.

### Enhanced Content

As the Editor of the *Officer Review*®, I am focused on enhancing support of articles submitted by authors by providing them with a more robust mix of text, side-bars, call-outs, and complementary graphics and photos. Second, we’re selectively using footnotes, captions, source citations, etc., to ensure we properly credit information, photos, etc., gained from various sources, but also to explain things that that may not be common knowledge. Another focus area is editing, where I assist authors in getting the most impact from their submissions to create the best product for you—the readers.

### Heart of the Magazine

While these changes enhance the *Officer Review*®, the heart of the magazine is comprised of the articles, columns, chapter updates, photos, etc., that you submit. I’m asking each of you—every Companion—to submit articles, Committee Columns, Chapter Updates, etc., for publication in the *Officer Review*. *Each of you has a great story to tell—and I want to publish it.* ★



Please send your stories, articles, photos, etc., to me at: [mowwcs@comcast.net](mailto:mowwcs@comcast.net)

# How The Pilot's Checklist Came About



By John Schamel  
Federal Aviation Administration (FAA)



**Martin Model 146 during competition c. 1935**

Source: US Air Force Photo

ing. Martin submitted their Model 146; Douglas submitted the DB-1; and Boeing submitted their Model 299. Boeing, a producer of fighters for US Navy aircraft carriers, had little success in commercial airliners or bombers for the US Army Air Corps.

Boeing's entry had swept all the evaluations, figuratively flying circles around the competition. Many considered these final evaluations mere formalities—talk was of an order for between 185 and 220 aircraft. Boeing executives were excited - a major sale would save the company.

At the controls of the Model 299 this day were two Army pilots. Major Ployer P. Hill (his first time flying the 299) sat in the left seat with Lieutenant Donald Putt (the primary Army pilot for the previous evaluation flights) as the co-pilot. With them was Leslie Tower (the Boeing Chief Test Pilot), C.W. Benton (a Boeing mechanic), and Henry Igo (a representative of Pratt & Whitney, the engine manufacturer).

The aircraft made a normal taxi and takeoff. It began a smooth climb, but then suddenly stalled. The aircraft turned on one wing and fell, bursting into flames upon impact.

Putt, Benton, and Igo—although seriously burned—were able to stagger out of the wreckage to the arriving safety

The final phase of aircraft evaluations under US Army specification 98-201 (July 18, 1934) was to begin. Three manufacturers had submitted aircraft for test-



**Boeing Model 299**

Source: US Air Force Photo

crews. Hill and Tower were trapped in the wreckage but were rescued by First Lieutenant Robert

Giovannoli, who made two trips into the burning aircraft to rescue both men. Both men later died of their in-



**Douglas 18 (DB-1) in flight**

Source: US Air Force Photo

juries. Lt. Giovannoli was awarded the Cheney Medal for his heroism that day, but he died in an aircraft accident before receiving it.

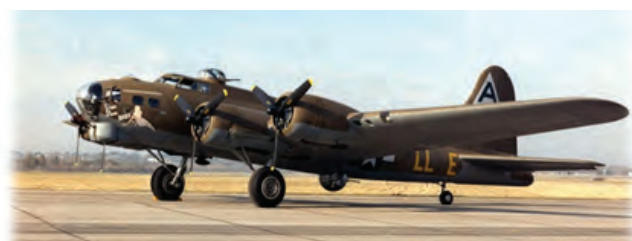
The investigation found "Pilot Error" as the cause. Hill, unfamiliar with the aircraft, had neglected to release the

elevator lock prior to take off. Once airborne, Tower evidently realized what was happening and tried to reach the lock handle, but it was too late.

It appeared that the Model 299 was dead. Some newspapers had dubbed it as "too much plane for one man to fly." Most of the aircraft contracts went to the runner-up, the Douglas DB-1. Some serious pleading and politicking by Air Corps officers gave Boeing a chance to keep the Model 299 project alive—13 aircraft were ordered for "further testing."

Douglas, however, received contracts for 133 aircraft for active squadron service. The DB-1 became the B-18.

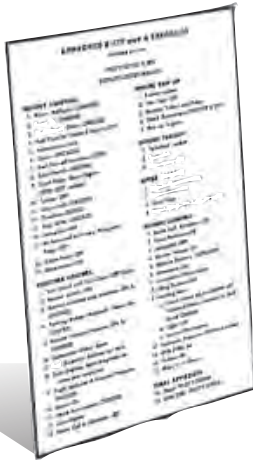
Twelve of those Boeing aircraft were delivered to the 2nd Bombardment Group at Langley Field, Virginia,



**Boeing B-17G Flying Fortress "Shoo-Shoo Baby"**

Source: US Air Force Museum Photo





by August, 1937. The 2nd Group's operations were closely watched by Boeing, Congress, and the War Department. Any further accidents or incidents with the Model 299 would end its career. Commanders

made this quite clear to all the crews.

The pilots sat down and put their heads together. What was needed was some way of making sure that everything was done; that nothing was overlooked. What resulted was a pilot's checklist. Actually, four checklists were developed—takeoff, flight, before landing, and after landing. The Model 299 was not "too much airplane for one man to fly," it was simply too complex for any one man's memory. These checklists for the pilot and co-pilot made sure that nothing was forgotten.

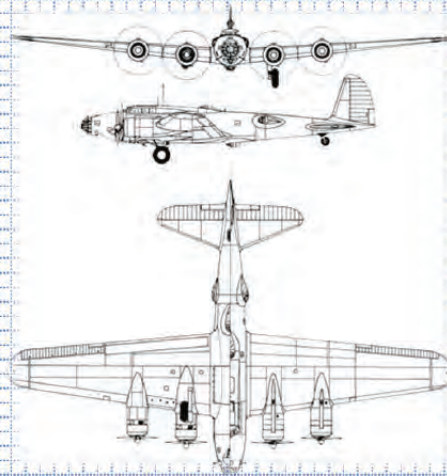
With the checklists, careful planning, and rigorous training, the twelve aircraft managed to fly 1.8 million miles without a serious accident. The US Army accepted the Model 299, and eventually ordered 12,731 of the aircraft they numbered the B-17.

The idea of the pilot's checklist caught on. Other checklists were developed for other crew members. Checklists were developed for other aircraft in the Air Corps inventory. ★

- Gilbert, James. "The Great Planes," 1970.
- Jablonski, Edward. "Flying Fortress," 1965.
- Jones, Lloyd. "US Fighters," 1975.



