

# OFFICER REVIEW

VOLUME 50, NUMBER 3

THE MILITARY ORDER OF THE WORLD WARS

OCTOBER 2010

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





# Notes from The CINC

The Greater Kansas City Chapter receives my congratulations for their sponsorship of annual International Military Ball. The Chapter started doing this in 1950 as a luncheon and in 1990 it became a formal evening event so spouses of the International students attending the Army Command and General Staff College could also attend. Chapter Commander, our own Patricia Snyder and spouse Jim had an excellent program that evening. Jackie and I enjoyed talking to many international officers and spouses.

The arrival of fall brings sweaters, Friday night football, cooler weather, and looking ahead to the November elections. I hope each of you: Chapter, Region, Department or State Commanders have already sent in your chapter's IRS form to headquarters per the letter from the Chief of Staff. This is also a good time to have a chapter audit of your books and have them signed-off as reviewed each year. I hope my Vice CINCs will follow up with the Region Commanders to ensure all chapters sent in their forms.

This is also the time when the first letter from the Commander-in-Chief asking for money has gone out. I understand several years ago the Companions of the Order asked that we not send the yearly calendars, address labels and other items. Companions just indicated, "Tell us what is needed and we will work toward it." The budget items presented and passed at the Convention in El Paso calls for \$90,000 again to be raised by CINC solicitation to support our \$792,786 budget to run the Order this year. So, I ask for your help to achieve this goal.

I have asked the Membership Committee and the National Staff to help all the Chapters in the regions for they are responsible to help improve recruitment and the big problem of maintaining membership. One chapter I visited recently had a regular member pass. He was 92 but had been active as a regular member. They discussed with the family that the Chapter would like to fund his membership as a memorial member of the Chapter. The family replied that they were honored and happy for it to happen. It's one way to keep the loss rate down. Several other chapters I visited invited outstanding YLC students to a luncheon along with counselors and JROTC instructors, principals and parents. Over the last several years they have recruited a member or two.

Membership will not happen if we procrastinate in asking someone to join. We need to all step out of our comfort zone—not have the attitude of letting someone else do it. We don't accomplish goals unless we are productive and energetic. Set a goal each day and make a point to accomplish it. It doesn't matter what the goal is as long as you do something! We have a great product to sell, so let's SELL IT! One hundred fifty (150) net membership gain is my goal this year. I need your help.



**L-R: Greater Kansas City, Missouri, Chapter Cdr, Companion Patricia Snyder, CINC Col Clifford D. Way, Jr., Mrs. Jackie Way and Col James Snyder at the annual, Chapter-sponsored, International Military Ball.**

## MOWW OFFICERS

### Commander-in-Chief (CINC)

Col Clifford D. Way, Jr. (AF)  
cliffway32@tx.rr.com

### Senior Vice

#### Commander-in-Chief (SR. VCINC)

CAPT Russell C. Vowinkel (N)  
rcv3515@aol.com

#### Vice Commanders-in-Chief (VCINCs) (4)

COL M. Hall Worthington (A)  
hworthing@juno.com

LTC Gary O. Engen (A)  
gengen@comcast.net

Capt John M. Hayes (AF)  
mjmhayes@msn.com

Companion Mrs. Jennie McIntosh  
gigimc@bellsouth.net

### Treasurer General

LTC John H. Hollywood (A)  
jhhollywood@verizon.net

### Assistant Treasurer General

VCINC COL M. Hall Worthington (A)  
hworthing@juno.com

### Judge Advocate General (JAG)

COL Earle F. Lasseter (A)  
earlelasseter@pmk.com

### Assistant Judge Advocate General (JAG)

LT Stuart M. Cowan (N)  
stuartgm@juno.com

### Surgeon General

CPT (Dr.) Robert E. Mallin (A)  
remhtssgps@earthlink.net

### Assistant Surgeon General

Col (Dr.) Ronald D. Harris (AF)  
colrdhmd@san.rr.com

### Chaplain General

CDR William J. Houston (N)  
padrebill@hughes.net

### Assistant Chaplain General

CAPT Theodore O. Atwood, Jr. (N)  
Tel: (619) 583-7172

### Historian General

CWO4 Allan R. Peschek (N)  
allanpeschek@harbornet.com

### Assistant Historian General

Companion Julia B. Peschek (HPM)  
allanpeschek@harbornet.com

### General Staff-at-Large (Elected) (5)

COL Gorham L. Black, III (A)  
glblackiii@aol.com

Col Roy E. Gray (MC)  
RoyGr0619@aol.com

CDR John A. Baumgarten (N)  
jabaumgarten@prodigy.net

LTC Ruth L. Hamilton (A)  
ruth12345@aol.com

Capt Deborah A. Kash (AF)  
debbie.kash@gmail.com

### General Staff-at-Large (Appointed) (5)

LtCol William G. Byrne, Jr. (MC)  
wbyrne851@aol.com

Lt Col Loyal G. Bassett (AF)  
gbassett@tampabay.rr.com

CDR Rudolph Matzner (N)  
MATZNERR@bellsouth.net

Maj David E. Wirsig (MC)  
dwirsig@irvingisd.net

CPT Leo J. Goodsell (A)  
leo@westville.org



**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)

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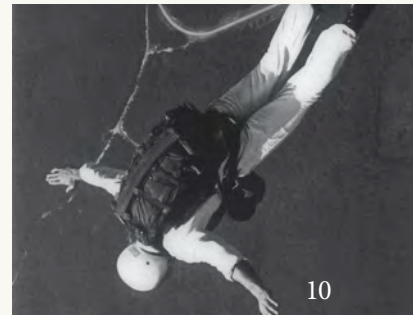
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M-18 Tank-Destroyer Firenzuola, Italy  
<http://www.operatorchan.org>

# The Training Ship “Danmark”

BY CAPT LEROY REINBURG, JR., USCG

In 1933, the Danish Government completed construction of a 1,700 ton training ship, the *Danmark*. It was not intended to be a mechanically driven ocean ship, but a full rigged ship whose main propulsion was 17,000 square feet of canvas sail. The purpose of the ship was to train primarily young men to be seamen in the Danish merchant marine. Although the main propulsion was sail, the steel hulled ship also was equipped with a seldom-used 250-horsepower diesel engine, that was mostly run periodically to make sure that it was in good operating condition.

The *Danmark* was eminently successful in producing officers with knowledge of seamanship, navigation, small boat handling, and the effect of the wind and tides. It was manned by small cadre of experienced officers and seamen, skilled in training others in the lore of the sea. It made periodic cruises to distant ports as a part of its training program, and it was on one of these cruises to the islands of the Caribbean, and along the coast of the United States, that it stopped in Jacksonville, Florida, in August 1939, just prior to returning home.

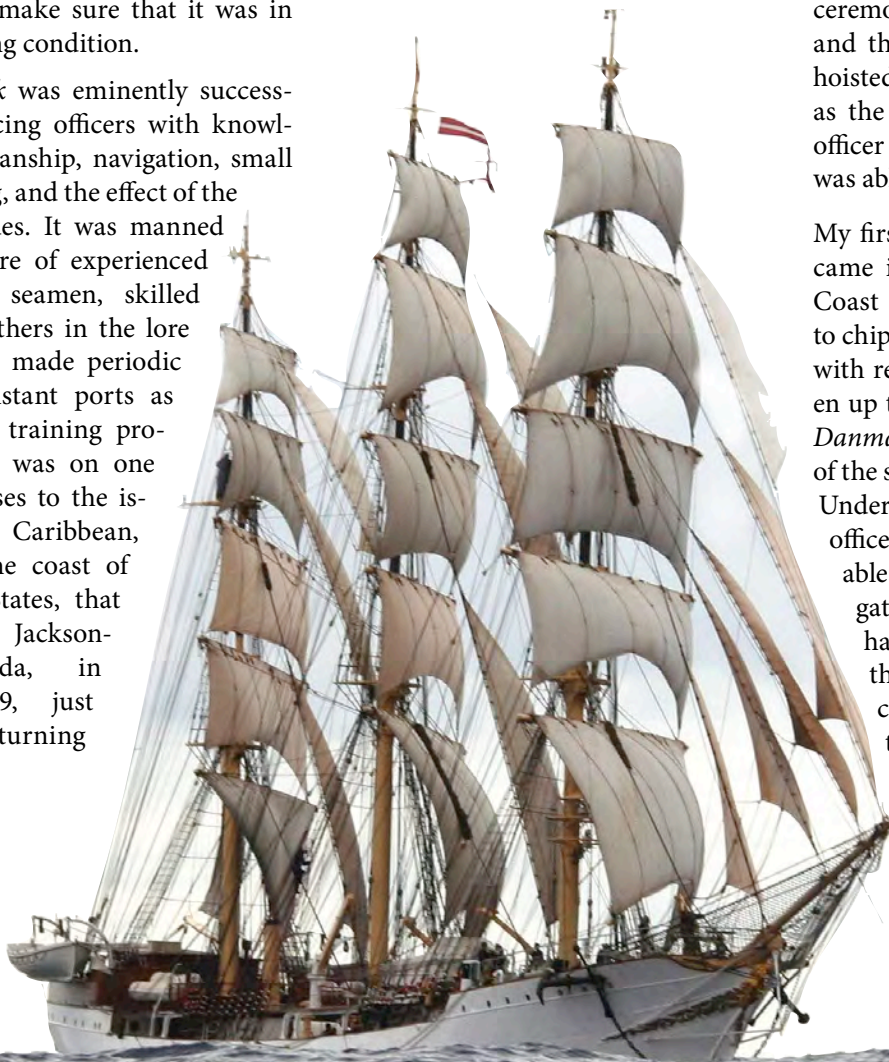
During this port visit, Germany invaded Denmark. The ship was left with no place to go, and no financial means of support. The crew got some support from odd jobs ashore, and much help from the local populace, but it became obvious that this was insufficient for the upkeep of the ship and its crew.

Finally, on December 8, 1941, the U. S. Government received the following notice from the Commanding Officer of the *Danmark*, Captain Hansen: “In

view of the latest development, the cadets, officers, and the captain of the Danish Government Training Vessel *Danmark* unanimously place themselves and the ship at the disposal of the United States Government, to serve in any capacity the United States Government sees fit in our joint fight for victory and liberty.” And so, on January 3, 1942, the *Danmark* sailed up the Thames River and moored alongside the U.S. Coast Guard Academy Wharf, loon thereafter, in a solemn ceremony, the Danish flag was lowered and the flag of the United States was hoisted to the gaff, and would stay there as the ship trained U.S. Coast Guard officer candidates until the *Danmark* was able to return to its home country.<sup>1</sup>

My first experience with the *Danmark* came in 1943, when, as a brand new Coast Guard Cadet, I was introduced to chipping, wirebrushing and painting with red lead and white paint to freshen up the hull and deck housing of the *Danmark*. I was under the supervision of the ship’s first lieutenant, LT Roemer. Under the watchful eyes of the Danish officers and crew, I also learned valuable lessons in seamanship, navigation, small boat handling, ship handling, open sea cruising, and the effects of winds, waves, tides, currents and much more from the wonderfully talented and experienced Danes. These lessons

I carried with me through a 30 year career in the Coast Guard, and I credit them with pulling me through many a tough situation at sea.





