

## VFW OBJECTIVES:

- TO ENSURE THE NATIONAL SECURITY through maximum military strength
- TO ASSIST THE WIDOWS AND ORPHANS and the dependents of disabled and needy veterans.
- TO SPEED THE REHABILITATION of the nation's disabled and needy veterans.
- TO PROMOTE AMERICANISM through education in patriotism and constructive service to the communities in which we live.



VETERANS OF FOREIGN WARS.

Post 2894

### Meetings

2<sup>nd</sup> Wednesday of month – 7:00 pm  
Fraternal Order of Police (FOP) Lodge,  
110 Kempsville Rd, Chesapeake, VA

#### Post Address:

VFW Post 2894  
PO Box 15842

Chesapeake, VA 23328



Email: [cdpost2894@vfwva.org](mailto:cdpost2894@vfwva.org)

#### Web Site:

<http://myvfw.org/va/post2894>

Visit us on FaceBook

### POST OFFICERS

Commander..... Chris Mulholland  
Sr. Vice Commander..... José Vazquez  
Jr. Vice Commander..... Mark Rios  
Adjutant..... Matt Hostettlar  
Quartermaster..... Mike Kust  
Chaplain..... Andrew McMenamin  
Surgeon..... David Davis  
Staff Judge Advocate..... Matt Hamel  
Service Officer..... Jim Ireland

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President..... Sandy Dunbar  
Sr. Vice President..... Christina Zinn  
Jr. Vice President..... Bea Oakley  
Secretary..... Barbara Mulholland  
Treasurer..... Donna Kust  
Chaplain..... Diane Hostettlar  
Conductress..... Anne Thompson  
Guard..... Jean Dozier  
Patriotic Instructor..... Kevin Mulholland

### NATIONAL

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

### STATE

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

### VFW VA DISTRICT 2

[www.vfwwebcom.org/va/dist2](http://www.vfwwebcom.org/va/dist2)



VFW SSG DOZIER MEMORIAL POST 2894

Chesapeake, Virginia 23322

"Honoring the Fallen by Helping the Living"

NEWSLETTER – Vol. VIII, Issue 1, February-March 2019

## VALENTINE'S DAY "SWEETHEARTS"

by Chris Mulholland

**During WWII, soldiers placed photos of their loved ones under clear grips of their pistols – and dubbed them "sweetheart grips"**



For generations, service members have tucked away precious photographs through tours around the globe. Pictures end up tucked under helmets, stuffed in pockets, in cigarette cases, bibles – there's always a method for taking along a memory from home, especially when it's of a girl. If the service member doesn't actually have a girl, well, there are always pin-ups, models, and other available images. During World War II, Soldiers stationed far from home during World War II found a creative way to keep their loved ones close to them. A favored method of not only taking pictures along but having them at the ready was to fasten them beneath clear plastic grips on their 1911s. These personalized gun grips became known as "sweetheart grips."

Of course, sweetheart grips were not the kind of thing a young soldier could simply order online or pick up at the PX. Soldiers

were creative, though, and something else that was a part of WWII plays into the creation of sweetheart grips: trench art. While it is true that trench art is a practice spanning far more military conflicts than only WWII, it is also fair to say it became far more common during that time. Although some of the more well-known trench art was crafted from spent shells there were and are many other forms of art crafted by service members with time on their hands.

During WWII, homesick GIs found a unique use for the clear plastic 'lucite.' The material was developed in 1928 in several different laboratories by many chemists such as William Chalmers, Otto Röhm and Walter Bauer and was first brought to market in 1933 by the Rohm and Haas Company under the trademark "plexiglas."

It was a great invention and was used heavily during WWII. It was initially used



in windows on vehicles but shortly began appearing on the warplanes used by all sides due to its lightweight and malleability; covering canopies, gun turrets, aircraft viewing ports, and anything else that needed glass.

These airplanes were the main source of the clear acrylic for service members

making custom grips. When service members came across downed turrets, they would often salvage pieces for various uses, and lucite was perfect for

many things.

Once a service member crafted his custom lucite grips, he would replace the wood grips that came standard on 1911s at that time. Then the screws could be loosened and pictures placed under both grips but it was also common practice to leave one side empty. This would then give a clear view of the pistol's magazine to see how many rounds were left. The owners of



these guns most have been expecting a lot of use for their pistols if they went to that much trouble.

The pictures themselves served as more than simple mementos as well. A gun

could be easily matched to its owner by the picture beneath its grips. Sweetheart grips were not just used on M1911s either, Lugers, Nambus, Walthers and other pistols seized on the battlefield were also frequently fitted with the clear, handmade grips.

These grips are an interesting piece of WWII trivia that surprisingly few people seem to know about. However, if you look closely in the movie "Fury", you'll see Brad Pitt carrying a "sweetheart" gripped revolver.



Now, just in time for this Valentine's Day, you too can customize your pistol with your own sweetheart!

You can read (and see) more about these artifacts of history at:  
[www.thevintagenews.com/2016/09/02/sweetheart-grips-wwii-soldiers-known-take-precious-family-photos-put-clear-grips-pistols-2-2/](http://www.thevintagenews.com/2016/09/02/sweetheart-grips-wwii-soldiers-known-take-precious-family-photos-put-clear-grips-pistols-2-2/)  
[www.thefirearmblog.com/blog/2016/05/03/world-war-ii-sweetheart-grips](http://www.thefirearmblog.com/blog/2016/05/03/world-war-ii-sweetheart-grips)

**8<sup>TH</sup> ANNUAL BATAAN DEATH MARCH MEMORIAL WALK, 27 APR 2019**

Keep your calendar clear for the eighth annual Bataan Death March Memorial Walk on **Saturday, April 27<sup>th</sup>** at the Dismal Swamp Canal Trail in Deep Creek just off Route 17. Since Post 2894 is hosting this event, we would like to see all the members come out and help in any way you can. We will also be receiving assistance from crew members of the USS Bataan (LHD-5), the Marines of



Northwest Security Group, the Chesapeake Sheriff's Department, Fire Department, and more as we host this commemorative event. The flyer for this event can be found at the end of this newsletter along with a sponsorship form. **PLEASE SHARE WITH FRIENDS, NEIGHBORS, FAMILY – EVERYONE!**

We are also looking for sponsors. If everyone in the post asks at least one business for their support, we can really make this a successful event. We have three levels of sponsorship:

- **Legion of Merit Sponsor - \$1000** (or \$1000 of In-kind) Donation: Large name or company logo on our tee shirts and banner as well as special recognition in media and in the closing ceremony.
- **Distinguished Service Sponsor - \$500** (or \$500 of In-kind) Donation: Name or company logo on our tee shirt and banners
- **Meritorious Service Sponsor - \$250** (or \$250 of In-kind) Donation: Name or company logo on our tee shirt

You can find more information on the Facebook page at [www.facebook.com/pages/Chesapeake-Bataan-Death-March/464188050284397](https://www.facebook.com/pages/Chesapeake-Bataan-Death-March/464188050284397)

**COMMANDER'S CORNER**



Once again, thank you all for what you do every day in supporting your families, our veterans, and our community!

Especially just recently when a number of you stepped up to help with the food drive for Coast Guard families struggling during the recent government shutdown. We had several volunteers and many who donated food and supplies to the 'cause' – thanks to all of you!

Just to catch you up on recent events, you raised \$2333 in the Veterans' Day buddy poppy drive (including a gold ring which someone donated!); Kimberly Hammers and the students of Grassfield HS raised \$707 with their Field of Valor; Great Bridge United Methodist men's group donated \$1562 to the post; and Davin Perry set up a fundraiser with Buffalo Wild Wings that netted us \$231.95! All that money has already gone to good use when we spent \$1750 to replace the roof of a veteran's widow which allowed her to move back into her home for the first time in months! Our Service Officers are INCREDIBLE! Thank you Jim Ireland, Gary Dunbar and José Vazquez!



We also donated three wheelchairs: one to a disabled high school student, another (along with a car carrier) to a disabled vet, and the third to the disabled wife of a veteran. You can read about the last one later in this news letter. Thank you Gary Dunbar!!

Our biggest event of the year is coming up and I'm asking everyone to block out your calendars for the 27<sup>th</sup> of April. This will be our 8<sup>th</sup> Annual Bataan Death March Memorial Walk! We'd like 'all hands on deck' for this event since it takes everyone's assistance – no matter how big or small – to pull it off successfully. I also ask every member to approach at least one business and ask them to be a sponsor of the march.

Also coming up is the Free Veterans' Health Fair at Post 3160 Oceanview (2 Mar); the nomination of Post officers (13 Mar); the annual Norfolk Saint Patrick's Day Parade (16 March), our Post elections (10 April), and our annual Post Awards Ceremony (8 May). Which reminds me, both our Patriots' Pen and Teacher of the Year won at District and were runners-up at the Department! If you know of an Eagle Scout, Gold Award or Venture Crew scout who is eligible for the Scout of the Year award, tell them the deadline is March 1<sup>st</sup>!