John Schamel joined the FAA in 1984 and has been an Academy instructor since 1991. He taught primarily in the Flight Service Initial Qualification and En Route Flight Advisory Service programs. He also taught in the FAA Academy's International and the Air Traffic Basics training programs. John's first major historical project for the FAA was to help mark the 75th Anniversary of Flight Service in 1995.



### Specifications

Length: 74 ft 4 in  
Wingspan: 103 ft 9 in  
Height: 19 ft 1 in  
Wing area: 1,420 ft<sup>2</sup>  
Empty weight: 36,135 lb  
Max takeoff weight: 65,500 lb

### Power Plant

4x Wright R-1820-97  
"Cyclone" turbo supercharged  
radial engines, 1,200 hp each

### Performance

Maximum speed: 287 mph  
Cruise speed: 182 mph  
Range: 2,000 mi  
Service ceiling: 35,600 ft  
Rate of climb: 900 ft/min  
Wing loading: 38.0 lb/ft<sup>2</sup>

SOURCE: FIDDLERSGREEN.NET



# MOWW || BSA Resolution Presentation

By Maj Robert J. Williams, USAF (Retired)  
Chairman, Boy & Girl Scouts Committee



**Presenting the MOWW BSA Resolution (L-R): VCINC Captain John M. Hayes (Scouting Oversight); Wayne Brock (Deputy Chief Scout Executive, BSA); Major Robert J. Williams (Chairman, MOWW Boy & Girl Scouts Committee); CINC Colonel Cliff D. Way, Jr., and; LTC Oren L. Peters (MOWW BSA Representative, MOWW Boy & Girl Scouts Committee).**

On 20 Oct 10 the MOWW-BSA Resolution that the Order passed at the 2010 National Convention was presented to Mr. Wayne Brock, the Deputy Chief Scout Executive, Boy Scouts of America (BSA). The MOWW Resolution was presented to BSA at their National Headquarters in Irving, Texas.

Major Robert J. Williams, USAF

(Retired), MOWW Boy & Girl Scouts Committee Chair, presented the resolution to Mr. Brock. This presentation further cemented the Order's relationship with the Boy Scouts of America at the national level. During the ceremony, the Order also accepted the BSA invitation for a MOWW representative to serve as a member of the BSA Community Relations Task Force.

While the Order has been expanding its national relationship with the Boy Scouts of America, Region and Chapter Commanders need to work to increase MOWW involvement at the local level—beyond the presentation of MOWW Eagle Scout Certificates—and become involved in Scouting programs at Unit and District Levels.

## *In Support of the Boy Scouts of America*



WHEREAS, The Military Order of the World Wars, since its founding in 1919, has long regarded the Boy Scouts of America organization as supporting the Preamble to the Constitution of our Order; specifically, the Boy Scouts of America has exemplified several tenets of the Preamble, which states that we uphold to "inculcate and stimulate love of our Country and the Flag" and "promote and further patriotic education in our Nation;" and

WHEREAS, we regard our "Memorandum of Mutual Support" with the Boy Scouts of America as a great opportunity to promote traditional family values to America's youth and continue to bring stability and strength to Scouting endeavors through assistance to units, districts, and councils in community projects, merit badge programs and special Eagle Scout recognition, and participation as a National Sponsor Organization for Scouting's "Good Turn for America;" and

WHEREAS, the Boy Scouts of America, founded in 1910, stands as a leader of our Nation's heritage, wherein it has provided a youth movement based on principles of character, citizenship, and fitness. This year, 2010, is an historic year for the Boy Scouts of America because of its many reflections of 100 years of achievement with our Nation's youth, culminating in the 100th anniversary celebration at the 2010 National Scout Jamboree at Fort A.P. Hill, Virginia;

NOW, THEREFORE, BE IT RESOLVED that The Military Order of the World Wars in convention in El Paso, Texas, August 3-8, 2010, recognizes the great and significant contributions the Boy Scouts of America have made to our Nation's youth. We also congratulate them on this centennial anniversary, and we look forward to continuing a mutually beneficial relationship.





# MOWW || New Troops

## Every Encounter is an Opportunity

BY VCINC CAPTAIN JOHN M. HAYES, USAF (FORMER)

The holiday season is here, and each of us will attend various events and gatherings, during which you'll encounter old friends and make new ones. These encounters are great opportunities to recruit new members

My last two columns provided suggestions for Chapters and Companions useful to increase Chapter membership. Some of these suggestions you may have heard before, but I'd just mention they are time-tested and they have proved to be successful. This month, I'll discuss several points I have received in response to these earlier columns.

Some said people sometimes ask, "What is MOWW? What do they do?" The Preamble's tenets provide the answer, as do our youth and patriotic education activities. MOWW activities give us opportunities to publicize our Order via interviews, articles and photographs with local print, electronic, radio and television media. Handouts can also inform others about our Order and "who we are."

We should wear our MOWW lapel pins, nametags, shirts, etc., when we're involved in local community service, e.g., Rotary, Lions Club. You can be sure their membership includes potential MOWW members, and those venues can be a great opportunities for us to promote our Order and recruit.

Join coalitions that provide veterans outreach, such as city or county veterans' councils, parade committees, military ball committees, VA advisory committees, and veteran/military museum foundations. Companions should speak at veteran and civic programs. Recognize

community groups, businesses and individuals for their patriotic achievements.

Support a memorial or monument, or present plaques or certificates, to support an event, honor an organization and to recognize an individual and publicize MOWW. Even displaying MOWW certificates, plaques, etc. that you have been awarded in your office helps. Gain public and media awareness of our Order by honoring police officers and firefighters via MOWW's awards programs.

By implementing these and other ideas, people in your community will know "who we are." Once they know about us and what we do in the community, many individuals will want to become members.

In closing, let me share with you a personal account about recruiting and retaining an MOWW Companion. Many years ago a gentleman and his family moved into the house next to mine. We became friends and I learned that he was a former US Army officer. We were invited to a Christmas program at a local church, and another Dallas Companion in attendance and I began telling my new friend about MOWW. We invited him to a Dallas Chapter meeting.

Our chapter meeting was vibrant. We had a tremendous speaker. The commander greeted my friend. My friend was introduced and he

talked to many Companions—including a Vietnam POW. He was impressed with our members and the way he was treated. He later told me he was looking for a veterans group focused on community service and youth.