Plaque given in appreciation of the help to the U.S. Coast Guard by the Danish training ship, *Danmark*. Image courtesy of <http://www.skoleskibet-danmark.dk/>

During three and a half years of World War II, the *Danmark* trained Coast Guard Regular and Reserve cadets, and contributed measurably to the national war effort. When the war ended, the Coast Guard returned the *Danmark* to the Danish Government in a moving ceremony in which Captain Knud Hansen, master of the *Danmark*, took over the ship in the name of the Danish Government on September 27, 1945, King Christian's 75th birthday. He and his officers received letters of appreciation from the Secretary of the Navy James Forrestal. The U.S. Coast Guard Academy presented the ship a bronze plaque and a moving picture film illustrating the work of the *Danmark* in the Academy's service.

Captain Hansen and his officers were the recipients of glowing tribute from Connecticut Governor Raymond E. Baldwin, Rear Admiral Raymond T. McElligott, representing the Coast Guard Commandant, Admiral Russell R. Waesche, Rear Admiral James Pine, Superintendent of the Academy, and Carl L. Brun, Acting Danish Minister to the United States. Governor Baldwin was particularly complimentary in his remarks about the *Danmark*. He said we come to say goodbye to the *Danmark* or as we say in American slang, 'so long',

which means we expect you will come back soon. As a Danish training ship, the *Danmark* did, in fact return on a number of occasions. The most notable of which was the sixtieth anniversary of their departure after the end of WWII.

On that occasion, the Danish Government planned the visit to Washington, D. C. and asked the Commandant of the Coast Guard to invite all Coast Guard personnel who served on the *Danmark* to a reception to be held on the Pier at Maine Avenue, in Southwest Washington. I was one of those who were invited, and it was a very moving ceremony. A band played the Star-Spangled Banner and the national anthem of Denmark. After welcoming remarks by Karsten Ankjaer Jensen, Deputy Chief of Mission, The Royal Danish Embassy, Washington, D. C.,

there were remarks by Admiral James Gracey (Retired), 17th Commandant of the Coast Guard, who trained on the *Danmark*, Rear Admiral Craig E. Bone, Coast Guard Headquarters. Following this, there was a presentation of certificates to veterans by Mr. Jensen, and a reception and tours of the *Danmark*, by CAPT Kurt Andersen, current master of the *Danmark*.

There were over one hundred former cadets who served on the *Danmark*, accompanied by their spouses, some who came all the way from the West Coast. I had not seen many of these individuals in 50 to 60 years. It was an unforgettable occasion.

1. W. N. Derby, "Square-rigger, Twentieth Century," *Surf and Storm Magazine*, February, 1943.



U. S. Coast Guard cadets received a portion of their training aboard the *Danmark*. Image courtesy of <http://www.skoleskibet-danmark.dk/>

# A Dream Comes True

BY LTC ROBERT B. CAMPELL, USA (RET)

“Those of us who fought in the Pacific during World War II are familiar with the custom of Japanese families sending their loved ones on their way with a family flag signed by family members.

Here is the story of the return of one of those flags after a lapse of over 60 years.

The original story was told by a Marine who participated in the assault on Saipan in 1944 to his nephew, a Marine who earned a Silver Star and Purple Heart in Vietnam.”

—LTC Robert Campbell

## Japanese Imperial Navy Conscript Torayo Koyama

United States Marine Corps Marine Laverne Coulthard, B Company, First Battalion, Second Marine Regiment, Second Marine Division, landed on Saipan, June 15, 1944, amid gunfire and mortars in the second wave.

Several days later after the Marines had fought their way inland, Coulthard was picked for a special mission involving a small group of Marines breaking through Japanese defense lines and proceeding up Mount Tapotchau to set up an artillery observation point.

In the process of breaking through the Japanese lines,, the squad came up against an entrenched light machine-gun crew and several Japanese soldiers. A brief gun battle took place and the machinegun positioned soldiers were killed and some soldiers escaped into the jungle—except for a lone soldier who continued to fire upon the Marines. As Coulthard and another Marine approached the sniper's position, a muffled gunshot was heard coming from the soldier's position.

Upon reaching the position, the Marines discovered that Imperial Navy Conscript Torayo Koyama had followed

the orders of the Emperor and committed suicide rather than surrender. Inside his helmet was his signed Good Luck Flag from his family and neighbors. The other Marine handed the flag to Coulthard who stuffed it into his pocket where it remained until he was taken off the Island at the end of the battle.

The flag was sent home to Coulthard's father for safe keeping, where it remained until Coulthard was discharged from the Marines and returned home to Idaho in January 1946.

## Returning Koyama's Flag

In about 2006, Coulthard discussed with his nephew Steve Berntson, a Vietnam War combat veteran, how Coulthard always wanted to return the Saipan Good Luck Flag to Japan and hopefully, to living relatives of Koyama. Coulthard always remembered that specific Japanese soldier and how he had bravely stood his ground and helped his fellow soldiers to escape. Coulthard respected the man and always regretted that Torayo Koyama had not surrendered to the Marines and lived a full life.

Steve offered to help his favorite Uncle to see if there was any way to fulfill his wish of returning the flag to family members in Japan. Chances were very slim that anyone would still be alive who was related to, or even knew of, Torayo. He was just one of 41,000 Japanese who died on Saipan in battle



April 18, 2010-Joetus, Japan-With the relatives of Torayo Koyama, Saipan soldier, in front of the Koyama Family home for the past 200 years. L-R: front row, Mr. Satoshi Koyama, Steve Berntson, Beverly Berntson, the grand nephew of Torayo.

or suicide by their own hand or jumping from the infamous cliffs of Siapan.

Mr. Berntson called the wife of his brother, who had lived in Japan, and had friends in Japan and at the University of Madison, Wisconsin. Her friends might be able to interpret some of the Japanese writing. Karin Borgh Christofferson received the flag from Steve and for several months worked with her Japanese friends in an effort to interpret the writings on the flag. Ultimately, a decision was made to place photos of the flag on a Japanese website featuring Japanese wartime items captured or taken during battles and now offered for return to any one who could claim rights to the property. Photos of Coulthard's Siapan flag with a statement that he would like to return it to anyone with a claim were posted on the website where it sat dormant for two and half years.

A documentary film crew from the Japanese public television station, NHK, found the flag posted on the website and came to Lewiston, Idaho. The first contact concerning the website entry of the Siapan flag came in April 2009, when Karin was contacted by Yasuyuki Ambe,

a director of an NHK project involving Japanese WWII flags and personal items. After several contacts, Karin, suggested Ambe contact Steve who had been responsible for getting the flag issue into public light.

After numerous phone calls to Mr. Berntson and lengthy emailings, Mr. Ambe decided he would like to interview Coulthard in October 2009, when he and his film crew were going to be in the United States. Mr. Ambe's project was to film and interview Americans at a large national militaria items convention in Florida and to discuss the sale and trading of WWII Japanese military and personal items brought back to the USA by Americans who fought in the Pacific. This particular segment was a part of a larger project by Mr. Ambe and NHK television. It was designed to increase the knowledge of Japan's involvement in WWII to the younger generations of Japanese because Japanese involvement in WWII is not taught in any depth in Japanese schools.

Mr. Ambe, his film crew and an interpreter arrived in Lewiston for two days of interviews with Coulthard on

October 15, 2009. During that time, several important things were learned concerning the writing on the Good Luck flag from Siapan. It did contain the name of Mr. Torayo Koyama and it was signed by many Koyama names; but since Koyama is a very common name in Japan, the interpreter believed it would be very unlikely any specific Koyama family could be found after 66 years.

Coulthard was asked to explain how he acquired the flag and, more importantly, why he wanted to return the flag to Japan instead of selling it or giving it away to family members. Ambe and his film crew were very impressed that Coulthard's desire was based on him wanting to respect his memory of Torayo Yoyama whom he found to be a brave and honorable soldier that day at the foot of Mount Tapotchau. When the filming crew left Lewiston, at Coulthard's request they took the Siapan flag with them. Ambe agreed and said that unless a miracle should happen and relatives could claim the flag, he would turn it over to the Japanese Deposition Office where unclaimed WWII Japanese militia items, letters, diaries, flags, and photo were housed.

### Presenting Koyama's Flag to His Nephew

A half hour program called "Unreturned Wartime Flags" was featured in a news talk program titled "Today's Close Up" throughout Japan on December 8, 2009.

Coulthard's interview along with his desire to return the flag to the family was a key part of the discussion. The next day NHK was contacted by Mr. Satoshi Koyama, the nephew of Torayo Koyama, and he was able to clearly identify the flag as the one worn by his uncle on the day he left on a train for Tokyo and then to Siapan.

The WWII Japanese Good Luck Flag acquired by Marine Laverne Coulthard in the Battle for Siapan (June 1944)





**April 18, 2010 - Joetus, Japan - The Good Luck flag carried by Torayo Koyama on Siapan now hangs in the Koyama family home. The photos below the flag are Torayo Koyama before leaving for Siapan and Marine Laverne Coulthard after Siapan battle.**

Discussions were held later with Mr. Satoshi Koyama and Ambe concerning the return of the flag to Koyama family members who still lived in the family home in Joetsu Nigata located about 250 miles north of Tokyo. The family inquired if Coulthard could come himself with the flag and the family could honor him for his "kindness and humanity." Coulthard was asked if he could come to Japan for the return of the flag, but he declined due to health issues that ruled out an extended plane journey. He said that he would ask his nephew, Steve, if he would make the trip and present the flag to the family on Coulthard's behalf. Since it was Steve who was initially the first of several people to move the Good Luck flag back to Japan, he

quickly agreed to make the journey as his Uncle's representative to return the flag to Torayo's nephew, Mr. Satoshi Koyama. However, winter conditions extended in Joetsu and plans were made to formally return the flag to the family in March 2010. Another complication arose when Steve's total hip replacement failed and he had to have another replacement hip and his recovery was such that it would be mid-April before he and his wife Beverly could make the journey. Plans to document the flag return for NHK television news were put in place for the 17-18 April 2010 in Joetsu. The Berntson's would pay their plane fare and hotels and expenses but an interpreter would be with them during their stay in Tokyo.



**Couthard's U. S. 2nd Marine Division Patch**

**Koyama's Imperial Japanese Badge**

## The Koyama family accepts the flag:

### STEVE BERTSON'S ACCOUNT

"Bev and I met up with Mr. Ambe, Ms. Hiroka Koka (Ambe's researcher and English interpreter), Mr. Mikki Moto (Ambe's camera man who was also in Lewiston), and Mr. Kutsu, the audio sound man at 1000 hours, Saturday (4-17) outside of Tokyo main rail station where we were filmed boarding a Japan Rail Bullet Train for the 2 hour ride to Nagaoka. During the train ride and at the hotel, we answered questions during filming and we were filmed unpacking the Good Luck flag from our suitcases. We spent a delightful evening dining with the NHK team where we were properly introduced to a wide variety of tasty Japanese dishes.

Sunday 0800 (4-16) we joined the NHK team at the Nagaoka train station where we boarded a train for a 45 minute ride to Joetsu. The views of rural Japan with snow covered mountains on one side the sandy beaches of the Sea of Japan on the other side made us very aware of how the countryside was very similar to that of our Puget Sound.