If you are interested in holding office for the next fraternal year, please let one of the current officers know. We have some major plans and would like everyone's input and assistance.

I recognize that we focus a great deal of our time and effort on projects to help veterans while not thinking much about our own 'social life.' In response to some questions, I've heard some great ideas such as: pub-crawl, chili cook-off or BBQ contest, paint (and wine) night, and a "veterans' ball". These are all great ideas that we can think over and talk I want to thank everyone who came and enjoyed the camaraderie at the Christmas Pot Luck after our December meeting.

And very last, our oldest comrade, Mickey Casady, turns 101 in February!!! We will look at doing something special for him in celebration!!!

And, as always, thanks to all of you for your service to our country! Semper Fidelis and **Erin Go Bragh!**

*Chris Mulholland, Commander*



please let us know. Of course, we can turn in reports until April 30, 2019 for this year. Keep on reporting.

We are spreading the word about the Young American Creative Patriotic Art Awards Contest. Students must be in grades 9-12. The art work must be turned in to the Auxiliary by March 31. If you know of anyone that might be interested, please let us know. The prizes could be well worth their time. More information can be found at VFWAUXILIARY.ORG. Then go to the Scholarships tab. It also shows some of the past winners.

The next District 2 meeting is February 23, 2019 at Post 4411, Franklin, 3385 Beaverdam Rd. Lunch is at 12:00 and the Meeting starts at 1:00.

Thanks for all you do for the Veterans.

*Sandy Dunbar, President*

**FEBRUARY IS BLACK HISTORY MONTH – ENSIGN JESSE LEROY BROWN, USN**



*Ensign Jesse L. Brown, USN In the cockpit of an F4U-4 Corsair fighter, circa 1940. He was the first African-American Naval Aviator to see combat. Brown was shot down over North Korea. (National Archives)*

Jesse LeRoy Brown (October 13, 1926 – December 4, 1950) was a United States Navy officer. He was the first African-American aviator in the U.S. Navy, a recipient of the Distinguished Flying Cross, and the first African-American naval officer killed in the Korean War.

Born in Hattiesburg, Mississippi, to an impoverished family, Brown was avidly interested in aircraft from a young age. He graduated as salutatorian of his high school, notwithstanding its racial segregation, and was later awarded a degree from Ohio State University. Brown enlisted in the U.S. Navy in 1946, becoming a midshipman. Brown earned his pilot wings on 21 October 1948 amid a flurry of press coverage; in January 1949 he was assigned to Fighter Squadron 32 aboard the aircraft carrier USS Leyte.

At the outset of the Korean War, Leyte was ordered to the Korean Peninsula, arriving in October 1950. Brown, an ensign, flew 20 combat missions before his F4U Corsair aircraft came under fire and crashed on a remote mountaintop on 4 December 1950 while supporting ground troops at the Battle of Chosin Reservoir. Brown died of his wounds despite the efforts of wingman Thomas J. Hudner Jr., who intentionally crashed his own aircraft in a rescue attempt, for which he was awarded the Medal of Honor.

**PRESIDENT'S CORNER**

Happy New Year! Hope everyone had a fantastic Christmas and a fun New Years. Barbara Mulholland, Christine Zinn, Bea Oakley and Sandy Dunbar attended the Winter Conference January 12th at the Renaissance Hotel in Portsmouth. It was a good day and we all learned something. What a way to start the new year in the Auxiliary. Our Auxiliary is well on the way to getting the "Banner" for 2018-2019. We need to get 1 more new member, so if you know of someone that might be interested,



Brown's successes in the segregated and desegregated U.S. military were memorialized in several books. The frigate USS Jesse L. Brown (FF-1089) was named in his honor.

Brown was born on 13 October 1926 in Hattiesburg, Mississippi. He was one of six children born to Julia Lindsey Brown, a schoolteacher, and John Brown, a grocery warehouse worker. He had four brothers, Marvin, William, Fletcher, and Lura, as well as an older sister known as Johnny. Brown's ancestry was African American, Chicksaw, and Choctaw. The family lived in a house without central heating or indoor plumbing so they relied on a fireplace for warmth. As a child, Jesse's brother William fell into this fireplace and was severely burned.

At the beginning of the Great Depression, John Brown lost his job and relocated the family to Palmer's Crossing, 10 miles from Hattiesburg, where he worked at a turpentine factory until he was laid off in 1938. John Brown then moved the family to Lux, Mississippi, to be a part of a sharecropper farm. During this time, Jesse Brown shared a bed with his brothers and attended a one-room school 3 miles away. His parents were very strict about school attendance and homework, and Jesse Brown walked to school every day. The Browns also were committed Baptists and Jesse, William, and Julia Brown sang in the church choir. In his spare time, Brown also worked in the fields of the farm harvesting corn and cotton.

When Brown was six years old, his father took him to an air show. Brown gained an intense interest in flying from this experience, and afterward, was attracted to a dirt airfield near his home, which he visited frequently in spite of being chased away by a local mechanic.

At the age of thirteen, Brown took a job as a paperboy for the Pittsburgh Courier, a black press paper, and developed a desire to pilot while reading in the newspaper about African-American aviators of the time including C. Alfred Anderson, Eugene Jacques Bullard, and Bessie Coleman. He also became an avid reader of Popular Aviation and the Chicago Defender, which he later said heavily influenced his desire to fly naval aircraft. In his childhood he was described as "serious, witty, unassuming, and very intelligent." In 1937, he wrote a letter to U.S. President Franklin D. Roosevelt in which he complained of the injustice of African-American pilots being kept out of the U.S. Army Air Corps, to which the White House responded with a letter saying that it appreciated the viewpoint.

Because the schools closer to his family were of lower quality, in 1939, Brown lived with his aunt and attended the segregated Eureka High School in Hattiesburg. He was a member of the basketball, football, and track and field teams and he was an excellent student, graduating as the salutatorian in 1944. During this time, Brown met his future wife, Daisy Pearl Nix.

Following graduation, Brown sought to enroll in a college outside of the South. His principal, Nathaniel Burger, advised he

attend an all-black college, as his brother Marvin Brown had done, however, he ended up enrolling at Ohio State University as his childhood role model, Jesse Owens, had done. Burger told Brown only seven African Americans had graduated from the school that year, but Brown nonetheless was determined to enroll, feeling he would compete well with white students.

Brown took several side jobs to save money for college, including waiting tables at the Holmes Club, a saloon for white U.S. Army soldiers. In this job, Brown was frequently the target of racist vitriol and abuse, but nonetheless persevered, earning \$600 to pay for college. In the autumn of 1944, Brown took a segregated train to Columbus, Ohio, and began school at Ohio State.

Brown moved into an on-campus boarding house at 61 East Eleventh Avenue in the primarily black neighborhood of the University District in Columbus, and majored in architectural engineering. Brown attempted several times to apply to the school's aviation program, but was denied because of his race. Brown joined the track and field team as well as the wrestling team, but soon dropped both for financial reasons. He took a job as a janitor at a local Lazarus department store and then was hired by the Pennsylvania Railroad to load boxcars from 15:30 to midnight each day. In spite of this, he maintained top grades in his classes. Facing difficulties with his academics and the institutional segregation in the city, Brown nevertheless found most of his fellow students were friendly toward him. Brown rarely returned to Mississippi during the



*Brown as a midshipman in Jacksonville, Florida in 1947*

school year, but in the summers he worked at a dry cleaner in Hattiesburg to help pay for his classes.

During his second year in college, Brown learned of the V-5 Aviation Cadet Training Program being conducted by the U.S. Navy to commission naval aviation pilots. This program operated at 52 colleges, none of which were predominantly black colleges, so only students such as Brown, who attended integrated colleges, were eligible. In spite of resistance from recruiters, Brown passed the entrance exams. Brown enlisted in the U.S. Naval Reserve on 8 July 1946 and was admitted to the aviation program, becoming a Seaman Apprentice in the U.S. Navy and a member of the school's Naval Reserve Officer Training Corps (NROTC) program. A \$50 monthly stipend allowed him to quit his jobs and complete his architectural engineering degree in 1947. At this time, the NROTC was the normal route to a regular Naval commission, but only 14 out of more than 5,600 NROTC students in 1947 were black.

On 15 March 1947, Brown reported to Glenview Naval Air Station in Glenview, Illinois, for Naval Flight Officer training. There, his enlistment ended 15 April and Brown reverted to the rank of midshipman, becoming the only African American in the program. Although he anticipated antagonism, he found the other cadets were generally friendly and welcoming. He found many of the black cooks and janitors hostile to him, however,

possibly due to jealousy. Brown got his first flight time aboard a Stearman N2S trainer aircraft.

In spite of the rigors of the initial training, Brown was encouraged by instructors and completed the first phase of training, transferring to Ottumwa Naval Air Station in Ottumwa, Iowa, for the next phase. The Ottumwa training involved intense physical fitness and technical training, which Brown completed. Thereafter, he was moved to Pensacola Naval Air Station in Pensacola, Florida, to train in aircraft flight.