He joined; he became a Perpetual Member; he got involved. He started as an understudy for Junior Vice Commander. He became Junior Vice Commander, editor of our newsletter, Senior Vice Commander, and Commander. He compiled books for our entries for National Awards. He was and is a tremendous asset to the Dallas Chapter and the national Order. His name is 1LT Wes Gross, and I am proud to say I was his sponsor.

I hope everyone has a safe and enjoyable holiday season. Take personal action to make our CINC's membership goals a reality. Thank you for what you do for the Order and those the Order serves. ★



*Capt John M. Hayes is a Vice Commander-in-Chief, and the Chairman, Membership Committee. He flew for Braniff and US Airways, retiring as a Captain with over 24,000 flying hours. While in the US Air Force, he was a C-141 "Starlifter" air-*

*craft commander. He was also an EC-47 "Skytrain" instructor pilot at Danang AB, Republic of Vietnam, where he flew 166 combat missions and was awarded the Distinguished Flying Cross.*

# MOWW || Chapters in Action



|| GREATER KANSAS CITY (087), MISSOURI

## Chapter Member Recognized

BY MRS. PATRICIA SNYDER

Mrs. Patricia Snyder presents LCDR Joe Dwigans with a Certificate of Appreciation for his many years of service to MOWW and the Chapter as its ROTC Officer.



|| SUN CITY CENTER (226), FLORIDA

## Family Members Make Great Guest Speakers

BY LT COL HARRY R. LASCOLA, USAF (RET.)

Chapters are always seeking guest speakers who are both entertaining and informative and whose presentations will enhance meaning to one or more tenets in the Preamble. Chapter commanders know that obtaining a speaker with these attributes is not easy. Sometimes the best sources of such a speaker are Companions' active duty family members.

Companion AF Lt Col Donald Wyrick, said his son, AF Col Brett Wyrick (an MD), had several tours in Iraq and he possibly could find time from his duties as the Air National Guard Surgeon and make a one-day trip to Sun City Center. His presentation would be about his experiences as a combat surgeon in Iraq. Col Wyrick gladly came.

Col Wyrick started his introduction stating that he was an AF brat whose father had been a pilot. He decided to become a medical doctor, but he also wanted to be in the AF. He achieved both goals by joining the Air National Guard as a physician. The majority of his medical career has been on active duty in the Air National Guard.

His presentation was simply outstanding. He had just returned from Iraq. The theme was his experience as a combat surgeon who operated on both our military and the enemy. This brought Iraq into perspective, even as he interspersed his experiences with humorous but true stories, often touching on aspects of our Preamble.

**Pictured (L-R): Donald Wyrick, COL Brett Wyrick and Barbara Wyrick.**



|| RICHMOND (031), VIRGINIA

## LTC Jon C. Hatfield USA (Retired) Awarded Gold Patrick Henry Medallion

BY CDR JOHN A. BAUMGARTEN, USN (RET.)

During the Massing of the Colors ceremony at the Virginia War Memorial, Executive Director of the War Memorial, LTC Jon Hatfield, USA (Ret), received the MOWW Gold Patrick Henry Medallion for Patriotic Achievement. He also received a MOWW perpetual membership. LTC Hatfield was recognized for his major role in creating the renowned "Virginians at War" series of educational documentaries and his stellar efforts to oversee the design, funding and construction of the Paul and Phyllis Education Center.

**Pictured (L-R): CDR John Baumgarten, LTC Hatfield, Past CINC LTC Alfred Shehab, Past CINC COL Bert Rice.**



# MOWW || Chapters in Action



|| COLUMBIA (036), SOUTH CAROLINA

## CPT Lewis Langley at the Citadel

CPT Lewis Langley represented MOWW at the annual awards ceremony at the Citadel, the military college in South Carolina.

CPT Langley was also invited to cut an American Flag cake at the Citadel using a Citadel sword at the start of the reception following the awards ceremony.

The Military Order of the World Wars award is presented to one member of the 2nd, 3rd, and 4th class for each branch of service for their diligence in demonstrating military excellence and outstanding accomplishments during the year.



|| HILL COUNTRY (220), TEXAS

## YLC Students Recognized

BY MAJ O. KEPLER JOHNSON, USAF (RET.)

The Chapter invited two representative students from their June 2010 Youth Leadership Conference (YLC) to present their reports of their experiences.

Each of the students was presented a letter of congratulations and a photo of the whole group of eight (8) Hill Country students who attended the YLC.

The presentation was made (L-R) by Col Harry Matthews, Past Commander of the Hill Country Chapter, to Skyler Highsmith of Kerrville Tivy High School and Michelle Deny of Medina High School.



|| GENERAL HOYT S. VANDENBERG (226), CALIFORNIA

## In Support of Law and Order

BY PAST CINC COL JACK B. JONES

The General Hoyt S. Vandenberg Chapter of the Military Order of the World Wars reserved a table at the Sheriff's Family Day at the Ranch which was held on 18 September 2010.

Our table was staffed by (L-R) CPT Dick Hathcock, Sr. Vice Commander - Vandenberg Chapter, MAJ James Murphy, Commander - Vandenberg Chapter, and Past CINC COL Jack Jones, Event Co Chairman.

# MOWW || Awards & Recognition



## ◀ Sun City Center Chapter Supports Boy Scout Troop 661

Boy Scout Troop 661 members from Ruskin and Apollo Beach, Florida, prior to their carrying the Wreath at Memorial Day ceremonies in Sun City Center, Florida. Companion LTC Harry Lascola (R) explained the importance of the wreath.



## ▲ United States Military Academy, West Point, New York

Companion MG William F. Ward presented an MOWW Award to Cadet Adam C. Norris at the 2010 Awards Convocation presentations.



## ▲ Roanoke Chapter Companion Winters in Florida

Roanoke Chapter Companion Col Cliff Taylor presented an MOWW NJROTC Award to LTJG Kenneth Heitmeyer at the Auburndale High School graduation ceremonies, in Auburndale, Florida.



## ▲ Recipient of MOWW JROTC Award, Tift County High School, GA

Cadet/Staff Sergeant Emily Elizabeth Jordan from the Georgia 51st AFJROTC in Tift County High School, Tifton, Georgia, was presented an MOWW JROTC Certificate at their Annual Awards Ceremony by Maj Pete Candelario, USAF (Ret).