Arriving at Joetsu station, the same railway station from which Torayo left from to defend Siapan, we were met by two gentlemen standing alone in the parking lot. I asked the older gentleman in a suit if he were Mr. Satoshi Koyama and with a deep bow he replied "Yes." With the aid of Ms. Koka (interpreter), we properly introduced ourselves and I learned the other gentleman was the great nephew of Torayo and the current owner of the 200 year-old Kayama home. From the rail station, we traveled through the small town of Joetsu to the Kayama home where Torayo had grown up along with his five siblings. We were introduced to nine members of the home and graciously ushered into the living room of the home where tea and a cookie awaited our arrival.

Also in the room was the family's Buddhist Monk from their temple. He was there to perform a cleansing ceremony for the flag and a burial ceremony for Torayo. While the NHK filmed, I presented Torayo's Good Luck flag to Mr. Satoshi Koyama, the head of the Koyama family, saying that 'many hands and hearts have brought this flag to you today.' Emotion swept over the

room as Satoshi unfolded the flag, seeing it for the first time in 66 years. The family members gathered around while Satoshi pointed to all the sibling signatures of Torayo and the other family members—all who have since passed away.

We were shown a framed picture of Yorayo in his Navy uniform take just before he left for Siapan. That picture was the only physical item the family had of Torayo until the flag was given to them.

The Koyama family has owned a construction company for several generations before WWII. Torayo, we learned was 27 years old when called up for duty in Siapan. Because of his family's business in construction, Torayo was most likely part of a naval construction battalion on Siapan until the invasion by the Marines when Japanese naval personnel were assigned to a combat unit.

After the family spent time touching the flag and listening to Satoshi describe his memories of his uncle, I read a statement from my uncle describing the circumstances of Torayo's death. The family had requested such an accounting since like most Japanese families who lost loved ones in the war they never knew what happened to their family member. It was an emotional reading, faithfully interpreted by Ms. Koka.

Shortly after the reading, tea was served and I had an opportunity to present to the family a photo album of my Uncle Laverne [Coulthard] and Aunt Betty and photos of their children, grandchildren and great grandchildren. Included were pictures of Hope, Idaho, where Laverne and Betty had grown up, as well as a photo of Uncle Laverne in his Marine uniform. All the family members remarked how kind and loving my uncle and aunt looked and how much they appreciated the unexpected blessing of receiving the flag which Torayo held and carried into battle.

The Buddhist monk then performed a ceremony facing the family's altar and proceeded to perform a burial ceremony for Torayo. The significance of performing a burial ceremony using the Good Luck flag would become apparent to us later in the trip.

We proceeded to the Koyama family burial shrine where another brief Buddhist ceremony was performed by the monk. At that time Satoshi made sure that I was told that



**April 18, 2010- Joetus, Japan - At the Koyama family Buddhist burial shrine. L-R: Mrs. Satoshi Koyama, Mr. Satoshi Koyama, nephew of Torayo Koyama, Mrs. Beverly Berntson and Mr. Steve Berntson, nephew of Laverne Coulthard.**

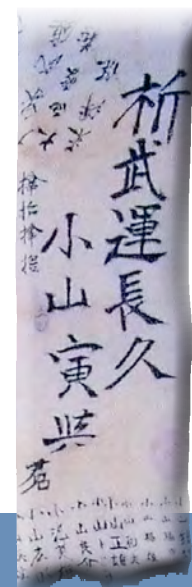
now the 'spirit of Torayo was finally at rest' with his family ancestors. Again, the significance of this statement would become understandable later. Following the gravesite ceremony, we visited several places where Torayo and his nephew had grown up and then we were guests of honor at a formal Japanese luncheon consisting over 20 different Japanese foods. A toast was made to Mr. and Mrs. Coulthard's good health and we were asked again to convey the family's gratitude and appreciation for the return of the flag.

The NHK newscast of our day at Joetsu appeared on Tuesday, April 20th throughout Japan and was the centerpiece of that evenings news. The next day, while were boarding a very business Tokyo train, a man grabbed my hand and said he had seen me on television last night and thanked us for coming and thanked my uncle for being such a kind man. On three other occasions before we left on Thursday (4-22) people came up and said they had seen us on the news and thanked us and the Coulthards for their kindness and thoughtfulness to the Japanese people.


On our last day in Tokyo, Ambe and Hiroka took us to the huge memorial dedicated to the Japanese military that lost their lives in the war. At the center of the memorial is a huge deep pit where Japanese people pray for the souls of their lost relatives.

Ambe explained that in the Buddhist belief, all the souls of the deceased military reside in that hole. They must remain there until a relative or friend obtain a relic or something important that was a personal possession which can be used by Buddhist monks to pray out of the pit the soul of the loved one and return it to the family's ancestral gravesite.

By giving the flag of Torayo to the Koyama family, it was now possible for the soul of Torayo to be released from the pit and returned to the family's gravesite in Joetsu."



**Detail from Koyama's Good Luck Flag**



Military and sport parachuting are thrilling experiences. Each jump is unique. I made my first sport parachute jump on January 9, 1960, at the Marine Corps Air Facility (MCAF) in New River, North Carolina, after heavy ground training from an HR2S Heavy Marine Helicopter.

I qualified to free fall on my fifth jump, in April 1960, from a UH-34D (HUS-1) Seahorse USMC Helicopter. I made my first free fall, with a 3-second delay before deploying my parachute, on April, 23, 1960.

I made a 5-second delayed free fall over the Parade Ground, Camp LeJeune, North Carolina, on May 17, 1960 which was Armed Forces Day. I was aide-de-camp to Brigadier General Sidney S. Wade, Commanding General Marine Corps Base.

Later, I completed Army Airborne Training at Fort Benning, Georgia on

September 16, 1960, then assigned to 2nd Force Recon Company, Force Troops FME, Camp LeJeune, North Carolina as the Pathfinder Platoon Commander.

We jumped the A3D-2T Navy Jets near the Sanford Naval Air Station, Sanford, Florida from December 5-8, 1960 with 5-second delayed free falls. We were making a film titled "The Recon Marine" which CBS aired nationwide. In the film, we would be "jumping into enemy territory at night to gather raw intelligence".

The Douglas Aircraft Company's A-3D "Skywarrior" aircraft, also known as "The Whale," was powered by two Pratt & Whitney J57 turbojet engines. My jump log indicated that from December 5-8, 1960 we jumped at 5,000 feet. To jump the A-3D, Marines had to drop through an escape chute under and behind the pilot and co-pilot. The escape chute would have to remain open when the plane landed. The Marines would have to use altimeters and stop watches in a combat

# *In the Silk*

BY CAPT NORMAN J. JASPER, JR. (USMC)



Sgt. Turpin explains to Brig Gen Wood B. Kyle, how he won first place in an Accuracy Jump at Lexington, N.C. April 14, 1962. Capt. Jasper stands to the General's right. Team member Cpl. Ivan L. Tranthan is far right, and the Cpl. on the left was the pilot.

situation and jump at 10,000 feet.

The T-10 parachutes were locally modified because the Marines would have to free fall and pull a rip cord. A deployment bag was attached to the parachute by retainer lines. The pilot chute would open first. Suspension lines were S-folded on the deployment bag and held by retainer bands. These deployed. The canopy would open last. The A-3D was flying about 130 knots. Everyone had successful exits and landings.

I formed the Force Troops Sport Parachute Team with Sgt Hubert A. Turpin and Cpl Ivan L. Tranthan. In April, 1962, our team went to Lexington, North Carolina to compete with the 18th Airborne Corps, 82nd Airborne Division Team and 7th Special Forces Teams from Fort Bragg, North Carolina. Sgt Turpin won First Place for Accuracy, and I took Third Place for Accuracy.

In September 1962, the Force Troops Sport Parachute Team made a parachute jump over Oak Grove near New Bern and Pollocksville, North Carolina, for

Brigadier General Wood B. Kyle, and other guests. The 5-man team jumped from 7,200 feet and made a 30-second free fall. Capt. Norman Jasper, Team Captain, Cpl Dennis McCarthy, Cpl Ivan L. Tranthan participated in the jump, and were assisted by two Marine Corps pilots who did a great job.

I jumped over the family farm in Shipman, Illinois on June 3, 1962. I rented a Cessna 150 Aircraft at Bethalto, Illinois. This jump was a 5-second delayed free fall from only 3,300 feet due to clouds; and because of the wind, I had to exit over the railroad tracks, GM&O, (Gulf, Mobile & Ohio), south of the house by a half mile. I landed in the soybean field. My sister, Lorraine Jasper, mother Edith Jasper, and brother Gordon, witnessed the jump along with about fifty neighbors. Later, on July 1, 1962, I made a 10-second delayed free fall into White Lake near Fayetteville, North Carolina.

I made two night parachute jumps at the Yomitan Drop Zone, in Okinawa



August, 1964, the author shot the photo of Sgt. Larson, above, at 6,200 feet.

on May 2, 1963 from UH-34D Marine Helicopters.

On August 8, 1964, I jumped with Sgt. Larson, USMC, over the drop zone near Marine Corps Basic School, in Quantico, Virginia. I took pictures of Sgt. Larson free falling (picture by author of Sgt. Larson, above). Sgt. Larson's altimeter indicates that when his picture was taken, he was at 6,200 feet. We had exited a UH-34D at 7,500 feet. I had a camera strapped to my left wrist.

In all, I made a total of 365 parachute jumps with over 300 free falls, in eight years of jumping while on active duty from 1960-1967.

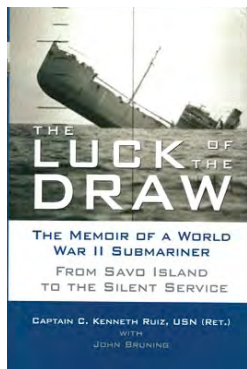


September, 1962, the Force Troops Sport Parachute Team prepare to jump for Brig Gen Wood B. Kyle. Photographed at the Old Holt Navy Field, from L-R (in flightsuits): Capt. Norman J. Jasper, Jr. Team Capt., Cpl. Dennis McCarthy, and (5th) from the left Cpl. Ivan L. Tranthan. The two Marine Corps pilots did a great job.

AN EXCERPT FROM

# The Luck of the Draw

BY CAPT C. KENNETH RUIZ, USN (RET)  
Las Vegas Chapter (147), Nevada



*The article on installing the mooring buoy at Yap Island written by Capt LeRoy Reinburg, Jr., in the April issue of Officer Review brought back a lot of memories. This article was taken from my book "Luck of The Draw," which*

*describes my three years of almost continuous combat in Pacific Fleet cruisers and submarines and is available at Amazon.com and other booksellers.*

At the time of the incident described I had completed seven war patrols in the submarine USS *Pollack* and had served under three commanding officers. While still a lieutenant I was the third senior officer aboard and the longest serving officer in *Pollack*. I was over-exposed to combat by the criteria at that time but was extended aboard for an eighth war patrol because *Pollack* had a new commanding officer and a new executive officer. After this war patrol I would be ordered to a submarine on the East coast of the U. S. that was not making war patrols.

In August 1944 when the incident occurred Yap Island had been bypassed for invasion but still had an active air field and was strongly defended. *Pollack* was assigned to the area of Yap and Woleai islands and expected to be ordered as a rescue submarine when the islands were being bombed by U.S. aircraft.

*Pollack* was no match for the shore batteries on Yap Island and there was no mooring buoy at Yap Island at the time. However there was a mooring buoy at the nearby Fais Island which was a target we could engage. Fais Island had a large phosphate plant and the Japanese

moored their ships at the buoy while loading phosphate.