In Pensacola, Brown and Nix married in secret, as naval cadets were not allowed to marry until their training was complete, under threat of immediate dismissal. Nix took a room in Pensacola, and the two visited one another on weekends. In spite of overt racism from at least one instructor and several classmates at this posting, Brown completed the rigorous training in August 1947.

By June 1948, Brown had begun training for carrier-based aircraft, and hoped to fly either the F4U Corsair or F6F Hellcat, both of which were fighters. He trained in carrier takeoffs and landings aboard the light carrier USS Wright, after which he was sent to Jacksonville, Florida, for final flight qualifications. On 21 October 1948, he completed his training and was given his Naval Aviator Badge. This accomplishment was widely publicized, and Brown became known nationally. The Associated Press profiled him and his photograph appeared in Life magazine. Author Theodore Taylor later wrote that through Brown's efforts to become a pilot, he had broken the "color barrier" which had been longstanding and preventing blacks in naval aviation.

Brown was commissioned as an ensign in the U.S. Navy on 26 April 1949. He was assigned to Quonset Point Naval Air Station in Quonset, Rhode Island, as a part of the U.S. Atlantic Fleet. Brown reported that incidents of racism and discrimination, which had been harsh late in his training, were substantially relieved once he became an officer. Following his commissioning, Brown was assigned to temporary duty at Norfolk Naval Air Station in Norfolk, Virginia. His daughter, Pamela Elise Brown, was born in December. In January 1949, Brown was assigned to Fighter Squadron 32 aboard USS Leyte. Over the next 18 months, the unit conducted numerous training exercises along the East Coast, many of them taking place at Quonset Point. Brown reported here his superiors treated him fairly and held others to equal standards. The unit trained rigorously in aircraft maneuvers.

By the outbreak of the Korean War, he had gained a reputation among the others in the squadron as an experienced pilot and a capable section leader. He was well-liked among other pilots and the black stewards and support staff of the carrier. Brown did not socialize much with the other pilots, however, and was known to spend as much time as possible visiting his wife. He was able to reveal his marriage following his commissioning.

On the night of 25 June 1950, ten divisions of the North Korean People's Army launched a full-scale invasion of the nation's neighbor to the south, the Republic of Korea. The force

of 89,000 men moved in six columns, catching the Republic of Korea Army by surprise, resulting in a rout. The smaller South Korean army suffered from widespread lack of organization and equipment, and was unprepared for war. The numerically superior North Korean forces destroyed isolated resistance from the 38,000 South Korean soldiers on the front before it began moving steadily south. Most of South Korea's forces retreated in the face of the invasion. The North Koreans were well on their way to South Korea's capital of Seoul within hours, forcing the government and its shattered army to retreat farther south.

To prevent South Korea's collapse, the United Nations Security Council voted to send military forces. The United States Seventh Fleet dispatched Task Force 77, led by the fleet carrier USS Valley Forge; the British Far East Fleet dispatched several ships, including HMS Triumph, to provide air and naval support. Although the navies blockaded North Korea and launched aircraft to delay the North Korean forces, these efforts alone did not stop the North Korean Army juggernaut on its southern advance. U.S. President Harry S. Truman ordered ground troops into the country to supplement the air support. All U.S. Navy units, including Leyte, were placed on alert. At the time, the ship was in the Mediterranean Sea and Brown did not expect to be deployed to Korea, but on 8 August a relief carrier arrived in the area and Leyte was ordered to Korea. Commanders felt the pilots on the carrier were better trained, and hence needed in the theater. The ship sailed from the Strait of Gibraltar across the Atlantic Ocean and to Quonset, then through the Panama Canal and to San Diego, California, Hawaii, and Japan before arriving in Korea around 8 October.

The ship joined Task Force 77 off the northeast coast of the Korean Peninsula, part of a fleet of 17 ships from the Seventh Fleet, including the aircraft carrier USS Philippine Sea, battleship USS Missouri and cruiser USS Juneau. Brown flew 20 missions in-country. These missions included attacks on communication lines, troop concentrations, and military installations around Wonsan, Chongpu, Songjim, and Senanju.

Following the entrance of the People's Republic of China into the war in late November 1950, Brown and his squadron were dispatched to the Chosin Reservoir, where an intense campaign was being fought between the People's Volunteer Army and the US X Corps. Approximately 100,000 Chinese troops had surrounded 15,000 U.S. troops, and Brown and other

pilots on Leyte flew dozens of close air support missions every day to prevent the Chinese from overrunning the U.S. troops.

On 4 December 1950, Brown was part of a six-aircraft flight supporting U.S. Marine Corps ground troops trapped by Chinese forces. At 13:38 KST, Brown took off from Leyte with squadron executive officer Lieutenant Commander Dick Cevoli, Lieutenant George Hudson, Lieutenant Junior Grade Bill Koenig, Ensign Ralph McQueen, and Lieutenant Junior Grade Thomas J. Hudner Jr., who was Brown's wingman. During this flight, Brown had the call sign "Iroquois 13". The flight traveled 100 miles from the Task Force's location to the Chosin Reservoir, flying 35 to 40 minutes through very harsh wintery conditions to the vicinity of the villages of Yudam-ni and



*Brown in the ready room of the aircraft carrier, USS LEYTE*

Hagaru-ri. The flight began searching for targets along the west side of the reservoir, decreasing their altitude to 700 feet. The mission was a three-hour search and destroy flight as well as an attempt to probe Chinese troop strength in the area.

Although the flight spotted no Chinese, at 14:40 Koenig radioed that Brown appeared to be trailing fuel. The damage had likely come by small arms fire from Chinese infantry, who were known to hide in the snow and to ambush passing aircraft by firing in unison. At least one bullet had ruptured a fuel line. Brown, losing fuel pressure and increasingly unable to control the aircraft, dropped his external fuel tanks and rockets and attempted to land the craft in a snow-covered clearing on the side of a mountain. Brown crashed into a bowl-shaped valley at approximately

The aircraft broke up violently upon impact and was destroyed. In the crash, Brown's leg was pinned beneath the fuselage of the aircraft, and he stripped off his helmet and gloves in an attempt to free himself, before waving to the other pilots, who were circling close overhead. The other pilots had thought he had died in the crash. Brown had crash-landed near Somongni, 15 miles (24 km) behind Chinese lines in 15 °F weather, and the other pilots began a Mayday radio to any heavy transport aircraft in the area as they canvassed the mountain for any sign of Chinese ground forces who might threaten Brown. They received a signal that a rescue helicopter would come as soon as possible, but Brown's aircraft was smoking and a fire had started near its internal fuel tanks.

Before it became clear Brown was seriously injured, Hudner attempted in vain to rescue Brown by radioing him instructions for escaping his damaged aircraft. Hudner then intentionally crash-landed his aircraft, ran to Brown's side and attempted to wrestle him free from the wreck. While Brown's condition worsened by the minute, Hudner attempted in vain to put out the aircraft fire using snow and to pull Brown from the aircraft. In great pain, Brown began slipping in and out of consciousness. A rescue helicopter arrived around 15:00; its pilot, Lieutenant Charles Ward, and Hudner were unable to put out the engine fire with a fire extinguisher, and tried unsuccessfully to free Brown with an axe for 45 minutes. They even considered, at Brown's request, amputating his trapped leg. Brown lost consciousness shortly thereafter. His last known words to Hudner were, "Tell Daisy I love her." The helicopter, which was unable to operate in the darkness, was forced to return to base at nightfall with Hudner, leaving Brown behind. Brown is believed to have died shortly thereafter of his injuries and exposure to the extreme cold. No Chinese forces threatened the site, likely owing to the heavy air presence of Brown and Hudner's unit.

Hudner begged superiors to allow him to return to the wreck to help extract Brown, but he was not allowed, as other officers feared an ambush of the vulnerable helicopters resulting in casualties. To prevent the body and the aircraft from falling into Chinese or North Korean hands, the U.S. Navy bombed the aircraft with napalm two days later, with pilots reportedly reciting the Lord's Prayer over the radio as they watched Brown's body be consumed by flames. The pilots observed that Brown's body was still stuck in the aircraft, but his clothes were gone. The remains of both Brown and the aircraft were never recovered. Brown was the first African-American U.S. Navy officer killed in the war.

*"He died in the wreckage of his airplane with courage and unfathomable dignity. He willingly gave his life to tear down barriers to freedom of others."*

—Hudner, speaking of Brown 17 February 1973, at the commissioning of the USS Jesse L. Brown

For his actions in Korea leading up to his death, Brown was awarded the Distinguished Flying Cross, the Purple Heart Medal, and the Air Medal. For the failed rescue attempt, Hudner received the Medal of Honor, the highest valor award presented by the U.S. military.