## ◀ Recipient of MOWW ROTC Award, North Dakota State University

*"Cadet Stephanie Savey's exceptional work ethic and unwavering commitment to both the Nursing and ROTC programs at North Dakota State University led to her receipt of this year's Military Order of the World Wars Silver Award."*

—North Dakota State University Department of Nursing online



# MOWW || Awards & Recognition



▲ Recipient of MOWW JROTC Award, Wade Hampton High School, SC

Cadet Cameron Trieper from South Carolina-954 JROTC in Wade Hampton High School, Greenville, South Carolina, was presented with an JROTC Medal and Certificate by Companion CPT Lewis Langley. Photo



◀ MOWW Writing Award:  
The Order recognizes LTC Dirk E. Plante, USA, US Army War College

LTC Dirk E. Plante, United States Army, was the recipient of The Military Order of the World Wars Writing Award.

LTC Plante received the award at graduation on June 12, 2010, for his manuscript "Revitalizing the Nuclear Weapons Enterprise."

▼ Recipient of MOWW JROTC Award, McAllen High School, TX.

An MOWW JROTC Medal and Certificate was presented by LTC Brent Fullerton to Cadet/Captain Donovan Fonseca, at the McAllen High School JROTC Military Ball, McAllen, Texas.



◀ Recipient of MOWW JROTC Award, Granville High School, NC

Cadet Corporal Loren McCuiston received an MOWW JROTC Medal and Certificate at the South Granville High School JROTC Awards Ceremony in Creedmoor, North Carolina.



◀ Recipient of MOWW ROTC Award, University of Montana

*"... Being recognized for and receiving this merit-based award is an honor... As I continue to draw closer to my date of commissioning and to becoming a new leader in the Army, I find myself increasingly aware of the need to maintain myself as a well-rounded individual, and hope that I never stop finding new ways to improve..."*

—Cadet/MSIII Samantha LaBelle from the University of Montana ROTC on being awarded an MOWW ROTC Certificate.



# MOWW || VA: Have You Heard?

BY KEVIN SECOR  
SPECIAL ASSISTANT TO SECRETARY SHINSEKI  
DEPARTMENT OF VETERANS AFFAIRS

## Shared Pride Unites Iraqi Veteran With Those of Earlier Generations



*The Wichita (KS) Eagle* (11/6, Tanner) finds a common thread

of shared experience in two veterans several generations apart.

It reports that Tracy Brooks “has served twice in Iraq and would go again because she misses the normalcy of war. But for now, Brooks, 30, works for the Veterans of Foreign Wars in Wichita’s VA Medical Center, helping veterans process their disability claims. ‘I miss it,’ Brooks said. ‘I miss it a lot. I miss dealing with my soldiers, taking care of them and training.’”

Brooks, who headed a convoy security team, shared a sense of service and challenge with two other veterans briefly profiled. One, a Marine aircraft maintenance worker in Vietnam, later suffered from PTSD and became involved with drugs, alcohol and crime before seeking help from the VA. He still speaks of a sense of honor from his service to the nation. The other, a 93-year-old Navy World War II veteran of the Pacific theater, is separated from Brooks by at least six decades, but both echo the same message: ‘It is an honor to serve one of the greatest countries in the world.’ Brooks said, ‘To a lot of us, it was a job we signed up for. We volunteered to do what we did, and we did it proudly.’”

## VA Works To Meet Female Vets’ Health Needs



NPR (11/7, Morris) reports, “The number of women serving in the military has mushroomed in recent decades to more than 200,000 active duty, not counting National Guard and Reservists. This growing population faces many of the same problems as men — but also health and mental issues that are unique to female veterans.”

NPR notes that as recently as three years ago, women’s health services were available in only about one-third of VA facilities. But Patricia Hayes, VA’s national director of women’s health services, “says it’s come a long way in the past couple of decades,” adding that soon all VA facilities will provide women’s health services. One 10-year female Army veteran, who only recently learned that women’s health services were available at the VA, pronounced them “so far...really good.”

## Task Force Established To Help Vets Develop Small Businesses



MSNBC’s “Your Business” (11/7, 7:41 a.m. ET) broadcast that while “many small business owners have had to put their ventures aside to serve” in the US military, some of those vets, “as well as some of those who want to start businesses upon returning from duty, often find it a challenge to get support.” MSNBC pointed out, however, that this year, President Obama established an “interagency task force

on veteran small business development.” When MSNBC asked Marie Johns, who chairs the task force and who is a “deputy administrator for the Small Business Administration,” what advice she has for veterans who would like to start a small business, she encouraged them to go to her agency’s website, [www.sba.gov](http://www.sba.gov).

## Veterans Covered by Tricare Are Now Again Able To Receive Important Ipm Treatments For Back And Neck Pain.



The American Society of Interventional Pain Physicians (ASIPP), a physicians group that promotes the development and practice of safe, high quality, cost-effective Interventional Pain Management (IPM) techniques, led the effort to convince TRICARE to restore coverage for important pain treatments for our veterans.

Veterans covered by TRICARE are now again able to receive important IPM treatments for back and neck pain. Lumbar and cervical facet joint denervations and thoracic epidural injections are some of the more important procedures that are again being covered. These treatments offer a cost-effective alternative to more invasive surgical procedures and chronic prescription medications.

Last year, TRICARE discontinued coverage for these important Interventional Pain Management procedures. ASIPP leadership worked tirelessly with TRICARE and government officials to restore this coverage. ★



# MOWW || Surgeon's Tent



## THE *Uninteresting* Kidney

BY CPT (DR) ROBERT E. MALLIN, USA (FORMER)

While other organs may be more fascinating than our kidneys, none are more important. Interestingly, we need only one but we have two. This redundancy gives us a vital backup because there is no other way to excrete toxic bodily substances other than via the kidneys.

Kidney function depends on a high urine flow to sweep away waste. Otherwise, solid matter concentrates, leading to “gravel” and renal (kidney) stones. At the worst, the kidney’s ductwork and gathering area can calcify. Total system blockage leads to a back up of toxins, eventually to the point of “uremia” or poisoning. Total kidney function loss will leave you toxic and eventually dead.

Over 20 million Americans have Chronic Kidney Disease (CKD), which causes the progressive loss of renal function (i.e., the proper state of the kidney). CKD is under-diagnosed and under-treated, and awareness of CKD remains low. CKD causes premature morbidity (i.e., the incidence of illness) and mortality, and lowers quality of life. Individuals who have CKD have a 10-30 times higher risk of having cardiovascular disease than those individuals without CKD.