August 27 was a black moonless night and we decided to attack the phosphate plant on Fais that night. When we arrived off the island Captain Steinmetz had to make a decision as to whether to go inside the buoy or outside. Since there appeared to be plenty of water on the inside we slipped inside the buoy and opened up on the plant with every gun aboard *Pollack*. Our 3-inch deck gun caused the most damage, but our 20mm guns and .50-caliber machine guns also participated.

I was the Battle Station Officer of the Deck and not to be left out of the action I grabbed the Thompson submachine gun from our conning tower and blew through several clips of ammunition. We were so close that I could clearly hear my rounds striking the main factory building. They sounded like gravel being thrown on its corrugated roof. This was the first and only time I personally had laid down fire on enemy territory. I was on the bridge of the heavy cruiser *Vincennes* when we fired at the Japanese installations on Guadalcanal earlier in the war, but this was much more personal.

*Pollack* next returned to Yap when U.S. aircraft were scheduled to bomb the island daily with the Navy and Army Air Corps alternating bombing days. *Pollack* was assigned as a rescue submarine to pick up any survivors in the event one of our aircraft was shot down by the anti-aircraft guns on the Island. The pilots were briefed on our presence and purpose and we felt they appreciated our being there for this service.

After awhile the daily attacks at Yap seemed almost routine. For some reason the bombers were never able to put the Japanese runways out of operation. We were continually hampered by Japanese aircraft. The Japanese

never had fighter aircraft to challenge the attacking bombers as most or all of their fighters had been destroyed. They had plenty of anti-submarine aircraft though, and they kept us busy. Once we had to dive seven times in one morning to avoid attacking aircraft. The aircraft used bombs or depth charges on most attacks and did some damage to our submarine with near misses. We had excellent lookouts and an experienced crew and were able to dive before the aircraft could get in a fatal attack. We



Capt. Everett Hartwell Steinmetz was the commanding officer of the USS *Pollack* (SS-180) from June 13, 1944 to November 20, 1944.

Photo courtesy of:  
[www.navsource.org/archives/](http://www.navsource.org/archives/)

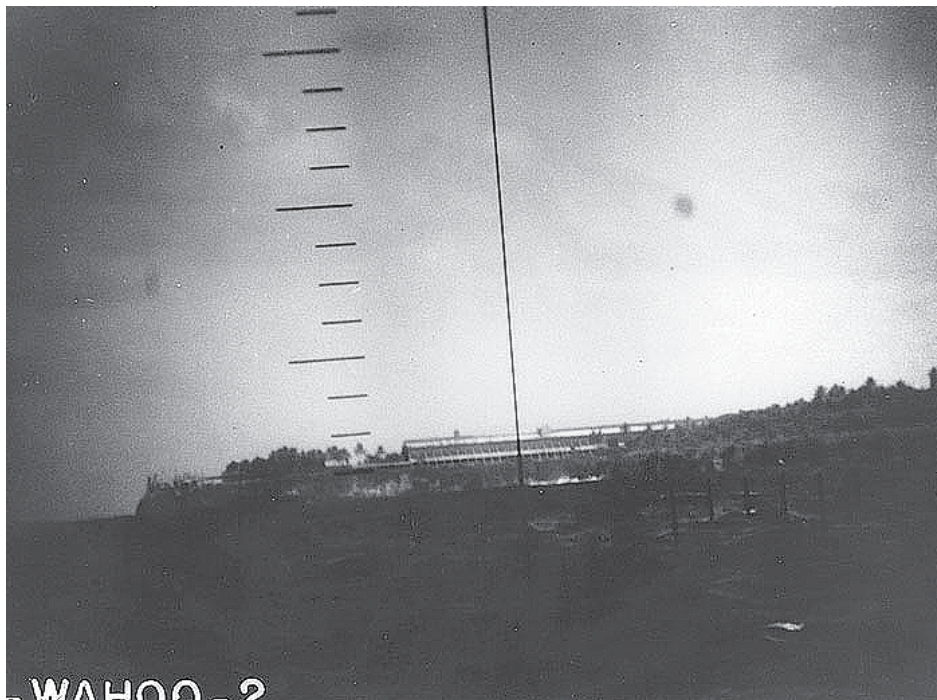


Consolidated PB4Y-2 "Privateer"

normally would have been submerged in this high threat area but our mission required that we stay surfaced as much as possible so we would be able to see and recover any downed aviators.

The Navy attacks on the island were made by Consolidated PB4Y-2 "Privateer" aircraft (pictured page 12). The PB4Y-2 was a navy variant of the B-24 Liberator with a single tail instead of twin rudders. The attack squadrons were based in the Marianas Islands to the North. On the day of the incident as the first group of Navy aircraft started their bombing runs, the anti-aircraft fire was not severe but as they reached the target area the sky around their formation was dotted with dozens of black puffs.

One Privateer lagged behind the rest of the formation and arrived over the target at the height of the anti-aircraft barrage. Since the other aircraft had cleared the target, every gun on the island was concentrated on this one plane. It almost disappeared in the black bursts of exploding shells. Following its bombing run the big bomber began to lose altitude. We were sure it had been hit and damaged. The aircraft turned in our direction and it looked as though the pilot would ditch the aircraft in our vicinity.



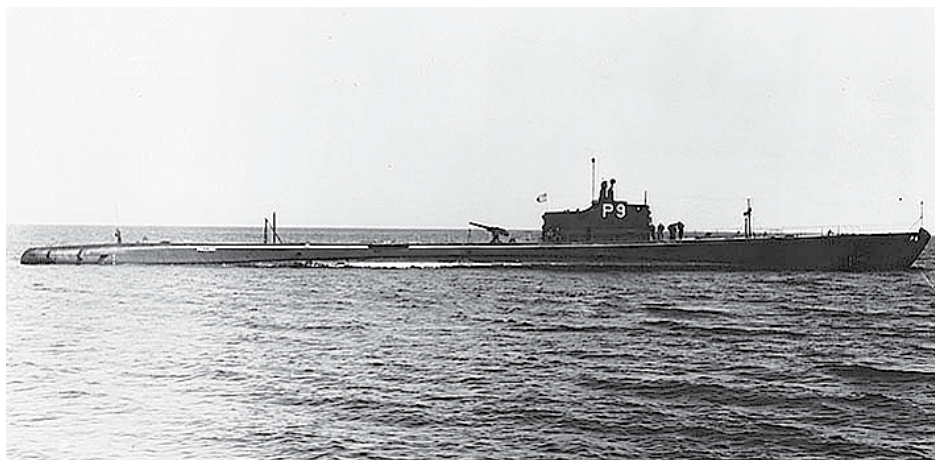
**Periscope photograph, taken by USS Wahoo (SS-238) on 27 January 1943. The view shows a refinery and large warehouse adjacent to a phosphate works on Fais Island later targeted by the USS Pollack. Official U.S. Navy Photograph, now in the collections of the National Archive.**

Assuming that the aircraft was going to ditch in the water, Captain Steinmetz ordered all engines started and put on the line so we could get to the downed aircraft quickly. Whenever we started our engines white smoke always billowed from our exhaust ports for a few seconds. This time, as soon as the engines started, we were engulfed in a hail of machine gun fire from the aircraft.

Bullets were zinging all around the bridge and off the hull, sending the lookouts, the skipper and the other bridge personnel scurrying for cover. With the air blue with profanity we dived to avoid this very unfriendly friendly fire.

Outraged at the plane's behavior, Captain Steinmetz sent a blistering message to Commander Submarines Pacific Fleet who had ordered us to lifeguard duty. We later learned that the PB4Y's crew had claimed they had sighted an unidentified vessel, turned to investigate and got shot at for their trouble. Of course we never opened fire—they had mistaken the white smoke from our diesel engines as gun-fire. Anyway after they strafed us they headed for home.

We received an apology for the attack, but it was hard to believe that an aircraft crew would attack their rescue submarine if they were aware of its location and mission. We urged that future aircraft crews be better briefed on their rescue arrangements—and at least be able to recognize the distinctive shape of a surfaced submarine!



**USS Pollack (SS-180) photographed circa 1937. Official U.S. Navy Photograph NH 99777, from the collections of the Naval Historical Center. The USS Pollack departed Pearl Harbor for her eleventh war patrol 15 July. She touched at Majuro, Marshall Islands, and then steamed on lifeguard station in support of the air strikes made on Woleai Island 1 August. She was off Yap Island 4-5 August for similar duty, then patrolled in the Yap-Palau area, taking time out to shell the phosphate plant on Fais Island 27 and 30 August. She returned to Brisbane, Australia, 12 September.**



Members of a tank destroyer battalion, who lost their vehicles during the advance into Belgium, take Infantry positions on a hill covering an approach in Wiltz, Bastogne, Belgium (12/20/44). Signal Corps Photo ETO-44-30382 (Carolán). U.S. ARMY CENTER OF MILITARY HISTORY

## GOING BACK

BY LTC DAVID SALTMAN

BG Bultman (Headquarters) Chapter (122), Virginia  
(See Editor's note at the end of this article.)

On Thursday, November 4, 2004 at 11:00 a.m. I took a limousine from my home to the broadcast studio of The History Channel in New York to participate in a discussion of The Battle of the Bulge. My fellow panelists were Bob and Pete of the 1st Division (U. S. Army), both of whom lived in Naples, Florida. Steve, the moderator for the History Channel, did not want a Q & A session because that is too dull. Instead, he wanted an informal discussion that was spontaneous, casual and interesting. The three of us chatted with each other as a warm-up, the type of discussion that would characterize the broadcast.

Steve asked, "How cold it was in the Ardennes when the battle started on December 16, 1944?" Pete said he had never been colder in his entire life—just freezing all the time. The American forces had been taken by surprise and did not have the warm clothing we needed. Bob picked up the conversation and said he was a tank driver. There is nothing colder than a steel tank in freezing weather. I picked up where Bob left off and said that the temperature in the Ardennes mountains at that time was 20 degrees below zero. In the Boy Scouts I had learned the importance of wearing layers

of clothing to preserve body heat. On the outside I wore an army field jacket that was designed for post-summer weather. It was still very cold.

Steve then asked the next question, "Where were you when the fighting broke out in the Ardennes?" I was in Holland enjoying the luxury of a hot shower on the ground level of a coal mine in Eindhoven. On my way back to Germany where my unit, the 638th Tank Destroyer Battalion, was located, I checked into headquarters via radio. The battalion commander responded on our walkie-talkie in a sharp tone, "Silence your radio and return immediately. Out!" On the way back north I got another shock: the battalion was on the same road heading in the opposite direction. I kept moving with my eye on the column, until I saw the last vehicle, then made a U-turn. When the convoy made its frequent stops, I hailed one of the men and asked him: "Sergeant, what's going on? Where is the battalion going?" He replied, "I don't know, sir. We got sudden orders to pack up and follow the 84th Division to Belgium."

It was nightfall when we entered Marche, Belgium, a town with very important crossroads, about 30 miles northwest of Bastogne. It was filled with troops. There, I accidentally met General Bolling, the 84th division commander. We chatted briefly about the enemy situation. The General was anxious to know their locations so that he could plot them on his map in the division command post. I mentioned I had a large

radio in a half track and would contact the various companies to see if I could pick up some intelligence information. The general was grateful and asked me to come to his command post when I learned anything. I stayed up all night in the freezing cold. Unfortunately, the trees, the mountains and the cold weather were not conducive to reaching anyone on the FM radio channels. Two hours later the Germans found us and greeted us with the usual heavy artillery bombardment. The infantry and tank

destroyers stayed in the area but the division command post moved out of town to a safer location.