Brown's shipmates memorialized him in a shipwide newspaper as "a Christian soldier, a gentleman, a shipmate, and friend ... His courage and faith ... shone like a beacon for all to see." As word of his death spread, Brown inspired numerous other African Americans to become pilots, notably Seaman Apprentice Frank E. Petersen. Petersen would become the first African-American Marine Corps aviator and the first African-American Marine Corps general, graduating from the Naval Aviation Training Program in 1952 and retiring from the military after 38 years in 1988 with the rank of lieutenant general.

On 17 February 1973, the Navy commissioned the Knox-class frigate USS Jesse L. Brown (FF-1089), the third U.S. ship named in honor of an African American. Present at the commissioning ceremony in Boston, Massachusetts, were Daisy Brown Thorne (who had remarried), Pamela Brown, and Hudner, who gave a dedication. The ship was decommissioned on 27 July 1994 and renamed *Damiyat* after being commissioned with the Egyptian Navy.

In July 2013, Hudner visited Pyongyang in an attempt to recover Brown's remains from the crash site. He was told by North Korean authorities to return in September when the weather is more predictable.

In 1998, Theodore Taylor wrote a biography titled *Flight of Jesse Leroy Brown*, interviewing Brown's acquaintances and with reference to his personal letters. In 2015, Brown was the subject of the biography *Devotion: An Epic Story of Heroism, Friendship, and Sacrifice*, by Adam Makos.

## WWII LOCAL GOLD STARS

The last issue of the newsletter had the story about the first casualties of WWII from Norfolk County – Robert N. Carpenter and William N. Royals – who are still buried aboard the USS ARIZONA in Pearl Harbor. The next Gold Star hero killed in action was not long thereafter and, interestingly enough, is the only Coast Guard casualty in Norfolk County history.

**Elwood Franklin Musselwhite** was born on September 10<sup>th</sup>, 1924 in Norfolk County, Virginia. Elwood's parents were Ashburn McCray and Effie Viletha (Mansfield) Musselwhite, both of whom were born about 1891 in Georgia and North Carolina, respectively. The 1930 US Census indicates that the family was living at "Wilmund Place" in the "Washington District" of Norfolk. Elwood was 5-years old with four older brothers, Hugh (b.1915), Ralph (1918), Milford (1919), and Roscoe (1922) [the 1930 census lists a sister, Rosa, but the 1940 census lists a brother Roscoe] and a younger sister, Ester [Esther] (3 months old).

Sometime during the mid-'30s, Elwood's mother Effie, either died or left the family because by the time of the 1940 US Census, Ashburn had remarried, this time to a 21-year old Mary who was only six years older than Elwood! It was likely that she was the mother of two new sisters, Ellen (b. 1938) and Barbara (1939). The family was now living at 135 Bells Mill Road in the "Pleasant Grove" district of Norfolk County. The 1940 census indicates that Elwood had left school after the 7<sup>th</sup> grade and was a 15-year old "new worker".

However, Elwood appears to have returned to school in the fall of 1940 or sometime during 1941. His name is engraved on a memorial stone in front of the old Great Bridge High School on Battlefield Boulevard along with other former students of GBHS who were KIA during WWII.

On December 7<sup>th</sup>, 1941, Japan bombed Pearl Harbor and Elwood's world changed. Eight days afterwards, he enlisted in the US Coast Guard as an Apprentice Seaman and was assigned serial number 502909. On December 27<sup>th</sup>, US Coast Guard Cutter (USCSC) ALEXANDER HAMILTON (WPG-34) arrived in Norfolk from duty in the Bering Sea. Elwood was immediately assigned to the ship and began his 'basic training' aboard the war-time ship.

The HAMILTON was one of seven *Treasury*-class high endurance cutters launched in 1936-'37, each named after a former Secretary of the Treasury. They were collectively known as the "327's" as they were all 327 feet (100 m) in length. The cutters proved highly adaptable, dependable, and versatile. In the words of naval historian John M. Waters, Jr., they were truly the nation's "maritime workhorses. The 327s battled through the 'Bloody Winter' of 1942-43 in the North Atlantic," with the ships heroically fighting off and destroying German U-boats, and rescuing survivors from torpedoed convoy ships.

The HAMILTON was named for Alexander Hamilton (1755-1804), a Founding Father of the United States and chief staff aide to General George Washington. Hamilton was one of the most influential interpreters and promoters of the U.S. Constitution and was the founder of the nation's financial system, the founder of the Federalist Party (the world's first voter-based political party), the Father of the US Coast Guard, and the founder of The New York Post.

On January 15<sup>th</sup>, 1942, the HAMILTON reported for duty to escort convoys between rendezvous points off Newfoundland and mid-ocean meeting points (MOMP) where escort duties were handed off to British ships. From a history of the HAMILTON by Dr. Robert M. Browning, Jr., on the US Coast Guard website:

"After helping to screen convoy HX 170 to the MOMP, the *Alexander Hamilton* was tasked to tow the disabled storeship *Yukon* to Iceland. A destroyer, USS *Gwinn*, steamed ahead to act as an escort. The British rescue tug *Frisky* arrived later to take over the tow. At about 1:00 pm,

the *Alexander Hamilton* handed off the tow to *Frisky* and steamed ahead to screen the other ships.

"Unknown to all the allied ships, the German submarine *U-132* had detected these ships at a vulnerable moment and maneuvered to a favorable position to attack. Instead of singling out the crippled and near motionless 12,546 ton storeship *Yukon*, the *U-132* fired a spread of torpedoes at the *Alexander Hamilton*. The cutter had meanwhile worked up to 15 knots and passed the *Yukon* as the torpedoes sped past the storeship. One torpedo passed ahead of the *Yukon* and struck the *Alexander Hamilton* on the starboard side between the fire room and the engine room.

"The *Alexander Hamilton* was fatally wounded. The explosion wrecked both the engine room and the fire room, initially killing seven men and burning and injuring many others. The cutter immediately lost way and settled 4 feet in the water but was counter-flooded to trim the vessel. Afraid that the submarine might fire another torpedo, the crew began to abandon ship. Thirty minutes after the attack, four boats began transferring the injured and some of the crew to the *Gwin*. Three Icelandic fishing trawlers, responding to the

distress signals, also came to help remove the "Hamiltons". The torpedo claimed 26 lives, including 6 who later died of burns. While attempting to rescue the damaged cutter, as many as 14 destroyers from the nearby base at Hvalfjorður searched unsuccessfully for the *U-132*.

"The cutter remained afloat. That evening the British tug *Restive* tried for two hours to take the *Alexander Hamilton* in tow. The *Frisky* returned from Reykjavik after towing the *Yukon* and joined the ex-Coast Guard tug *Redwing* and the *Restive* in the attempt to save the cutter. Darkness and

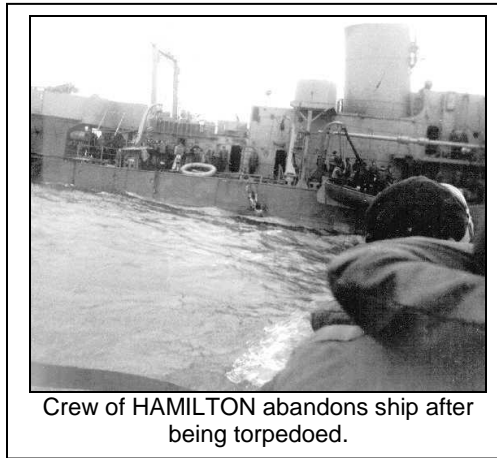
rough seas, however, prevented salvage throughout the night. Just after 10:00 am on the morning of 30 January, the weather moderated enough for the *Frisky* to take the *Alexander Hamilton* in tow. The cutter's list had increased to nearly 20 degrees as seas broke over the starboard side aft while the bow rode out of the water. The *Frisky* towed the *Alexander Hamilton*

about 18 miles when the cutter suddenly capsized and floated bottom up. The life of the gallant cutter ended at 7:57 pm when gunfire from the U.S.S. *Ericksson* sent it to its final resting place in forty fathoms of water, 28 miles off the coast of Iceland."

Only 45 days after raising his right hand and enlisting in the war effort, and four months after his 17<sup>th</sup> birthday, Elwood was killed in action. His body was brought to Iceland and he was buried in Fossvogur Cemetery in Reykjavik. Five years later, his



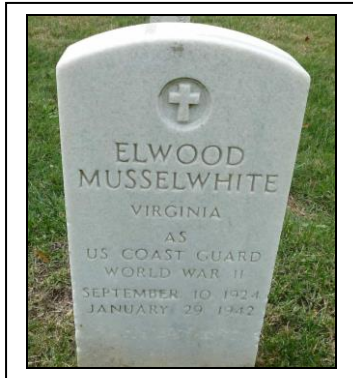
*Alexander Hamilton* in her wartime grey, December, 1941.



Crew of HAMILTON abandons ship after being torpedoed.

body was disinterred and returned to the US aboard the “U.S.S. CONNELLY”. He was then buried on November 13<sup>th</sup>, 1947 at City Point National Cemetery in Hopewell, Virginia, next to Fort Lee. His grave is in Section E, number 4245.