CKD disproportionately affects racial and ethnic minorities, causing worse outcomes and

higher costs of treatment. African-Americans and Native Americans are especially at increased risk. With these factors CKD meets the criteria of a public health issue. However, this is not inevitable. Evidence suggests earlier stages of CKD can be detected and treated, and adverse outcomes of CKD can be blunted via regular check-ups.

In recent decades, dialysis (the mechanical filtration of wastes from circulating blood) has been used to treat failed kidneys. This usually leaves one sub-functional at best and mentally “out of it” at worst. However, dialysis cannot go on forever. The ultimate treatment, kidney transplant, can restore a person to relative normalcy. However, the individual is still susceptible to the original disease and the “new” organ may eventually succumb to CKD.

Prevention is possible. For those with family histories of dialysis or transplants, routine and simple tests can surveil your kidney function. See your doctor regularly and if you have CKD, make sure all of your doctors know you have it. Controlling blood pressure is the key to delaying further kidney damage. The goal is to keep blood pressure at or below 130/80 mmHg. Other tips for protecting the kidneys (and preventing heart disease and strokes) include:

- Do not smoke.
- Eat meals low in fat and cholesterol.
- Get regular exercise (talk to your doctor or nurse before starting).
- Keep your blood sugar under control.
- Drinking extra water helps to flush the kidneys.

Always talk to your kidney doctor before taking any over-the-counter medicines, vitamins or herbal supplements. ★

## FACTOID ▷

For many years, the Centers for Disease Control (CDC) listed kidney disease as one of the top ten causes of death by disease in the United States.

Kidney disease also plays a significant role in hypertension and diabetes, two other diseases that are also included on the CDC's list of top ten causes of death each year.



*Captain (Dr.) Robert E. Mallin, USA (Former) is a graduate of Adelphi University and New York Medical College. He is certified with the American Board of Plastic and Reconstructive Surgery and is a Fellow of the American College of Surgeons. In private practice from 1975-1994, he was the Alaskan State*

*Physician of the Year. While in the US Army (1966-1968) he earned a Bronze Star, Purple Heart and Air Medal, and a Combat Medical Badge*



# Mail || Letters to the Editor

## AFROTC Award Recipient

I would like to take this opportunity to thank you for selecting me as a recipient of the Military Order of the World Wars award.

I consider this award a huge honor. I was rather surprised when my name was mentioned and I was summoned at the awards ceremony to receive this impressive award as I always strive to do as much as I can to serve AFROTC, but am somewhat leery of the spotlight. That spotlight is sometimes a necessary element in the success of the individual or group that deserves the recognition for the efforts and hard work that has been dedicated to a good and righteous cause.

This is the first award I have received from a non-ROTC-related organization so I hold it in high regard and have pinned the certificate on my wall as a reminder to never give up and never lack in my service-oriented efforts aimed at improving and serving AFROTC and eventually this free nation.

On the day I obtained the award I told all my loved ones of the event and I, with them, could not be more proud. I am indebted and forever grateful for men and women associated with you

that have honorably served this nation and are still seeking to contribute to the cause of the military even after an honorable discharge—for desiring to be involved with ROTC detachments and seeking to aide in the success of ROTC cadets such as myself. Once again, I thank you for selecting me for this award and I thank you for your service to this nation.

—Cadet Joshua D. Hess  
AFROTC Detachment 855  
Brigham Young University, Provo, Utah

## MOWW's Western Language Minor Award Recipient

I want to take the opportunity to personally thank you for sponsoring the Outstanding Cadet in Western Language Minor Award. The "Eagle and Fledglings" statue that I received is absolutely stunning. It is a magnificent work of art and will certainly be the cornerstone of my future office. I have loved my time with the Department of Foreign Languages and I was honored to win the Outstanding Cadet in Western Language Minor Award.

The "Eagle and Fledglings" statue is symbolic of the guidance and leadership I have had the privilege of living under for the last four years at the

US Air Force Academy. As I graduate from the US Air Force Academy, I will now become the eagle as I lead others in our great military. This metaphor will always have a special meaning in my heart. Thanks again!

—2nd Lt Austin McKinney  
USAF Academy, Colorado

## JROTC Winner

I am Cadet Kenier Pineda. I am a sophomore at Terry Sanford High School in the Air Force JROTC program. I want to thank you for sponsoring the award that I received this past week. I am proud to represent the Military Order of World Wars.

This year has been very full for me in AFJROTC. My future plans in AFJROTC are to continue with the drill team and to reach a senior position in the corps. After the end of my schooling, I intend to go to college.

Again, I am honored to represent the Military Order of World Wars as the medal winner for this year at Terry Sanford.

—C/1stLt Kenier Pineda  
Terry Sanford High School  
AFJROTC, NC-032  
Fayetteville, North Carolina



\* Mention you're attending  
the MOWW Convention

## MOWW NATIONAL CONVENTION

**18-24 July 2011**

**Holiday Inn Bozeman**

5 Baxter Lane • Bozeman, MT 59715

**Make your hotel reservations now!**

**406-587-4561**



# Mail || Letters to the Editor

## NJROTC Awards Banquet

The staff of Pisgah High School Navy Junior Reserve Officer Training Corps (NJROTC) wishes to thank you for your continued support. During our annual NJROTC awards banquet we were honored to have Dr. Ernest Stein, Alderman town of Canton, award your medal to one of our cadets, Brittany Banks, a Sophomore, and a rising leader within our program. Brittany exemplifies all the attributes of your prestigious award.

Thank you again for your continued support.

—James Humphrey  
Senior Naval Science Instructor

—Thomas Long  
Naval Science Instructor  
Pisgah High School NJROTC  
Canton, North Carolina

## Carroll College Honoree

My name is Rebecca Case and I am an MSII Cadet at Carroll College. I would like to thank you for giving me the ROTC Award of Merit in recognition of the hard work I have put into my education and training.

Being a cadet and learning what it take to be a successful officer is very important to me, so to be recognized by your establishment is truly an

honor. Thank you very much, you have inspired me to work even harder and to learn as much as I can so that I can be the best officer I can possibly be.