The next day I was in a jeep heading for a small hilltop. In the field were two of our tanks, knocked out and still smoking. When I got to the hilltop I stopped to talk to the soldier on duty but he waved at me frantically. "The Germans have this area under observation. Leave immediately!" I grasped the edges of my jeep and vaulted over the side, instructing my driver: Take this vehicle over the side of the hill, fast!" I joined the soldier behind the tree line to escape observation. Seconds later a tank shell came whizzing by, missing its target, then exploded on the other side of the hill. That soldier saved my life.

Steve followed up, asking, "What happened at Christmas time?" Pete said that the Americans and the Germans observed a truce for awhile to celebrate the holiday. Some of the troops were lucky and had a hot meal delivered by



A snow camouflaged M10 from a tank destroyer battalion.

1,000,000 troops on both sides engaged in battle. The question arose regarding how the Germans were resupplied? They weren't. Their objective was to cut the Allied troops in half en route to the seaport of Antwerp. Gasoline was critical to refuel all vehicles and the German plan was to capture gasoline supplies from the Americans. When they reached a point three miles from the Meuse River, they got an unexpected surprise. There was a one million gallon gasoline dump near the road where the Germans were approaching. The troops

guarding the supply acted quickly. They dug a trench line from the road back to the gasoline supply area and filled it with gasoline. When the rumble of the German tanks signaled their approach, they set fire to the trench and the fire spread quickly to the road. The tanks did not dare to advance further, so they turned around and retreated. That was the limit of their advance.

The Battle of the Bulge was the greatest single battle in American history. It lasted six weeks



The M18 began to slowly replace the M10. The M18 was more lightly armored than the M10, but had very good cross-country mobility and impressive speed.

and in that period we suffered 19,000 troops killed and 81,000 wounded.

When the battle officially ended, I took a jeep and went back to the area we had left in Germany. As soon as I returned, one of the men approached and said: "Don't get out of your vehicle. You have been transferred to the 6th Tank Destroyer Group and you are ordered to report there immediately." I had forgotten my last conversation with the 84th Division anti-tank officer when he had described the visit of the Tank Destroyer group commander to my battalion commander. The group commander said he was trying to fill a vacancy on his staff and my name was mentioned. The battalion commander said I was very important to his organization with the multiple duties that I filled and he could not spare me. The group commander was a full colonel, a West Point graduate, and he decided that I was the kind of officer he was looking for. While he was having XIII Corps cut orders to transfer me, our battalion got sudden orders to leave for Belgium and I was then in First Army territory. When I returned to the Ninth Army area at the end of the Bulge campaign, I was then back under Corps jurisdiction.

### A Three-Hour Drive To Nowhere

The half-hour broadcast was short and the three of us had performed well. I went down to look for my limousine for the trip home. There was a stretch limo with my name on the windshield. I asked the driver why such a big car for only one person and he said all the smaller cars were in use. I sat in the back seat. In the middle was an elaborate bar with two flasks of whiskey and lots of glasses with napkins. Nostalgically, I wished that I had access to that 60 years ago when I was in combat. As a nonagenarian I am not a drinking man any more. The driver was so far away up front I figured I would need a bull horn just to talk to him.

As soon as we started out, the traffic in New York City was impossibly heavy, especially in the afternoon rush hour. The rain added to the worst type of traffic, going cross town to reach the midtown tunnel. We were out two hours, had only gone 7 miles from the studio when the driver said I had an important call on his cell phone. The studio wanted me to come back! I made some unprintable remarks to myself and told the driver I couldn't get to the front of the limo while it was in motion. He somehow maneuvered the car into a U-turn and parked in a spot off the highway.

I went up front and took the phone. The caller identified herself as Lisa, the production manager of the History Channel. An unusual situation had occurred and part of the broadcast was defective and had to be redone. I said I couldn't do it, I was exhausted. Lisa put me on the spot. "If you don't come back, we will have to ditch the whole program." I was stunned.

I thought of the great expense of bringing two panel members from Florida, the large staff involved in the broadcast and the three video cameras that were involved in the taping. I relented, said I would return to the studio. Lisa was happy and asked where I was. I said I was on the Long Island Expressway at the exit to the Van Wyck Expressway. "That's great—you'll be back in 20 minutes." It took us one hour to get back to the studio. The limo driver said he would be waiting for me when I was ready for the return trip home. It was a 3-hour trip to nowhere.

A staff member was waiting for me in the lobby and escorted me upstairs. The entire staff was waiting, now operating on overtime. The staff member said it was great to have me back. "There are very few 92-year old men who would come back as you did." I said: "You're wrong, there aren't any. They're all dead."



Unit crest 638th Tank Destroyer Battalion

The studio had served us a hero sandwich for lunch, so I ordered a turkey and cheese sandwich for dinner. I was in the make-up room when the sandwich arrived so I ate there. The make-up person completed my facial touch-up, then I joined my two fellow panelists and the studio moderator. We went back to the studio for the remake. Only the first segment was defective, and we finished that part quickly.

I went downstairs with two staff members and looked for my limousine. It was raining heavily. My driver was parked somewhere on 10th Avenue, comfortably parked in the rain waiting for me. I was standing uncomfortably in the street, watching the rain, waiting for him. A young lady staff member took an umbrella, stood in the street and made all kinds of hand signals to my hidden driver. Five minutes later he drove up.

I asked the driver which way he was going back. He said he would try the Triboro Bridge. That was a good choice. It was night, raining heavily, and the traffic cross town was still bad. We were slow again but moving a little faster than many hours ago. When we reached the East Side drive, we still had heavy traffic. The cars in front of us eventually began to speed up; things were returning to normal.

At about 10:00 p.m. we arrived at my home in Wantagh. What a day! Three panelists for a half hour broadcast, a 3-hour taxi drive to nowhere, a remake of a broadcast segment, much preparation, almost half of the broadcast will be commercials and I was away from home for 11 hours.

That's show business!

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*Editor's Note:* I regret to inform the Order that LTC David Saltman, AUSA (Ret), passed away earlier this year. Colonel Saltman joined MOWW in 1974 and was a Perpetual Member of the Order. He was born in Glasgow, Scotland, on 25 Oct 1912 and he entered the US Army at Fort Dix, NJ, on 8 May 1941. He was commissioned a Second Lieutenant on 10 Sep 1942 and served on active duty from 10 Sep 42 to 30 Oct 1945. He was honorably separated from the Service on 25 Oct 1965.



*The Bethesda Chapter requires each student they send to youth leadership conferences to write an essay on their experience and present it at a Chapter meeting. These essays are judged and the winner is given a certificate. They are told that their essay will be sent to "Officer Review" to be considered for publication. The essay below was the winning entry, written by Cadet Angela Cleveland, a member of the Gaithersburg High School NJROTC Unit in Gaithersburg, Maryland.*

**Pictured left, L-R, Cadet Angela Cleveland receiving her first place certificate from Bethesda Chapter Commander Companion Mitzi Reinburg, as Sergeant Major William Small, Paraeducator, JROTC, Gaithersburg High School looks on.**

## Leadership Through New Eyes

National Capitol Area YLC  
Annapolis, Maryland Student Essay

*By Cadet Angela Cleveland  
Gaithersburg High School,  
Gaithersburg, Maryland*

June 24th, 25th, 26th, and 27th are days forever embedded in my memory. Lessons were learned that couldn't be taught in any classroom. Improvements were made that no self-help book could justify. Gratitude was given when no thank-you-cards were in sight. Importance was realized when no urgency signs were in place. Excellence filled a void doubt once occupied.

My first lesson was leadership. I walked through the doors thinking leadership was just one individual who commanded a group of people; but I was so wrong. Leadership is about following and listening. In order to be a great leader you have to be an outstanding follower. Knowing that your power as a leader is derived from the people who surround you; your followers, not from just one being. Lesson learned.

Lesson 2 (two) was communication. Communication and social skills are the heart of being a leader; something I never thought I could master. With the help of National Capitol Area YLC (NCAYLC) I now know that communication with others makes any task that is dealt much easier. In order to master the skill of being a leader you have to communicate efficiently. Open, respectful communication makes operations run smoothly whenever you are in control. Lesson learned.

Lesson 3 (three) was gratitude. I was always the one to remember my P's & Q's but turns out I needed a serious refill. I remember a seminar I attended entitled patriotism and its cost, where two WWII nurses told stories about how they repaired soldiers who fought for our freedom. They explained every detail clearly and showed pictures of the problems, trauma and tragedies they had to face while stationed in strange countries. After the seminar I found myself saying thank you, one that was long overdue. I got the opportunity to listen to many brave and courageous men and women who fought for our freedom. I recall one of them saying "freedom isn't free we have to fight for it." So I say thank you for letting me continue being free and sharing my thoughts. A lesson humbly learned.

Honestly, I began this remarkable journey with the mind-set and attitude that nothing was wrong with me, that I was perfect the way I was. But, I am proud to say I was terribly wrong. Not only did I become a better leader, I left with the appreciation of so many things I just seem to shrug away and overlook. You never think that spending four days with complete strangers, listening to people you never knew existed



**Cadet Cleveland, circled above, participated in MOWW's 2009 Annapolis, Maryland YLC, pictured in a group shot.**

can change you; but it can, drastically. My time at NCAYLC has taught me that no one person as all the answers, it is when you think collectively as a team, you and the team can find the solution to any problem. Communication can make the heaviest load or burden easier to bear. How a thank-you, a simple two syllable phrase can make all the difference for anyone, especially a veteran. No problem should be faced with a pathetic attitude, but with your best face and foot faced forward. Never will I regret the time I spent here in Annapolis. NCAYLC prepared me in more ways than one for what I have to face in my future life. As I leave I am leaving with a new set of eyes, ones that will allow me to reach my goals, and to view the world differently, and for that I am truly grateful.



# Growing The Order

By Capt John M. Hayes, USAF (Former)

Many of you may know MOWW membership declined slightly last year for the first time. Our members decreased 205 from June 2009 to June 2010, and from June 2010 until August 2010 we lost an additional 39 Companions. We must reverse this trend.

In light of this, CINC Col Clifford D. Way, Jr., USAF (Retired) asked us to increase membership by 1.5 percent per year for the next five years, and reduce the average age of our Companions by five percent over the next five years (CINC Guidance). To achieve this, each of us needs to personally recruit new members and retain current Companions.

A part of this effort is to ask each of you to tell me the ideas and techniques that proved successful in recruiting and retaining members in your chapters. My e-mail is [mjmhayes@msn.com](mailto:mjmhayes@msn.com), and my contact information is in the "2010 National Directory." Over the next year I will showcase your techniques and successes in *Officer Review* articles. I will also keep you up to date on our Order's measurable progress in achieving our CINC's goals.

Even though I will present helpful recruiting and retention techniques in *Officer Review*, success in these areas really comes from what each of you does within your respective chapter, state, department and region. At first glance this may seem a bit challenging, but I assure you that you'll find recruiting and retaining one member at a time very doable. Even more, it will give you a great sense of satisfaction and enjoyment. This month, I'll discuss some basics about "selling" our Order.