On August 19, 2009, the Icelandic Coast Guard discovered the HAMILTON upside down 95 meters below the surface. A dive team explored the cutter in June 2011 and returned in August 2013 to attach a plaque to the ship, listing all the men who had served on her and died just seven and a half weeks after the attack on Pearl Harbor. Two days before this event, the US Coast Guard launched the newest – and sixth – USCGC ALEXANDER HAMILTON.



The Coast Guard Enlisted Memorial Foundation is gathering donations to build a memorial at Cape May, New Jersey, in recognition of the 1,500 Coast Guardsmen who have lost their lives in the performance of their duties. Cape May Training Center is the birthplace of the service’s enlisted corps.

The military is a dangerous profession at any time, not just during combat. That is particularly poignant when deaths occur during training. Two natives of Norfolk County were killed stateside in the months after Pearl Harbor.

**James Vincent Dougherty** was a New Year’s Day baby, having been born in Norfolk on the first day of 1921 to Charles A. and Martha Helen (Sweeney) Dougherty. He was their second child, the oldest being Helen Louise Dougherty born in 1918. All of James’ grandparents were immigrants from Ireland.

James’ father, Charles, passed away sometime in the early/mid 1920’s and Martha was left to raise the two children by herself. She received help from her family because the 1930 US Census reveals that Helen was living with a grandmother and an uncle. James attended Maury High School in Norfolk but did not graduate. Martha eventually remarried, but not until 1945 when she was 50 years old.

James enlisted in the National Guard in 1939 and was discharged in June 1941 so that he could enlist in the regular

Army on June 27<sup>th</sup>, 1941 at Fort George G. Meade in Maryland. He joined the Army Air Corps as a Private; his enlistment papers note that his civil occupation was “Mechanics and repairmen, airplane” and he was assigned serial number 20-362-373. He was 68 inches tall and weighed 119 pounds. After his enlistment, he attended Primary Training – perhaps even at Fort Meade. After successfully completing

this first phase, James was promoted to Private First Class and reassigned to the 72<sup>nd</sup> Materiel Squadron at Gunter Field, Alabama for Basic Flight Training.

Gunter Air Base is located just north-northeast of Montgomery and was named after Mayor William Adams Gunter, a big champion of aviation. The airfield was originally civilian but was taken over by the military in August 1940 as a flying school. In 1941, the Basic course was 10 weeks in length and students received 70 flying hours each. After completion of the course, students would be chosen for advanced single or multi-engine training.

On January 2<sup>nd</sup>, 1942, just 46 days after the bombing of Pearl Harbor and the day after his 21<sup>st</sup> birthday, James climbed into Basic Trainer Aircraft BT-13A serial number 41-1632 and took off from Gunther. Riding behind him was his 22-year old flight instructor, 2<sup>nd</sup> Lieutenant George C. Rodge from New Jersey.

The Vultee BT-13A Valiant was one of several simplified versions of the more complex Vultee BT-54 Basic Trainer. It was a fixed-gear, low-wing tail-dragger with a crew of two sitting in tandem. The one James flew was powered by the Pratt & Whitney R-985-AN-1 that delivered 450 horsepower. When production ended in 1944, approximately 11,537 Valiants had been built. The BT-13 series was the most widely used trainer aircraft in WWII. Most American pilots during the war flew it while

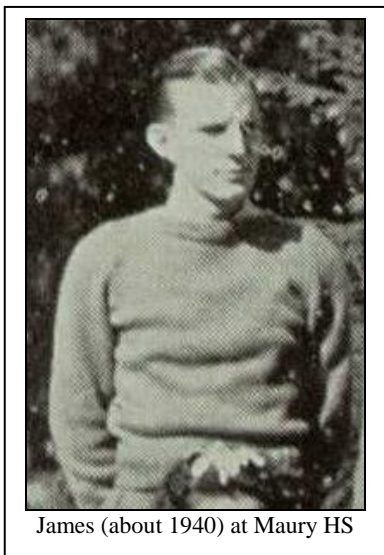


transitioning from Primary trainers like the PT-19 to more advanced trainers like the AT-6. It was more complex than the Primary trainers and required the use of a two-way radio, landing flaps and a two-position, controllable-pitch prop. After WWII most Valiants were scrapped, but a few were sold to private owners. Today fewer than 50 are airworthy and some can still be seen at airshows around the country.

The BT-13 was nick-named the “Vultee Vibrator” by its pilots for its most remarkable characteristic – a tendency to shake violently as it approached stall speed. The BT-13 served its intended purpose well. It and its successors were unforgiving aircraft to fly, but were also extremely agile. Thus the BT-13 made a good aircraft to help transition many hundreds of pilots toward their advanced trainers and fighters yet to be mastered. The BT-13 was not without its faults. The tail was held on with only three bolts and after several in-flight failures, the Navy restricted the aircraft from aerobatic and violent maneuvers.

Not long after take off, BT-13A serial number 41-1632 crashed into the ground eight miles south of Gunter Field killing James and Lt. Rodge. The incident was listed as a “stall/spin/loss of control accident”.

James’ body was shipped home to Norfolk and he was buried in St Mary’s Catholic Cemetery, one of the oldest monument cemeteries in Southeast Virginia. St. Mary’s is adjacent to the Virginia Zoological Park and is on the National Register of Historic Places.



James (about 1940) at Maury HS



Another native of Norfolk County who died in non-combat was **Vernon Lee Quinto** of West Norfolk. Vernon was born on September 23<sup>rd</sup>, 1919 in Portsmouth and had an interesting background. His father, Salustino, was a Filipino born in Santa Cruz, "Philippine Islands" in 1900 while his mother, Mable (Snead), was black and born in Virginia about 1902. Salustino was a mess attendant in the US Navy and a WWI veteran. In the 1930 census, he is listed as working as a "Mes. Tender" with the "U.S. Navy" while Mable was a "ChamberMaid" at a "Hotel". Salustino eventually retired as a First Class Mess Attendant and died in 1975; Mabel passed away the following year.

It is interesting to note that the 1930 census lists Vernon's "Color of race" as "Fil" [Filipino] but in 1940 he is listed as "Neg" [Negroid]. Vernon had an older brother, Kirkland (b. 1917) who was likely a half-brother. In 1940, Vernon was working at the 'Vaneer [sic] Mill' along with his father and brother. The Norfolk Veneer Mills used to be located at 3971 Elm Avenue in Portsmouth - just north of the west end of the Jordan Bridge.

On November 4<sup>th</sup>, 1941, Vernon enlisted in the US Army Air Corps, raising his right hand and giving his oath a month before the attack on Pearl Harbor. He was given serial number 3-036-130 and by March 1942, he had been promoted to Corporal and was assigned to the 4<sup>th</sup> Aviation Squadron at Maxwell Field in Alabama.

Maxwell has a very storied past. It is where the Wright brothers opened one of the world's earliest flying schools in 1910. In 1922 it was named Maxwell Field in honor of Alabama native, 2<sup>nd</sup> Lieutenant William C. Maxwell who gave his life when he crash landed in a Filipino sugarcane field after maneuvering his disabled plane away from a group of children. On 8 July 1940 the Army Air Corps redesignated Maxwell Field as the Southeast Air Corps Training Center. The Center oversaw the flying training (basic, primary and advanced) at airfields around the Eastern United States. Vernon was not far from where James Dougherty had died just over a month before in a plane crash.

Vernon's unit was the 4<sup>th</sup> Aviation, an all-black unit established at Maxwell Field on 10 June 1941 and one of the first black units established in Alabama. Though its official

mission was "security," their primary duties involved service as janitors, chauffeurs, truck drivers, foot messengers, and hospital and mess hall attendants. The squadron also received shipments of other black soldiers who were attached to the unit while waiting for assignment within the Eastern Flying Training Command, in keeping with the segregation



Vernon L. Quinto headstone, Lincoln Memorial Cemetery, Portsmouth

policies of that time. Beginning in early March 1942, the squadron began a relocation to a "tent city" near the Prison Camp.

It was during this undertaking, specifically on March 8<sup>th</sup>, that Vernon was killed in a non-service related incident (work accident? vehicle wreck?). His body was returned to Portsmouth and he was buried on March 15<sup>th</sup>, 1942 in the Lincoln Memorial Cemetery, Block 36, Lot 5 Grave 6. His parents were buried next to him in the 70s.

Lincoln Memorial is a historic African-American cemetery located just west of George Washington Highway at 3901 Deep Creek Boulevard near the intersection with Greenwood Drive. There are over 80 veterans' graves located in the cemetery.

**JOIN US FOR THE 51<sup>ST</sup> OCEAN VIEW ST. PATRICK'S DAY PARADE, 16 MARCH**



**COME MARCH WITH US!!!** Post 2894 will participate in this year's Ocean View Saint Patrick's Day

Parade in Norfolk along with the Tidewater Military Vehicles Association. Bring your families, bring your friends. This is the 51<sup>st</sup> year for the fun filled Irish parade with marching bands, clowns, floats, cars, and people making an exciting and enjoyable parade. Everyone is Irish both in and along the parade route.