—Cadet Rebecca Case  
Helena, Montana

## Army War College Honoree

On behalf of the United States Army War College, I want to thank you for sponsoring an award in our Student Awards Program. Your support and encouragement serves to emphasize the importance of research and professional writing as foundational to issues of national concern. Thank you very much for sponsoring The Military Order of the World Wars Writing Award.

I am pleased to report that Lieutenant Colonel Dirk E. Plante, United States Army, received the award at graduation on June 12, 2010, for his manuscript "Revitalizing the Nuclear Weapons Enterprise." His Project Adviser was Colonel Jeffrey L. Caton, of the Department of Command, Leadership and Management. A copy of the manuscript is enclosed as is a photograph commemorating the occasion. The selection process is exceptionally rigorous with award winners normally representing the top 5% of their graduating class. [Editor's Note: See page 23 of this issue.]

Please know that we very much value your support. Your encouragement through this award provides strong evidence that intellectual acuity is fundamental to strategic leadership. As we appreciate your willingness to sponsor an award, we are always available to you. Please contact me if I may be of assistance at any time.

—Larry D. Miller, Ph.D., M.S.S.  
Director, Communicative Arts  
Department of the Army  
United States Army War College  
and Carlisle Barracks, Carlisle,  
Pennsylvania

## USMA Cadet Awards

Thank you for your generous support and continuing interest in the Cadet Awards Program at the United States Military Academy. Your participation in the awards program was instrumental in the overall success of the 2010 Awards Convocation.

We are pleased to provide photographs of the 2010 Awards Convocation presentations. Identifying information appears on the reverse of each photograph.

Best wishes from West Point.

—Kay L. Emerson, Lieutenant Colonel,  
US Army Adjutant General



CINCLIFFORD Way, sits with Vice President Joe Biden and other veterans in the Arlington National Cemetery amphitheater during Veterans Day ceremonies, November 11, 2010.

Source: White House Photo

# 2010 || Membership Update

## Reveille

NEW MEMBER  
(SPONSOR)

### COL WOODS- OKLAHOMA CITY OK

CWO Arland V. Perkins (A)  
(Britton, C. LT)

Capt Michael R. Scopel (AF)  
(Britton, C. LT)

### DALLAS TX

Maj Gen Harvey J. McCarter (AF)  
(Saddler, D. Lt Col)

MAJ Lannie R. Hughes (A) \*  
(Darelius, D. Capt)

CAPT John H. Thompson (M) \*  
(Dallas Chapter)

### FORT WORTH, TX

MAJ James E. Herrick, Jr. (M)  
(Fort Worth Chapter)

### GEN GEORGE G. MEADE MD

COL David J. Webber (A)  
(Burtnick, E. COL)

### GEN J. P. HOLLAND CA

CPT(CH) David Korinek (A)  
(Epstein, D. COL)

### GEN MIDDLETON- BATON ROUGE LA

LTJg Corley P. Senyard (N)  
(Ware Jr., J. LT)

### GREATER BOSTON MA

LTC Michae A. Lavey (A)  
(Weinburg, H. CAPT)

LTC Gary M. Soldato (A) \*  
(Sokolov, J. 1LT)

### GREATER KANSAS CITY, MO

LTC James M. Slone (A)  
(Tobin, J. COL)

### HEADQUARTERS

CDR Martin L. Belko (N) \*  
(Website)

Lt Col Carl Fabrizio, Jr. (AF)  
(Website)

Cadet Arthur B. Morrill IV (H) \*  
(Morrill III, A. Brig Gen)

Robert McDaniel Morrill (H) \*  
(Morrill III, A. Brig Gen)

### LTG EMMETT WALKER MS

1LT Fredd M. Bayles (A)  
(Burkes, W. Maj Gen)

Lt Col William F. Clopton (AF)  
(Burkes, W. Maj Gen)

CDR Randy C. Reeves (N)  
(Burkes, W. Maj Gen)

Aida Y. Reeves (E)  
(Burkes, W. Maj Gen)

### MESILLA VALLEY NM

Maj Kenneth L. Thalmann (AF)  
(Baker, E. Lt Col)

### MIDDLE GA

Lt Col Russell D. Moye (AF)  
(Clark, K. Col)

### PG COUNTY MD

CAPT Edward W. Gannt (N)  
(Ferguson, L. Col)

COL Norvell V. Coots (A) \*  
(Cooper, M. Col)

### RICHMOND VA

LTC Jon C. Hatfield (A)  
(Tarantino, J. LTC)

### ROANOKE VA

LCDR Michael P. McFadden (N)  
(Jasper, N. Capt)

### SADDLEBACK CA

CPT Joseph A. Edwards (A)  
(Wandke, R. Lt Col)

CAPT John G. Bloomer (N)  
(Muncaster, B. MAJ)

### SANTA FE NM

Mark C. Rowley (E)  
(Miles, F. MG)

Birgit K. Anderson (E)  
(Anderson, C. Col)

## Taps

RANK/NAME (SERVICE)

### APACHE TRAIL AZ

MAJ James C. Ledy, II (A)  
COL Clifford I. Gatlin (A) \*

### ATLANTA GA

COL Robert D. Nesbitt (A) \*

### BETHESDA MD

CAPT Robert J. Gallagher (N)

### CATALINA MOUNTAINS AZ

LT Homer B. Tilton (A)

### CLEARWATER FL

LTC Edward E. Walters (A) \*  
Lt Col George P. Sampson (AF) \*

### COL WOODS- OKLAHOMA CITY OK

Col Charlie Y. Wier (AF) \*

### COLUMBIA SC

Col Leonard P. Bull (AF)

### COLUMBUS GA

COL Eli Gardner (A)

### DALLAS TX

CAPT John H. Thompson (N)

### FORT WALTON BEACH FL

Lt Col Francis J. Hebert (AF)

### GEN GEORGE G MEADE MD

Mr Theodore C. Boyer (H) \*

### GEN RIDGWAY PITTSBURGH PA

Maj Gen John G. Brosky (AF) \*

### HEADQUARTERS

LCDR John R. Alspach (N) \*  
Maj James O. Bemserderfer (AF) \*  
Mr Eugene K. Beall (H) \*

### HOUSTON TX

CPT Fred L. DeFrancesco (A) \*

### JACKSONVILLE FL

Frances N. Bingen (E)

### MIAMI FL

CAPT Alexander E. Tanos (CG) \*

### NORTHERN VA

COL Wilbern L. Packett (A) \*

### PHILADELPHIA PA

LT Charles Lucisano (A) \*

### SAN ANTONIO TX

Lt Col Joe Faulkner (AF) \*

### SAN DIEGO CA

CDR Clarence T. Neill, Jr (N)

### SAN FERNANDO VALLEY CA


LtCol John L. Hathorn (AF) \*

### SUN CITY CENTER FL

Col Coy Cowan (AF) \*  
1st Lt Bertram H. Ison (AF) \*  
LT Wilfred S. Bobier (A) \*

\*Denotes Perpetual Member





## Online Tools Gives Names of Vietnam War Casualties New Life

The Virtual Wall allows visitors to search for loved ones by Last Name, Wall Panels By Date, By State and City, Height of Valor (medals), Faces Of Freedom (photos), By Military Unit, POW/MIA Status, Groups and Battles or Name Not Found.