Many of us belong to other veteran or community groups whose members, our friends and acquaintances, qualify for MOWW membership. This includes organizations with younger members. Those individuals were or are officers, are cadets, or are related to officers. Some you approach will say they're too busy. Talk with them about how they'll fit in MOWW, why they're needed, how fulfilling it is to be a Companion, how they can serve. Help them tailor their involvement. Discuss why you joined, e.g., putting the Preamble's principles into action, Youth Leadership Conferences, community service, fellowship, chapter programs and speakers. Share your experiences. Sell them on MOWW. Invite them to meetings. Be their sponsor. Make it personal.

At the chapter level there's a direct relationship between the number of meetings held and the number of members recruited and retained (more meetings = more members/activity, less meetings = less members/activity). We must strive for interesting programs and speakers because they generate greater membership, attendance and involvement.

We must also ensure our guests feel welcome, enjoy meetings and programs, and are aware of our many activities, and that they depart with a strong desire to attend the next meeting. Have greeters at the door. Ensure sponsors introduce their guests. Ask guests to say a few words. Give prospective members a packet or handout

about the Order and the chapter's activities. Have business cards available with contact information for the chapter. Follow up.

Chapters should establish a Membership Committee. Committee duties should include assisting Companions in recruiting and retaining members. Ideally, committee members should be outgoing with people skills important to recruiting and retaining. Align chapter recruiting, etc., goals to the CINC's guidance mentioned earlier.

It's vital that individual Companions adopt a one-on-one sponsor style when recruiting and retaining members. Sponsors need to remain connected to those they recruited. After a person joins, sponsors should assist new Companions in becoming and staying involved in the chapter. Be prepared for the comment, "I don't have the experience to do that job or task." Here desire is more important than experience. The first priority is a positive, can-do attitude—which sponsors should exemplify by their actions and attitude. Experience in "new members" will come in time.

In summary, while recruiting and retaining MOWW membership has many facets, it's very doable. I look forward to hearing from you and highlighting your successes in the *Officer Review*. Until then, thanks for all that you do in recruiting and retaining members. This is the Order's highest priority.



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" aircraft 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.



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

DALLAS (137), TEXAS

# Dallas Companions Recognize Support for Returning Troops

BY VCINC CAPT JOHN HAYES AND 1LT WES GROSS



Inside USO at wall where Memorial is to be placed (L to R) 1 LT Wes Gross, LTC Chuck Chamberlin, CPT John Hayes, USO Director Rhenda White-Brunner, CINC COL Cliff Way, LTC Don Munson

On 18 June 2010 MOWW CPT John Hayes, Memorials Committee Chairman was joined by CINC COL Cliff Way, (then-Senior Vice CINC); LTC Chuck Chamberlin, Chapter Commander Elect for 2010-11; LTC Don Munson, Past Chapter Commander and 1LT Wes Gross, Chapter Commander for 2009-10 for a presentation of a Memorial Plaque to the USO at Dallas Fort Worth International Airport.

USO Dallas/Fort Worth opened June 14, 2004 to serve the military community and the "Welcome Home a Hero"

program began immediately on that same day.

A non-profit organization, they serve personnel in all branches of the military: active duty, National Guard, reserve, retirees, and authorized family members. All services provided at USO DFW are free and are made possible by the generosity of the North Texas Community.

Some of the center's amenities include: Computers with T-Mobile wireless Internet access; TV Lounge with a 50" Hitachi plasma screen TV, satellite

channels, hundreds of DVDs to choose from; relaxing sleeping room, complete with fountain and recliners; game loft with foosball tables and an "X-BOX 360" game system; Cafe area where troops can get soft drinks and coffee as well as assorted snacks and microwaveable sandwiches.

There is also a Children's play area with Disney games, DVDs and toys, reading material for long flights, and luggage storage area.

Cell phones are available for calls within the United States and territories, as well as a DSN phone line for OCONUS calls.

On December 10, 2010 the arriving troop carrier from Kuwait will bring home the 'One Millionth Returning Warrior' and the Dallas chapter, who sponsors monthly trips to meet the troops,

will be on hand for the ceremony. In April the Dallas Chapter recognized, with a Silver Patrick Henry Award for Patriotism, Ms. Donna Cranston, who has been a leading non-paid volunteer to meet the troops since day 2 in 2004.



GEN GEORGE G. MEADE (026), MARYLAND

## Maryland Chapter Mergers

On June 19, 2010, CDR John Baumgarten, Region IV Commander, officiated at a ceremony at Fort Meade, Maryland, to merge the Baltimore-Devereux Chapter and the VADM Dyer-Annapolis Chapter with the GEN George G. Meade Chapter. This action was taken in response to decisions made by the Companions of the merged chapters, that they could no longer continue independent operations.

GENERAL HOYT S. VANDENBERG (213), CALIFORNIA

## Companion Turnout Makes Busy Month a Success

BY PAST CINC COL JACK B. JONES

May was a very busy month for our chapter. It began with PHM Bonnie Harris presenting a Girl Scout Gold Certificate (The Chapter's First ever according to my recollection) and ending with the Memorial Day Ceremonies at San Luis Obispo (SLO) Cemetery and the Pier in Cayucos.

At the Cemetery, the Vandenberg Chapter was represented by CDR Bill Hourson, CPT Richard Hathcock, LTC Chuck Miller, CWO Gene Friis, myself, and two Cal Poly Cadets: Cadet Kevin McFadden and Cadet Christopher Downey, and PHM Mrs. Joy Jones. Padre Bill gave the invocation and benediction and laid the traditional wreath, while LTC Miller, CPT Hathcock and Cadets McFadden and Downey constituted the Honor Guard. Later in the Day, CDR Houston and CPT Hathcock conducted the Maritime Memorial Ceremony at Cayucos Pier.

In between, we held a very spirited chapter meeting, as well. On May sixth Joy and I along with Companion Pat Hedge attended the Law Enforcement Memorial Service in Atascadero at the Faces of Freedom Veteran's Memorial. Sheriff Hedges had a primary role in the event and Joy and I (in my MOWW cap) were lending support.

As a poignant side-bar to this event, after it was completed, a Sgt from the Honor Guard said, "Colonel, I have seen you here for the last two years. Last year you were in uniform, and this year I recognized your cap. I retired as a Command Sgt. Major from the Army and now work for the State. I want to thank you and your MOWW members for their support of Law Enforcement.



**L-R: CDR Houston, Past CINC COL Jack Jones and Honor Guard march to wreath laying site. at Memorial Day Ceremony in San Luis Obispo Cemetery**

It means a lot to us." One never knows when, or how ones presence representing the Chapter and MOWW will affect a stranger in a positive way.

On May 22nd the Chapter held its second YLC this Chapter year at Camp San Luis Obispo for the Grizzly Academy. It was attended by thirty cadets and well received. Participating in the all-day conference were: RADM Al Williams, MAJ James Murphy, CDR Bill Houston, CPT Dick Hathcock, LT Chuck Ward, and PHM Joy Jones. Maj John Oberg, Director of the Grizzly Academy and Chapter Member was on hand to give welcoming remarks and set the stage for the conference.

On Thursday, May 27, Joy and I attended the MOWW Santa Barbara

George Woolsey Chapter meeting, giving an address and installing their new Officers for 2010-2011. It was a distinct honor to install LT Ed Holt, USN (Fmr) as Chapter President of the Woolsey Chapter because he is also a Perpetual Member of the Vandenberg Chapter.

On Friday, 28 May, members of our staff and our Commander, MAJ Jim Murphy were on hand at SLO Mitchell Park for California Assembly Minority Leader Sam Blakeslee's Veteran's recognition day.

The bottom line is no month in our year is as busy as May but our members stepped forward to give of their time, talent and treasure to insure that these events would be successful. Attitude is Everything!

CAPE COD (005), MASSACHUSETTS

### Massachusetts Maritime Academy Award Winners

BY CDR ROBERT GILLEN, USN (RET.)



CPT Robert David, Membership Chairperson of the Cape Cod Chapter of the Military Order of the World Wars presented an award to Lauren J. Fograshy at the Massachusetts Maritime Academy Commencement Exercises on 19 June. Ms. Fograshy of Monson, MA received a Bachelor of Science degree in Marine Transportation and has been granted a USCG License as a Third Mate in the US Merchant Marine.

He also presented an award to Christopher J. Duarte of Seekonk, MA who received a Summa Cum Laude Bachelor of Science Degree in Marine Engineering and has been granted a USCG license as a Third Assistant

Engineer in the US Merchant Marine.

A total of 12 graduates were commissioned as Ensigns on the USS *Constitution*. "Welcome Aboard!" to these new Companions.



*CDR Robert L. Gillen, USN (Ret), the Massachusetts Department Commander, completed a 30-year Navy career in 1980. He established the first NAVY JROTC program in Boston Public Schools.*

*In 1991 he formed and was the President of the Youth Patriotic and Leadership (YPAL) Foundation, and was the Director of the highly successful Boston Youth Leadership Conference for 11 years.*

WILMINGTON (137), DELAWARE

### Companions Present Plaque to Veterans' Home

BY COL EUGENE A. HEBERT, USAF (RET.)



The Wilmington, Delaware Chapter is pleased to announce the presentation of a plaque displaying the emblem of the Military Order of the World Wars for display at the entrance of the Delaware Veterans Home, 100 Delaware Veterans Blvd, Milford Delaware, 19963, on June 6, 2010.

The plaque is black on bronze with red for the arms of the cross, mounted in a blond oak frame, approximately 18 inches on a side, displayed at the entrance to the Home. The inscription on the plaque is "Military Order of The World Wars." The cost of the plaque was borne entirely by donations from Companions of the Wilmington Chapter.



**Commissioner Joe Lank, Member Delaware Commission of Veterans Affairs and Companion of the Order, provides remarks at the presentation of the MOWW plaque for display at the Delaware Veterans Home.**

Companion Richard Chappell, Chapter Commander, led a dedication ceremony at the Delaware Veterans Home

on June 6, 2010. Commissioner Joseph Lank, member, Delaware Commission of Veterans Affairs, and a Companion of the Order, formally presented the plaque to Ms. Nancy Galvin, Director of Activities. Mr. Bill Peterson, Home Administrator attended the ceremony with residents and Companions of the Order. Companion Frank Ianni provided moving remarks on the events surrounding the invasion of Normandy and his family's participation.

The plaque is in mint condition and will remain so as it is mounted inside and unaffected by the weather. The MOWW Plaque in its mounting and appearing as it will be displayed with other sponsoring veterans organizations.

# “Thoughts on General Patton”

BY MAJ LOUIS M. PRINCE, USA (RET)  
BG Butler Chapter (240), Kentucky

The excellent memoir “General Patton and Me” (published in the Officer Review, July-August 2010) compels me to write this in sympathy with [the author] Major Carroll J. Jones, Sr., of the Joseph H. Pendleton (California) Chapter. I detect an ambivalence in his personal feeling toward General Patton which matched mine.