After the parade there will be a party with live music, food, and fun hosted by The Columbian Club of Ocean View. 211 W. Government Ave, Norfolk, VA. It is open to the public (21 and up).

We will provide more details (as they finalize) via e-mail.

**OTHER POST NEWS**

• **MICKEY TURNS 101 ON FEBRUARY 16<sup>th</sup>!!**

Mickey Casady, is the oldest crewmember and plankholder of the USS IOWA (BB-61). Born May 3, 1918, he enlisted in the Navy in 1937 as a Seaman and required his state senator to request a height waiver before he could join. He served for, "Twenty-two years, two months and 10 days."

During his stellar career he served in both WWII and the Korean War on a total of 10 ships! In 1940-'41 he was stationed aboard the USS Ranger (CV-4), the first "built from the keel" aircraft carrier in the US Navy. He spent the first part of WWII in the Atlantic hunting German submarines off the East Coast.



After earning his Electrician's Mate (EM) rating in '42, he was then assigned to the USS Iowa (BB- 61) in 1943 as

part of the commissioning crew. He would later also become a plankholder for the USS Basilan (AG-68) in 1944.

After the war, he was aboard the USS Appalachian (AGC-61) off the Bikini Atoll in 1946 during the testing of the atomic bomb.

When the Korean War broke out he was assigned to the USS Valley Force (CVA-45). Micky retired on May 1, 1959 as an Interior Communications Electrician Chief (ICC).

After his retirement, he served 13 years as an aircraft electrician mechanics instructor at Norfolk Air Station, eventually retiring from civil service in 1975. He is married to Shirley

**• Post Pays for New Roof for Veteran's Widow:**

District Service Officer Gary Dunbar and Post District Service Officers Jim Ireland and José Vazques teamed our

Post up with Home Depot to buy a new roof for the widow of a veteran. Her roof had been leaking for months and she was living with various church members of



*Jim Ireland with Mrs. Dancy on her front porch*

her parish. With a generous donation to the Post from the Great Bridge Methodist Church Men's Group, we were able to pay almost \$2,000 for a new roof for Mrs. Dancy. She was thrilled when she was able to finally move back into her own home just before Christmas. Here's what Jim Ireland wrote in an email: "Home Depot Virginia Beach Store Mgr./District Mgr. Damian Taylor and I did a walk thru of Mrs Dancy's house to view the water damage from her previously leaking roof. Because of VFW Post 2894's funding of materials as well as a donation from the Great Bridge Methodist Church and their organization 'Faith Works' headed by Mr. Alex Frye we were able to have Ms. Dancy's roof replaced last Monday [Dec 17]. Home Depot can now begin repairing the inside of Ms. Dancy's house very soon as a result of a Home Depot grant of \$10K and more if needed. Damian/Home Depot also provided Ms. Dancy with a free Christmas tree for her home as well as a gift of a new refrigerator to be delivered next week. Needless to say, she was overwhelmed with tears of joy! WOW! What a Christmas for Mrs Dancy! This is the first time in almost a year that she has been able to stay in her home. Thanks to her church, she has been staying with different families until her roof could be repaired. Thanks for your support and the hard work of

Comrades Gary Dunbar and José Vasquez to help make this happen. Today was a very heart warming experience that made this Christmas very special! Merry Christmas and God Bless, Jim"

**• Emma Dozier Wins District Patriots' Pen Award:**

Emma Dozier, daughter of our Post namesake, Jon Dozier, submitted an essay for the Patriots' Pen contest with her local VFW post, 7383 in Cary, North Carolina...and she won! Then her entry won at the District level. Now we are waiting to see how she'll do at the Department level. Here is her essay on "Why I Honor The American Flag": The American flag represents our country's freedom and glory. I honor it because I truly appreciate the opportunities my freedom gives me. One of my most favorite freedoms is my freedom of public education! It is this freedom that allows me to learn more about our great nation's past as well as the people who protected the American flag. My father, Jon Dozier, served with the US Army in Iraq and sadly died while trying to protect our freedom. After he died I was given a folded flag at his funeral. This particular flag is very important to me because it represents the sacrifice he made for my family and this country. To carry on his legacy, I honor Old Glory every single day. I honor the American flag by reciting the Pledge of Allegiance with my hand over my heart. Whenever The Star Spangled Banner plays, I proudly and humbly stand up before the flag, gently singing the words to myself. A few years ago, I helped to create an American flag-themed wreath to place at The Tomb of the Unknown Soldier in Arlington National Cemetery. I respect all of our nation's military

heroes that have given their time and even their lives defending our country's freedom. As I grow older, I intend to honor the flag by serving Veterans and their families needing support. I also hope to help others become excited about the history of the American flag, just as I am! I would love to be part of a mission with people who share the same passion about our freedoms and opportunities as me. When we all work together, we have the potential to achieve great things for our country. I love this country of mine and I will always be proud to honor the flag that represents it!" CONGRATULATIONS AND GOOD LUCK EMMA!!!



**• Post Donates Three Wheelchairs:** Gary Dunbar found out about a disabled wife of a local veteran who had not been outside of her own home for years. The Post was lucky to have been the recent recipient of a barely used electric wheelchair. We bought two new batteries and

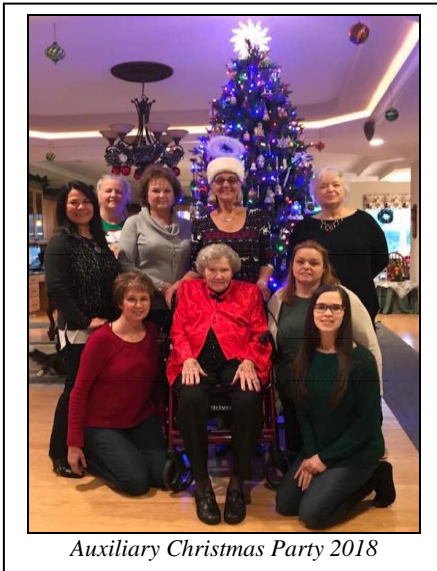
donated the now “brand-new” chair to the veteran’s wife. Here’s what she said in a thank-you card to the post: “Dear Gary and VFW members, thank you seems so inadequate. I can’t publicly say thank you and I want to scream it from the rooftops! The one thing I’m really looking forward to, is to playing ‘tag’ with my 5 grandchildren, I haven’t been able to play with them for a long time and I know they’ll be happy and surprised. Again thank you, THANK YOU! Sincerely, Mary”

Gary then found out about a Grassfield High School student who had increasing difficulty using her manual chair. SO we gave her one a practically new powered wheelchair. She and her parents are extremely joyful!

And finally, at the VFW Department of Virginia winter convention, Gary met a disabled female veteran whose power chair had stopped working. The Post not only gave her an almost-new powered wheelchair but a carrier which attaches to a car’s trailer hitch as well! Thanks to Gary for making three people and their families very happy!!!

• **Post Auxiliary Holds a Christmas Party:**

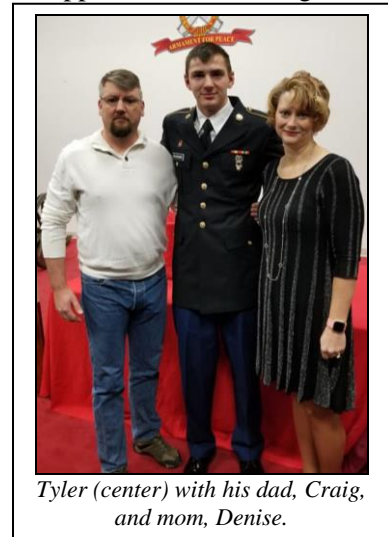
Auxiliary President Sandy Dunbar and her husband Gary, hosted the Auxiliary to a Christmas Party on December 16<sup>th</sup>. Everyone had a great time!



Auxiliary Christmas Party 2018

• **Thank You Davin Perry!**

Davin contacted the Buffalo Wild Wings Cantina in Greenbrier and set up a fundraiser for the post on the day after Christmas. BWW would donate 10% of their sales to the Post. Even the VFW Riders came to support the Post. We generated BWW with over \$2,300



Tyler (center) with his dad, Craig, and mom, Denise.

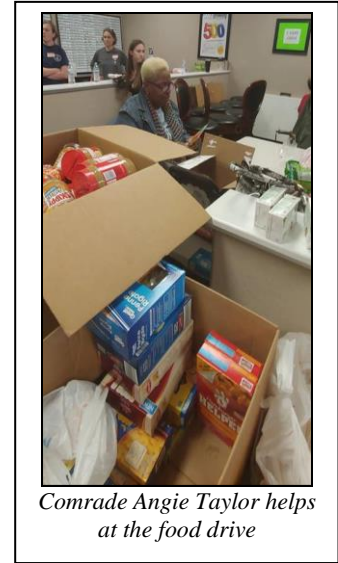
in sales resulting in a donation of \$231.95 to the Post!!! Thank you Davin and everyone who talked people into coming! And thank you to everyone who showed up!!!