Everyone is encouraged to upload a photograph to the site. There is a large effort at this time to collect a photograph of each name etched on the Wall.

A memorial page is to be assembled for each name, and loved ones may leave a comment on the page.

[www.VirtualWall.org](http://www.VirtualWall.org)



By bwilmore\_photos/photobucket



## Give To Your Order

*Perpetuate MOWW's tradition of serving others!*

*Please donate to your Order via  
the CINC Solicitation...and  
your personal estate planning.*

*"MOWW Charitable Giving Guide" coming January 2011!*





# Support Our Troops

While many of you will still be working at getting holiday cheer to our service men and women for this Holiday Season, the following Military Hospitals need your help all year long.

These Hospitals have been treating wounded troopers from various battle zones.

They are always in need of: phone cards, disposable cameras, magazines, music and video CDs and tapes, individually wrapped snacks, candy, microwave popcorn, bottled water, writing instruments, x-Box games (new or used), paper and envelopes, etc.

Landstuhl expecially needs basic clothing since they are the intial staging point for wounded out of Iraq.

Send items to:

Landstuhl Regional Medical Center  
Attn: MCEUL-CH/Chaplains Office  
CMR 402  
APO AE 09180

Walter Reed Medical Family  
Assistance Center (MEDFAC)  
BLDG. 2, Third Floor, Room 3E01  
6900 Georgia Ave., NW  
Washington, DC 20307-5001

Brooks Army Medical Center  
Army Community Services  
2010 Stanley Road, STE 95,  
Fort Sam Houston, TX 78234-5095

National Naval Medical Center  
ATTN: Marine Liaison  
8901 Wisconsin Ave.  
Bethesda, MD 20889

Naval Medical Center, San Diego  
ATTN: Marine Liaison Office  
34800 Bob Wilson Drive  
San Diego, CA 92134-5000

*From left, top to bottom:*

**COL Roger Nell, Command Judge Advocate with Task Force Warrior, stands in his office at Bagram Airfield, Afghanistan, beside an artificial Christmas tree. This tree**

**has served alongside father or son on three wartime missions and six Christmas deployments.**

**Santa, while visiting S. Korea, is distracted by a student while another pushes buttons on his radio in an attempt to contact toy**

**makers at the North Pole. "We invited the Tae Sung Dong Elementary School students to lunch and to have a little Christmas party," said Santa (AKA LTC John Rhodes, Commander of the United Nations Command Security Battalion-Joint Security Area, Camp Bonifas). Soldiers there guard the de-militarized zone between North and South Korea.**

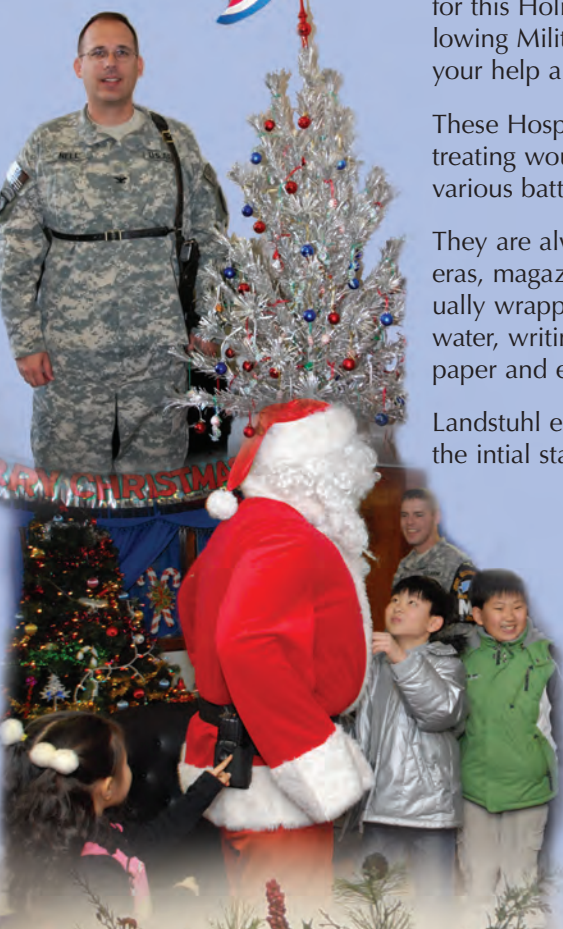
**SSG Tarrance Brown of US Army Europe's 502nd Engineer Company plays with his 9-month-old son Naiveo at the 502nd's welcome-home ceremony at Pioneer Kaserne in Hanau, Germany. The ceremony welcomed Soldiers of the multi-role bridge company back from their 15-month deployment in Iraq.**

Source: US Army Photo (Sgt. Aimee Millham)

**Marines with the 22nd Marine Expeditionary Unit (Special Operations Capable) Command Element set up camouflage netting on a rooftop at Forward Operating Base Hit, Iraq, December 25, 2005.**  
Source: USMC Photo (Sgt Richard D. Stephens)

***Inset center: As Christmas Day moves on at a forward operating base in Kandahar, Afghanistan, US Marines of the 26th Marine Expeditionary Unit (Special Operations Capable) move out to the front lines to defend and maintain security throughout the perimeter.***

Source: USMC Photo







# 'Tis the Season



**MOWW Necktie**  
\$25



**MOWW Pocket Badge**

\$15 each. Price includes engraving, postage and handling. To order, provide us with engraving information (max 25 letters), by email or call us (see below).