I was a First Lieutenant Battery Executive Officer in the 60th FA Battalion (an organic unit of the 9th Infantry Division at Fort Bragg NC) when we were first exposed to General Patton one sunny, summer day of 1942. He was the Commander-to-be of the amphibious landings we were to make later on in the year in North Africa. At that time, we had no idea where we were going to land—but we knew we were going to land somewhere because we had been practicing in the Chesapeake Bay on and off for several months. On that summer day, groups of officers from the 9th Division’s combat teams had been assembled in the Division movie theater to hear General Patton speak in person. We had been invited to bring wives or girlfriends, and we did.

General Patton gave one of his fiery speeches meant to ignite our aggressive instincts. It was inspiring because he was a spirited orator, as we all know. However, his speech was liberally spiced with four letter words of the locker room variety (including the F-word a time or two). In 1942 those colorful words were not used in the presence of ladies, or even in front of females who weren’t ladies. Some thought it was funny, but most of us thought it was bizarre and insulting to the many females present. I wondered at the time if his judgment in military matters would be equally flawed.

Although General Patton was in general command of our landings in Morocco in November 1942, we were under the immediate supervision of General Truscott (whose son wrote excellent bridge columns for the New York Times for many years after the end of WWII). In fact, we did not fight as a complete division unit in Tunisia until the Sedjenanne Valley, near the end. Our first engagement in Tunisia was an emergency call involving most of the 9th Division Artillery. Our artillery battalions, including the 60th, were moved by forced marches of up to 750 miles, ending at Thala, Tunisia. Our mission was to stop a German which had pushed through the Kasserine Pass, threading Allied installations in Algeria. Upon arrival in the middle of the night, we began a three-day battle—our artillery vs. the 10th German Panzer Division—with almost nothing in between. The battle ended on 23 February (my 24th birthday, and I was still a 1st Lt) when what were left of the German tanks retreated. All that time we were attached



Ninth Division, Kasserine Pass, Tunisia

to the British, but our immediate commander was Brigadier General S. Leroy Irwin, at that time the Division Artillery Commander of the Ninth.

General Irwin, later the Commanding General, 5th Infantry Division, appears in a photo with General Patton in Major Jones’ Officer Review article (p. 13). The photo makes me aware of the contrasts between these two generals. Both were well-educated. General Irwin was particularly cultured with a strong background in the liberal arts. General Patton wrote poetry once in a while and was very well-read. General Irwin was a thorough gentleman and most beloved by his troops. Immediately after the above-mentioned engagement in Thala, Tunisia, General Irwin was driven to each of our gun positions where he got out of his command car and shook hands with each surviving cannoneer, thanking them for what they had done. Each battery had only

*Continued on page 25*



A 105 howitzer from Battery B, 60th Field Artillery (FA) Battalion, in Sedjenane Valley, Tunisia, in 1943 (Author’s Collection)



**Madame Simone Renaud tended graves of American GIs killed during World War II. Here, she places flowers on the grave of Brig. Gen. Theodore Roosevelt Jr. A similar photograph ran in *Life* magazine in 1944. Photos courtesy of Doug Stebleton.**

# The Mother of Normandy

*By Young Marine/Gunnery Sergeant Mary Hurton  
Tehama County, California*

In June I joined nine other Young Marines and forty JROTC cadets to attend the 2010 National Capitol Area Youth Leadership Conference put on by several Maryland chapters of the Military Order of the World Wars (MOWW). During the conference we heard from a diverse and challenging group of speakers, including WWII veterans, representatives from NASA, the Drug Enforcement Administration, Private business and a former US POW in Vietnam. We toured the Maryland Capitol at Annapolis, including the US Naval Academy, and we went to see the Evening Parade at the marine Barracks in Washington, DC. Watching the US Marine Silent Drill Platoon perform was unbelievable. We participated in team-building and leadership exercises, and we made a lot of new friends. The Young Marine National Director, LtCol Michael Kessler, and its Inspector General, Maj Joseph Bles spoke to us.

One activity that we were able to take part in was the showing of a movie titled, "The Mother of Normandy." I was told this is the first time a movie was shown at the NCA-YLC. Some of our hosts were worried it would not go well; in fact, it went really well. "The Mother of Normandy" is a story about dedication and honor—it's a movie that everyone should watch and everyone could benefit from.

"The Mother of Normandy" tells the story of Sainte Mere Eglise, a small

town in Normandy with a vital road junction. It was a major objective for the two US Airborne divisions on the eve of the D-Day invasion. It became a fierce, severely-contested battle with US paratroopers suffering heavy casualties. Those American paratroopers who paid the ultimate price were buried around the town they fought so valiantly to liberate. Over several fields, row after row of white crosses mark their graves.

The story is about a compassionate French woman named Madam Simon Renaud, the wife of the Saint Mere Eglise mayor. When an American widow wrote to the mayor asking for information on the burial site of her husband, Madam Renaud took the letter and decided to do something to bring comfort to the wife of a US soldier who liberated her town. She realized the hundreds and hundreds of white crosses meant many American families were grieving for their loved ones.

Taking this to heart, Madam Renaud began to write letters to the families of the fallen US soldiers, telling them of their soldier's valor and promising that she would look after their resting place. Here commitment comforted the

American families, knowing someone was tending to their loved one's grave. The families wrote back in gratitude for what she was doing. Madam Renaud's commitment lasted for forty years. She spent ten to 14 hours every day carrying out her promise, until she was too ill to leave her bed. She then dictated her letters to her son, thanking the families for the service of their sons, husband and fathers—literally writing thousands of letters before she passed away.

"The Mother of Normandy" is a story that not only tells of a piece of history that isn't commonly heard, but also gives us a real-life example of a grateful French lady honoring US soldiers and their families.

On the 66th anniversary of the D-Day invasion, the film was shown to a packed audience in the church in Sainte Mere Eglise. When it ended the audience erupted in tremendous applause. An attending US Army general from the 82nd Airborne Division was so moved he immediately bought a copy and announced he would show it to every one of his officers.

The movie became one of the favorite activities of the NCA-YLC. At first, some complained that they didn't want to watch a documentary. However, when it ended their views changed dramatically. Everyone was talking about the story and how incredible was the feat to which Madam Renaud devoted her life. It is really an amazing and touching story. I encourage everyone to look up information on the little town in Normandy that, to this day, honors US soldiers as liberators. Get the movie; you will enjoy it—guaranteed!



*YM/GySgt Mary Hurton is with the Tehama County Young Marines in California. She is seventeen and is a senior attending the American Christian Academy. In 2011 she plans to attend a four-year liberal arts university and study sociology. She is interested in human relations, social sciences and the humanities, and wants to earn a Bachelor of Science degree in sociology.*


four guns in those days; nevertheless, it took him a lot of time and effort. The 60th FA Battalion later received a Presidential Unit Citation for its action at Thala.

When the fighting ended in Tunisia, the 9th Infantry Division went into training in Algeria on the edge of the Sahara Desert. In accordance with General Patton's orders, the training included long hikes with full field equipment under the broiling, noonday sun—a time when all natives took siestas and stayed out of the sun. There were many cases of heat stroke, and we all blamed General Patton. Then there was the publicity in Sicily when he slapped the soldier who was in the hospital with combat fatigue. He did follow-up later with an abject apology, no doubt suggested by his superiors.

When the Ninth moved to England, General Patton was more or less forgotten as we prepared for what was to come. But after the invasion, the Ninth Division took part in the breakout from the hedgerow country at the St. Lo-Perriers Road. At that time, we were all among the hordes who thank God for giving us General Patton, as he led his wonderful Third Army victoriously across France. This was the real George Patton who we came to love.

Over the years, after having read books by and about him, I have come to understand and admire him unreservedly. Long after World War II ended, I visited his tomb in the American Cemetery in Luxembourg. I saluted and said a prayer. Obviously I have not forgotten my experience with him, but I realize they were only a few odd quirks or mistakes (to which everyone should be entitled) in the life of a man of whom we should all be proud.

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ARTHUR B. MORRILL III, BRIGADIER GENERAL, USAF (RET) CHIEF OF STAFF September 9, 2010



VA plans to develop a fully automated, online system for handling Veterans' disability compensation claims by the end of this year.

## Have You Heard?

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

VA plans to develop a fully automated, online system for handling Veterans' disability compensation claims by the end of this year.

More than a simple digitization of existing paper-based claims, the new system is part of VA's modernization of the end-to-end processing workflow. Automation will substantially reduce processing time and increase accuracy while simplifying the way that Veterans interact with the claims process.

Initial use of the new system will focus on Vietnam Veterans exposed to Agent Orange who today have B-cell leukemia (hairy-cell leukemia), Parkinson's disease, or ischemic heart disease. These diseases were recently granted presumptive service connection. The final regulation covering claims for these diseases will become effective later this year, and while the first use of the new system will be limited to this subset of disabilities, usage will expand over time to include claims for other conditions.

The new system will guide Veterans through automated, program-assisted menus to capture the information and medical evidence that will drive faster claims decisions. Initially, VA estimates the new system may assist as many as 100,000 Veterans. This is a significant step in integrating new technologies into claims processing and moving towards VA's goal to "break the back of the claims backlog" and provide all Veterans with high quality decisions on their claims in no more than 125 days.



## LEGACY GIVING

### *Continuing the MOWW Tradition*

"Legacy Giving" is MOWW's program to encourage Companions to remember the Order in their will or estate planning documents.

**MOWW was founded based on ideals expressed by General of the Armies John J. Pershing, AUS (Ret), and was financed through the generous gifts of Vice Admiral George C. Dyer, USN (Ret), and others. As was the case with your predecessors, your legacy giving will help continue the great MOWW traditions and programs for Companions who follow you.**

**The MOWW Treasurer General is leading the effort to develop a "MOWW Charitable Giving Guide" (available 1 January 2011). This "how to" guide to charitable giving will be user-friendly and available on the MOWW Website (can be down-loaded).**

*Let us know when you have added the Order to your estate planning documents so you can be recognized in "Officer Review" magazine.*



By Surgeon General  
Captain (Dr.) Robert E. Mallin,  
MC, USA (Former)

It's my honor to be the Order's new Surgeon General. I was raised in NY and I'm a retired Plastic and Reconstructive Surgeon. I trained in New York City and practiced in Anchorage AK. I'm now retired in Santa Fe NM and have five years in MOWW. Having been an officer at chapter, department and region levels.

I wasn't a career army officer, but my two years in the US Army—the first year in the Republic of Vietnam and the second year in garrison—spurred my lifelong respect for the military. In the Republic of Vietnam, I was the squadron surgeon for the 1st Squadron, 10th Cavalry Regiment ("Buffalo Soldiers"). There I learned the "patch 'em up and ship 'em out" surgery needed to get stable troopers to the next level of medical care.

With my introduction complete, let me now address Post-Traumatic Stress Disorder (PTSD) and Borderline Personality Disorder (BPD)—topics of great interest. Not only is there difficulty in making these diagnoses, there are also economic implications to these diagnoses. During Congressional committee meetings held in July 2007, speakers addressed these disorders without providing much direction or solid conclusions—except to acknowledge they're challenging to the Department of Veterans Affairs. Let me help distinguish these disorders by defining them.