• **Another Soldier in the Family!**

Comrade Craig and Denise Devonshire traveled to Fort Lee, Virginia on January 23<sup>rd</sup> to attend the graduation of their son, Tyler, from Army

Advanced Individual Training (AIT). Tyler proudly follows the footsteps of his father as a US Soldier. Tyler was a member of the 832<sup>nd</sup> Ordnance Battalion where he learned about the procurement and maintenance of weapons, weapon systems, and ammunition. Tyler will be reporting to Fort Riley, Kansas, for his first duty station soon. Congratulations to Tyler and the entire Devonshire family!!!

• **Post Assists with Coast Guard Food Drive.** Three US Navy wives organized a food drive on January 19<sup>th</sup> to support the families of furloughed Coast Guard members. Several Post members volunteered to assist with the collection, organization and distribution of the donations – thank you Angie Taylor and José Vazquez! Many more of you donated hundreds of dollars of food, baby and other supplies. Meanwhile, the Post presented a \$250 check to the US Coast Guard Chief Petty Officer’s Association (CPOA) to assist in the purchase of additional requirements. Thank you everyone for stepping up!



Comrade Angie Taylor helps at the food drive

• **Post wins District Teacher of the Year and Patriots Pen.** Our Teacher of the Year, Kris Iaquinto, CDR, US Navy (Ret), won District TOTY and our Patriots Pen nominee, Jacob Zinn, won District PP. Both will be honored at the District meeting on February 23 as well as at our Post Annual Awards Ceremony on May 8. Congratulations!

**SCOUT OF THE YEAR  
Due March 1<sup>st</sup>**

The Veterans of Foreign Wars annually recognizes Scouts who have risen above their peers in exemplifying the exceptional qualities of that rank. Prizes range up to \$5,000 scholarship for first place.



To be eligible for the award, the candidate must:

- Be registered, active member of a Boy or Girl Scout Troop, Venturing Crew or Sea Scout Ship.
- Be recipient of Eagle Scout Award, Gold Award, Venture Silver Award or Sea Scout Quartermaster Award.
- Have demonstrated exemplary citizenship in school, Scouting and community.
- Have reached 15th birthday and be enrolled in high school at the time of selection.

Applicants still in high school who reach their 18th birthday during the nomination year remain eligible if otherwise qualified. A Scout may enter through only one VFW Post.

**The deadline for this coming year is March 1<sup>st</sup>, 2019**

Entry forms available on VFW website at:  
[www.vfw.org/community/youth-and-education/scout-of-the-year](http://www.vfw.org/community/youth-and-education/scout-of-the-year)

**YOUNG AMERICAN CREATIVE  
PATRIOTIC ART CONTEST  
Due March 31<sup>st</sup>**

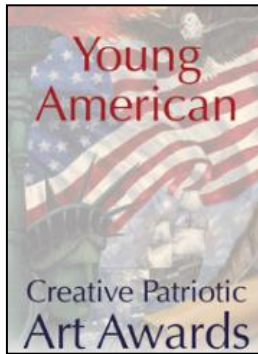
Each year, more than 3,500 high school students from across the country participate in the VFW Auxiliary's Young American Creative Patriotic Art Contest. The contest began in 1979 to recognize up-and-coming artists and encourage patriotism in youth.

**Candidate requirements:**

- High school student under 18.
- US citizen or national.

**Submission Requirements:**

- Must be on paper or canvas - water color, pencil, pastel, charcoal, tempera, crayon, acrylic, pen-and-ink or oil.
- Digital art and photography NOT ACCEPTED.
- Submit canvas entries on stretcher frames or canvas board; other entries must be matted on white – NO FRAME.
- Art should be no smaller than 8" x 10" but no larger than 18" x 24," not including the mat.
- Include an explanation of the patriotism expressed in the art (150 words or less).
- Entry form must be attached to back of art piece.



Forms are available at:

<https://vfwauxiliary.org/wp-content/uploads/Creative-Patriotic-Art-Form-Fillable-For-Website.pdf>

- Submit entry to the Post Auxiliary by 31 Mar '19.

**CHAPLAIN'S FOXHOLE**

*Dear Lord, Our hearts are filled with gratitude for the men and women who serve our country now and in the past, and for the sacrifices their families make so that we can all enjoy the blessing of freedom.*

*We praise you for calling them to help protect us, and for giving them the courage and ability to do their jobs well.*

*Guide their choices and their actions, Lord. Help them to see you working in their daily lives, whether in the field, at home, or abroad.*

*Surround them with your mighty angels; protect them in your mercy; cover them with your grace.*



*Guard their hearts while they are far from loved ones, and bless them with moments to cherish when they are together. Hold these families close, Lord. May they look to You for the strength and peace that only You can give. In Jesus Name we pray, Amen.*

**+ SAFETY CORNER +  
FEBRUARY IS AMERICAN HEART MONTH**

**What is American Heart Month?**

American Heart Month, a federally designated event, is an ideal time to remind Americans to focus on their hearts and encourage them to get their families, friends and communities involved.

- The first American Heart Month, in February 1964, was proclaimed by President Lyndon B. Johnson via Proclamation 3566 on December 30, 1963.
- The Congress, by joint resolution on that date, requested the President to issue annually a proclamation designating February as American Heart Month.
- At that time, more than half the deaths in the U.S. were caused by cardiovascular disease.
- While American Heart Month is a federally designated month in the United States, it's important to realize that cardiovascular disease knows no borders. Cardiovascular disease, including heart disease and stroke, remains the leading global cause of death with more than 17.9 million deaths each year.
- That number is expected to rise to more than 23.6 million by 2030.



Chances are, we all know someone affected by heart disease and stroke, because about 2,300 Americans die of cardiovascular disease each day, an average of 1 death every 38 seconds. But together we can change that! National Wear Red Day is Friday, February 1<sup>st</sup>! -- Wear red to raise awareness about cardiovascular disease and save lives.

The biggest part of living healthy comes down to simply making healthy choices. While you can't change things like age and family history, the good news is that even modest changes to your diet and lifestyle can improve your heart health and lower your risk by as much as 80 percent.

Did you know?

Cardiovascular diseases, which includes stroke, claim the lives of about one woman every 80 seconds unnecessarily -- because about 80 percent of cardiovascular diseases may be preventable with education and action.

Why is physical activity so important for health and wellbeing?

1. It's a natural mood lifter.
2. It keep you physically fit and able.
3. It keeps the doctors away.

Being more active can help you:

1. lower your blood pressure
2. boost your levels of good cholesterol
3. improve blood flow (circulation)

4. keep your weight under control
5. prevent bone loss that can lead to osteoporosis  
<http://newsroom.heart.org/events/february-is-american-heart-month-6669831>.

**+** SAFETY CORNER **+**  
**MARCH – NATIONAL NUTRITION MONTH**

### Eating Right for Older Adults

Eating right doesn't have to be complicated. Before you eat, think about what goes on your plate or in your bowl. Choose foods that provide the nutrients you need without too many calories. Build your healthy plate with foods like vegetables, fruits, whole grains, low-fat dairy and lean protein foods. Try these eating right tips.

#### Make half your plate fruits and vegetables.

- Eat a variety of vegetables, especially dark-green, red and orange vegetables plus beans and peas. Fresh, frozen and canned vegetables all count. Choose "reduced sodium" or "no-salt-added" canned vegetables.
- Add fruit to meals and snacks. Buy fruits that are dried, frozen or canned in water or 100% juice, as well as fresh fruits.

#### Make at least half your grains whole.

- Choose 100% whole-grain breads, cereals, crackers, pasta and brown rice. Also, look for fiber-rich cereals to help stay regular.

#### Switch to fat-free or low-fat milk, yogurt and cheese.

- Older adults need more calcium and vitamin D to help keep bones healthy. Include three servings of fat-free or low-fat milk, yogurt or cheese each day. If you are lactose intolerant, try lactose-free milk or a calcium-fortified soy beverage.

#### Vary your protein choices.

- Eat a variety of foods from the protein food group each week, such as seafood, nuts, and beans and peas, as well as lean meat, poultry and eggs.

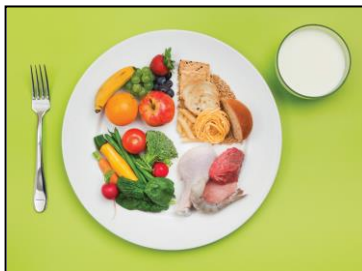
#### Cut back on sodium and empty calories from solid fats and added sugars.

- Look out for salt (sodium) in foods you buy. Compare sodium in foods and choose those with lower numbers. Add spices or herbs to season food without adding salt.
- Make major sources of saturated fats such as desserts, pizza, cheese, sausages and hot dogs occasional choices, not every day foods.
- Switch from solid fats to oils when preparing food.
- Drink water instead of sugary drinks. Select fruit for dessert. Eat sugary desserts less often.