**MOWW Paperweight**  
with brass plate for engraving.  
\$12

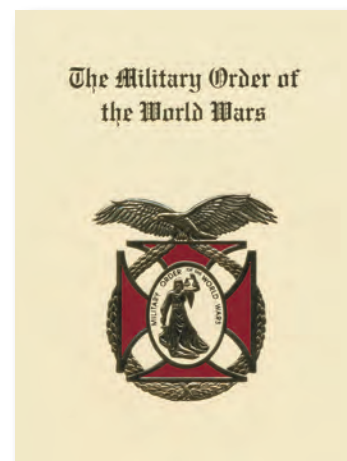


**MOWW Cap**  
\$15.25



**MOWW Quartz  
Rosewood Desk Clock**

The perfect gift for that special Companion, guest speaker or as a gift to anyone, with MOWW Crest on the outside and plate for engraving on the inside. \$30



**MOWW  
All Occasion Card**

Two-inch, gold embossed MOWW Crest centered beneath gold embossed, raised lettering on heavy cream-colored stock. Blank inside, measures 4½" × 6" and comes with matching envelope. \$1.50 each, minimum order of 3, plus postage.



FRONT



BACK

**MOWW  
Coin Of Excellence**

A "new" item that can be purchased by all Companions. *A great gift!* \$5

## Order MOWW Merchandise from National Headquarters

BY WEBSITE: [www.militaryorder.net](http://www.militaryorder.net)

BY EMAIL: [moww@comcast.net](mailto:moww@comcast.net) BY PHONE Toll Free: 1-877-320-3774 BY FAX: 703-683-4501

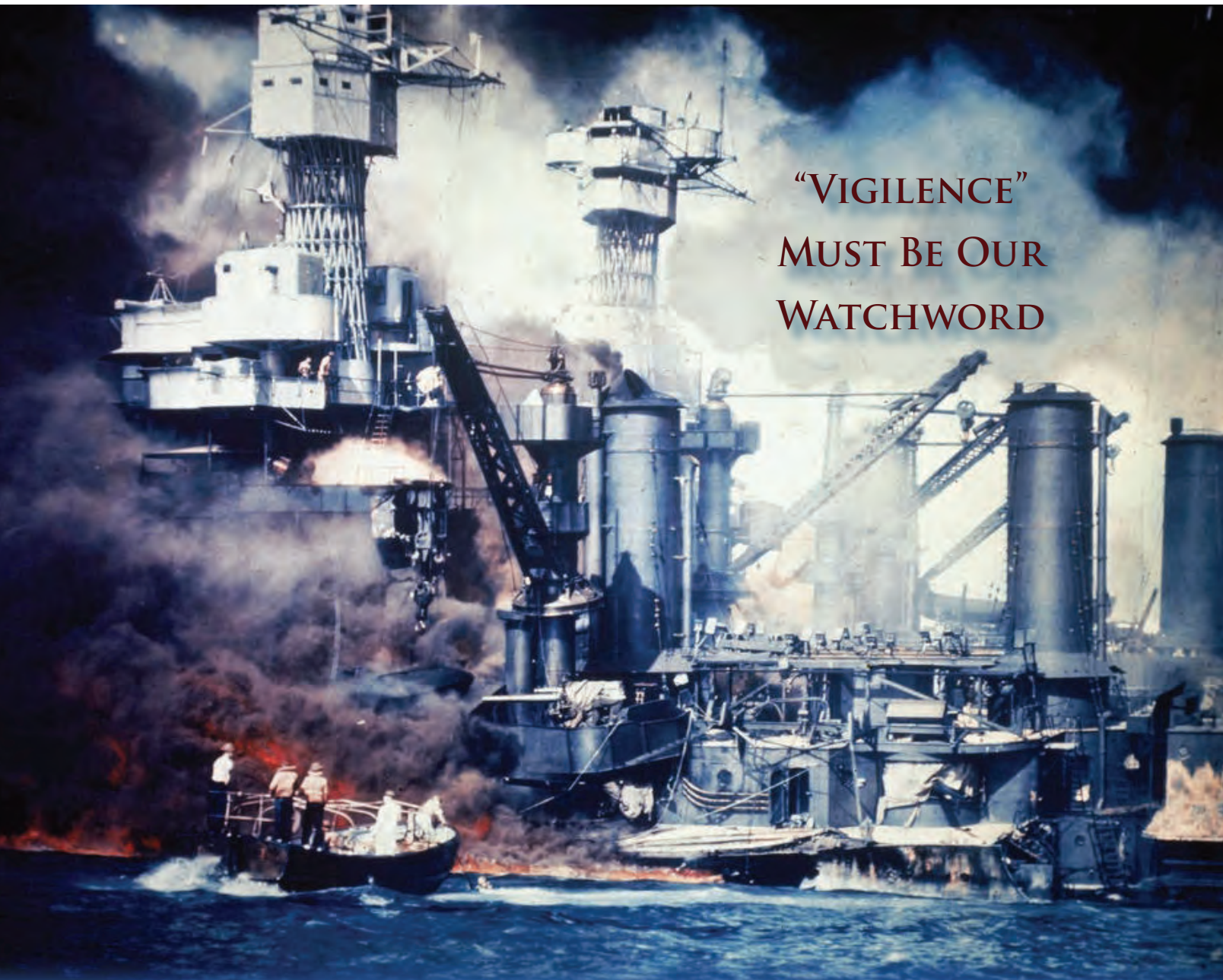
When placing your order, please do not send any money. You will receive an invoice with your merchandise. You can also order MOWW neck ribbons and all of the accouterments from National Headquarters website!





"IT IS MORE NOBLE TO SERVE THAN TO BE SERVED"

"VIGILANCE"  
MUST BE OUR  
WATCHWORD



December 7, 1941

"A Date Which Will Live in Infamy"

— President Franklin D. Roosevelt

US Navy sailors in a motor launch rescue a survivor from the water alongside the sunken battleship USS West Virginia (BB-48) during or shortly after the Japanese air raid on Pearl Harbor, 7 December 1941. USS Tennessee (BB-43) visible behind West Virginia. Note extensive distortion of West Virginia's lower midships superstructure, caused by torpedo hits below. Also note 5"/25 gun, still partially covered with canvas, boat crane swung outboard and empty boat cradles near the smokestacks, and base of radar antenna atop West Virginia's (BB-48) foremast.

US Navy photograph C-5904, in the National Archives, available from [navsource.org](http://navsource.org)