PTSD is formerly known as "shell shock" and "battle fatigue." At its most basic form, PTSD is a severe anxiety reaction from an event resulting in physical and/or psychological trauma that overloads the circuits and causes the



MARINE CORPS PHOTO BY CPL. JAMES M. MERCURE

## Post Traumatic Stress Disorder vs. Borderline Personality Disorder

patient to become unable to function normally. Re-experiencing the trauma through nightmares and/or flashbacks is common.<sup>1,2</sup>

BPD is a special class of mental disorders that represent a long-standing pattern of problematic behaviors, often starting in adolescence.<sup>3</sup> Studies have found that PTSD and BPD can co-exist. One study found that 76% of PTSD patients had BPD; another found that 56% with BPD had PTSD!<sup>4</sup> Both seem to stem from trauma (youthful trauma can put those with BPD at risk for PTSD) and both conditions can have overlapping symptoms.

Many veterans are affected by this controversy. PTSD is treatable "in the system" at government expense, while BPD is more difficult to treat and considered "pre-existing." Therefore, BPD is grounds for discharge, loss of benefits and referral to civilian doctors. According to advocates, this happens too often. Thus, they push for diagnostic reviews and readmission for treatment where appropriate.<sup>5</sup> In fact, some advocates suggest the military has been misdiagnosing PTSD for years; for example, between 2005-2007, 2,000 troopers were discharged.<sup>5</sup> The National Veteran's Legal Services Program is conducting independent diagnostic reviews. Additionally, these

diagnoses are open to differences of opinion and misdiagnosis, thus public and private sector organizations are reviewing individual cases.

My sense is the tendency to limit retention of PTSD patients in the Services and the Services tending to discharge patients with a BPD diagnosis now have the public's attention. Hopefully these reviews will result in the adoption of more enlightened policies favoring the serviceman's or servicewoman's retention and treatment.

1. American Psychiatric Association, *Diagnostic and Statistical Manual of Mental Disorders, Fourth Edition, Text Revision*. Washington DC: American Psychiatric Association, 2000.

2. U.S. Department of Health and Human Services, *Mental Health: A Report of the Surgeon General*. Rockville, MD: U.S. Department of Health and Human Services, Substance Abuse and Mental Health Services Administration, Center for Mental Health Services, National Institutes of Health, National Institute of Mental Health, 1999.

3. *The Diagnostic and Statistical Manual of Mental Disorders*, 2000.

4. Matthew Tull, PhD, "PTSD and Borderline Personality Disorder." About.com Guide, The New York Times Company, July 22, 2009 (updated).

5. Katie Drummund, Contributing Editor, "Army Misdiagnosed Soldiers Suffering From PTSD," AOL News, Inc., 2010.

# Companion Update

## NEW MEMBERS

### RANK/NAME/(SERVICE)

1LT Ray K. Ragan (A)  
 Col Peter H. Hershfield (AF)  
 Roseann E. Adams (E)  
 1LT Richard E. Markey (A)  
 CPT Matthew Burnette (A)  
 LTC John P. Chang (A)  
 Judith A. Moreau (E)  
 CPT L. Graham Arceneaux (A) \*  
 Ellan F. Varrick (H) \*  
 Capt Bob R. Elwell (AF)  
 CPT Lester J. Dahlheimer (A)  
 MAJ Rodney A. Ozmun (A)  
 Jennie F. McIntosh  
 MAJ Alvin J. Bedgood (A) \*  
 CPT Kevin L. Waldroup (A)  
 LTC Harold H. Whiffen (A)  
 Col James E. Garner (MC)  
 CWO5 Randall S. McCrumb (MC) \*  
 Sally R. Rose (H) \*  
 Karen L. Gorham (H) \*

### CHAPTER

Apache Trail AZ  
 Apache Trail AZ  
 Apache Trail AZ  
 CAPT Dilworth TX  
 Central AR  
 COL Theodore Roosevelt NY  
 CPT Grevemberg LA  
 CPT Grevemberg LA  
 CPT Grevemberg LA  
 Dallas TX  
 Dallas TX  
 Gen Critz OK  
 Gen Middleton LA  
 Headquarters  
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 Jackson MS  
 Joseph H. Pendleton CA  
 Sun City Center FL  
 VA Piedmont

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 Kenan, B. CPT  
 Kenan, B. CPT  
 Kelety, R. CDR  
 Burnett, L. COL  
 Emmons, G. CAPT  
 Moreau, R. LTC  
 Mason, W. LTC  
 McIntosh, J.  
 Mueller, L. Capt  
 Crocker, J. CPT  
 George, M. LTC  
 LeGrande, C. COL  
 Website  
 Website  
 Robinson, W. COL  
 Richardson, S. LCDR  
 Byrne Jr, W. LtCol  
 Rose, E. 2LT  
 Smith, G. COL

*New Members—August 1, 2010 through August 31, 2010*

*\*Denotes Perpetual Member*

# In Memoriam

## DECEASED MEMBERS

### RANK/NAME/(SERVICE)

COL Robert L. Strayer (A) \*  
 CW4 Shirley Barlow (N) \*  
 LTC Otis W. Henderson (A) \*  
 ENS Vance D. Bishop (N) \*  
 LT Herman W. Goldner (N) \*  
 MAJ Richard G. Jones (A) \*  
 Lt Col Sara E. Devlyn (AF)  
 Col George C. Woolsey (A) \*  
 COL Andrew F. Stasio (A) \*  
 Millard H. Gates (H) \*  
 MAJ James E. Herrick Jr (A)  
 LTC George T. Bennett (A) \*  
 COL Stuart F. Jillson (A) \*

### CHAPTER

Clearwater FL  
 Clearwater FL  
 Clearwater FL  
 Clearwater FL  
 Clearwater FL  
 Clearwater FL  
 Col Bill Sheets NC  
 COL George C. Woolsey CA  
 Dallas TX  
 El Paso TX  
 Fort Worth TX  
 Harvey Latham OR  
 Northern VA

*Deceased Members—August 1, 2010 through August 31, 2010*

*\*Denotes Perpetual Member*

# Chaplain (Colonel) Ralph Smith Presented “The Chapel of Four Chaplains Legion of Honor” Award

BY ALICE ARMSTRONG  
Pinson Memorial (233), Texas



Texas Veterans Commission officer Rex Lloyd (left) presented Chaplain (COL) Ralph Smith the Chapel of Four Chaplains “Legion of Honor” award

On 10 August 2010, Chaplain (COL) Ralph Smith, USA (Ret), was presented the Chapel of Four Chaplains “Legion of Honor” award during a ceremony held in the Chapel at DeBakey Veterans Affairs Hospital in Houston, Texas. This prestigious award was in honor of the service rendered “above and beyond the line of duty” of those who give the extra measure to help others.

Texas Veterans Commission Officer Rex Lloyd presented the award during the ceremonies to honor those who the

committee felt met the criteria of the 4 Chaplains foundation. This is the second year in a row that Pinson Memorial Chapter of the MOWW has had a companion honored with the Legion of Honor Award. In 2009, LCDR Eldon Armstrong received the award. These Companions were honored for their selflessness in serving their fellow human beings, and their communities, places of worship, and civil, fraternal or veterans’ organizations, without regard for faith or race.

## Coming Soon: 2010 Pershing Memorial Service



The U.S. Army Band, “Pershing’s Own,” at General Pershing’s grave, Arlington National Cemetery, during the annual MOWW-sponsored memorial service on Veterans Day, honoring General of the Armies John J. “Black Jack” Pershing.

The MOWW memorial service will be held again this Veterans Day on November 11, 2010, at 3:00 p.m. in Section 34, Arlington National Cemetery. It is open to the public and everyone is welcome to attend.

## Names & Faces



### WINTER SPRINGS HIGH SCHOOL, FLORIDA

At the Winter Springs High School Army JROTC Annual Awards ceremony, **Cadet Aseky Rivera** was selected to receive MOWW JROTC Award.



### VIRGINIA BEACH, VIRGINIA, CHAPTER

Chapter Companion **LCDR Grant Pollock** presented an MOWW JROTC Certificate of Merit to **Cadet Kristin Rovito**. LCDR Pollock made the bulk of JROTC presentations for the chapter. Grant's continuing commitment to MOWW sets the example and is inspirational.



### AUGUSTA, GEORGIA, CHAPTER

Past CINC **LTC David Titus** recites "The Flag is Passing By" before raising Old Glory at the Columbia County Georgia 4th of July Opening Ceremony.



### EL PASO, TEXAS, CHAPTER

Chapter Cdr **Col Roy Gray** at the annual 4th of July Parade.

## YLC Directors—We Need Your Help!

Have you sent MOWW National Headquarters an article (200 to 400 words, 600 max) and pictures about your Multi- or Single-Day Youth Leadership Conference (YLC)?

Mailed photos, or hi-res jpgs by email, are the best. *Officer Review* magazine needs both, so we can tell everyone about the great work you are doing for the Order with the youth of America in the March 2011 issue of *Officer Review* magazine.

Please submit your article and photos by email to [officerreview@gmail.com](mailto:officerreview@gmail.com) or mail your article and photos, to: MOWW Headquarters, 435 North Lee Street, Alexandria, VA. 22314. Your submittal should arrive at MOWW Headquarters not later than January 2, 2011.



### COLUMBIA, SOUTH CAROLINA, CHAPTER

Air Force JROTC **Cadet Michael Murphy** was recognized with an MOWW Certificate and medal by **CPT Lewis Langley**.



**GENERAL HOYT S. VANDENBERG, CALIFORNIA, CHAPTER**  
The Chapter recently recognized Pismo Beach **Police Commander Mark T. Miller** for his 22 years of outstanding service to the community of Pismo Beach. L to R: Pismo Beach City Manager and retired U.S. Army **COL Kevin Rice**, Honoree Police Commander Mark T. Miller, MOWW Commanding Officer and Retired U.S. Marine **Maj Jim Murphy** and Pismo Beach **Police Chief Jeff Norton**.

## Names & Faces



### DALLAS, TEXAS, CHAPTER

In a formal ceremony of induction **Ryder Billings**, a member of Troop 325 in East Dallas, advanced to the rank of Eagle Scout. **Capt John Hayes**, U.S. Air Force, Ret., presented him with an MOWW Certificate of Recognition.



### GEN GEORGE G. MEADE, MARYLAND, CHAPTER

The Chapter hosted a Massing of the Colors, held at Fort Meade on Sunday, May 23, 2010. L-R: **MG Karl Horst**, Commander of the Military District of Washington and guest speaker for the event, **Chaplain (LTC) Kevin Stroop**, **Colonel Sheldon Goldberg**, **LTC Ruth Hamilton**, Past CINC COL **Bert Rice**, and **LTC Anthony Boone**.



### J. H. PENDLETON, CALIFORNIA, CHAPTER

At the Chapter's March Dinner meeting, Chapter member **2LT George Key**, USA (Former) presented "Francis Scott Key, Spy Network."



### MASCOUTAH HIGH SCHOOL, ILLINOIS

An MOWW JROTC Certificate was awarded to **Cadet Savannah Hughes** by her Instructor, **Senior Master Sergeant Randy Sannz** at the school's annual awards ceremony.

## ROADRUNNER PHOTO

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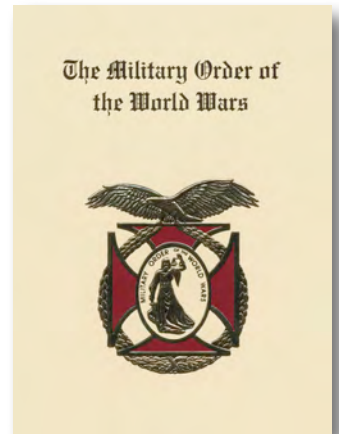


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