#### Enjoy your food but eat less.

- Most older adults need fewer calories than in younger years. Avoid oversized portions. Try using a smaller plate, bowl and glass.
- Cook more often at home, where you are in control of what's in your food.
- When eating out, choose lower calorie menu options. Choose dishes that include vegetables, fruits and whole grains. When portions are large, share a meal or take half home for later.
- Write down what you eat to keep track of how much you eat.

#### Be physically active your way.



- Pick activities that you like and start by doing what you can. Every bit adds up and health benefits increase as you spend more time being active.
  - If you are currently inactive, start with a few minutes of activity such as walking. Gradually increase the minutes as you become stronger.
- Consult a registered dietitian nutritionist** if you have special dietary needs. A registered dietitian nutritionist can create a customized eating plan for you. Visit [www.eatright.org](http://www.eatright.org) to find a registered dietitian nutritionist near you.

**For a referral to a registered dietitian nutritionist and for additional food and nutrition information visit [www.eatright.org](http://www.eatright.org).**

Authored by Academy of Nutrition and Dietetics staff registered dietitian nutritionists.  
Sources: U.S. Department of Health and Human Services, ADA Complete Food & Nutrition Guide. [www.eatright.org](http://www.eatright.org)  
[www.eatright.org/food/resources/national-nutrition-month](http://www.eatright.org/food/resources/national-nutrition-month)

### POST COMMITTEES – YOU CAN HELP!

If you are looking to get involved and help the Post improve its work for and with veterans, think about joining one of the recently established committees. Contact one of the members of the committees you're interested in and let them know you'd like to help:

- **Bataan Death March Committee:** Ann Jones, Grace Schweers, Becky Waters, Brad Waters, Anne Thompson and Bob Gregory.
- **Budget Committee:** José Vazquez, Mark Rios, Mike Kust, and Carl Dozier.
- **Awards Committee:** Brad Waters, Mark Rios, Tony Gravina, Joe Hammers, and Elizabeth Van Velzen.
- **Membership Committee:** José Vazquez, John Guill, Mark Rios, and Gary Dunbar
- **Building Committee:** Carl Dozier, José Vazquez, Becky Waters and Chris Cameron.
- **Visiting Committee:** Chaplain Andy McMenamin
- **Health Committee:** Surgeon Bob Gregory
- **Scholarship Committee:** Carl Dozier, Joe Hammers, Elizabeth Van Velzen, Andy McMenamin, and Kimball Thompson.

### FOR MILITARY AND VETERAN FAMILIES IN NEED, THE NATIONAL HOME HELPLINE IS JUST A TOLL-FREE CALL AWAY

The National Home Helpline is the gateway to help for military and veterans' families, providing connections with supportive services and resources in communities all across the nation as well as referrals to our on-campus programs.

And our war heroes can take comfort in knowing that their call will be answered by a caring professional who understands the unique challenges faced by today's military and veterans' families.

The toll-free Helpline is answered Monday through Friday between 8:00 a.m. and 4:30 p.m. Eastern Time.

**1-800-313-4200**, [help@vfnationalhome.org](mailto:help@vfnationalhome.org)

## QUARTERMASTER DESK



**Post 2894 Annual Dues are \$30 IF you go through our Post – if you go through National you'll pay \$40.50!**

Annual dues can be paid via mail (see our new address on front of newsletter) or to the Quartermaster at one of our meetings.

### LIFETIME MEMBERSHIP

You can become a VFW Life Member by paying a one-time fee as listed in the table below, or making an initial \$35 payment and then paying the remainder over an 11-month installment plan. You will be issued an annual membership card and can elect, upon receipt of the first monthly invoice, to pay via check, credit card or ACH Debit. The applicable Life Membership fee is determined from the schedule using the applicant's age on Dec. 31 of the installment plan year in which the application is submitted, regardless of actual date of birth. A permanent Life Membership card will be issued upon completion of this agreement.

Age	One-Time Payment	Installment Payment
18-30	\$ 425	\$ 38.64
31-40	\$ 410	\$ 37.27
41-50	\$ 375	\$ 34.09
51-60	\$ 335	\$ 30.45
61-70	\$ 290	\$ 26.36
71-80	\$ 225	\$ 20.45
81 & over	\$ 170	\$ 15.45

<http://www.vfw.org/Join/Dues-Structure>

Life Memberships can be paid online at [www.vfw.org](http://www.vfw.org), via mail, or in-person at the meetings.

## FEBRUARY MILITARY HISTORY

- 1 1800 USS 'Constellation' takes French 'Vengeance' in 5-hour night battle  
1862 Julia Ward Howe's "Battle Hymn of Republic" is published  
1865 Sherman begins marching through South Carolina  
1968 Saigon: Nguyen Ngoc Loan summarily executes Viet Cong murderer
- 2 1848 Treaty of Guadalupe Hidalgo ends Mexican-American War  
1901 US Army Nurse Corps established  
1945 Escape attempt at Mauthausen concentration camp  
1989 Soviet troops leave Afghanistan, ending 9 years of war
- 3 1783 Spain recognizes US independence  
1943 USS Dorchester sunk – the "Four Chaplains" immortalized
- 4 1779 John Paul Jones takes command of 'Bonhomme Richard'  
1941 USO (United Service Organization) is formed  
1944 US 7th Infantry Division completes capture of Kwajalein  
1945 Yalta Conference begins: FDR, Churchill, & Stalin  
1959 Keel laid for USS 'Enterprise' (CVN-65), 1st nuclear aircraft carrier
- 5 1918 Stephen W Thompson becomes first US pilot to down an enemy airplane
- 6 1778 France recognizes US, signs treaty of aid in Paris  
1832 US ship destroys Sumatran village in retaliation for piracy  
1899 Spanish-American War officially ends  
1945 Battle for Manila begins
- 7 1945 Over 4,000 American POWs freed from Luzon prison camps  
1800 Frigate USS 'Essex' becomes 1<sup>st</sup> U.S. warship to cross Equator  
1945 General Douglas MacArthur returns to Manila
- 8 1865 Martin Delany becomes first black major in US Army  
1910 Boy Scouts of America founded.  
1918 "The Stars and Stripes" begins publication in France
- 9 1918 U.S. Army Chaplains' School formed at Fort Monroe  
1943 Japanese complete evacuation of Guadalcanal, as US columns make contact at Cape Esperance, ending epic campaign
- 10 1676 Battle of Lancaster: Massachusetts militia attack & defeat Wampanoag Indians  
1763 Treaty of Paris ends French & Indian/Seven Years' War  
1807 Congress establishes US Coast Survey  
1962 USSR swaps U-2 pilot Francis Gary Powers for spy Rudolph Abel
- 12 1948 First black Regular Army Nurse is commissioned: 1st Lt Nancy Lieutenant; retires 1965 as major, USAF  
1955 Pres Eisenhower sends US advisors to South Vietnam
- 13 1861 1st Medal of Honor action: Asst Surg Bernard Erwin, Apache Pass, Az (awarded 1894)  
1945 Allies begin fire-bombing of Dresden, about 50,000 die
- 14 1778 USS Ranger carries recently adopted Stars and Stripes to foreign port for first time on arrival in France  
1912 US sub 'E-1' (SS-24) commissioned, 1st American diesel boat  
1945 US troops reach Bataan peninsula outside Manila
- 15 1856 USS 'Supply' loads 21 camels at Smyrna, Turkey, for US Army  
1898 Havana Harbor: Second class battleship USS 'Maine' blows up from undetermined causes, 258 killed  
1919 American Legion formed in Paris  
1944 Italy: Allies commence bombing & shelling Monte Cassino
- 16 1804 Stephen Decatur retakes and burns USS 'Philadelphia', which had been captured by Dey of Tripoli  
1945 US airborne forces land on Corregidor (fighting lasts until March 3)  
1959 Fidel Castro becomes premier of Cuba
- 17 1621 Plymouth Colony elects Miles Standish "Captain" of militia  
1864 CSS 'H.L. Hunley' sinks USS 'Housatonic', and herself: 1st submarine victory, albeit Pyrrhic  
1915 Edward Stone, 1st US combatant to die in WW I, mortally wounded  
1943 "Joltin' Joe" DiMaggio joins Army  
1944 US forces land on Eniwetok Atoll, which is secured on Feb 22  
1945 US Navy "frogmen" clearing beaches at Iwo Jima take heavy losses  
1947 Voice of America begins broadcasting to USSR
- 18 1846 US Navy adopts "port" in place of traditional "larboard"  
1865 Sherman captures Charleston, SC  
1941 CINCUS Husband Kimmel writes, "I feel that an attack . . . on Pearl Harbor is a possibility."
- 19 1942 FDR orders internment of Japanese-Americans on West Coast  
1943 Battle of Kasserine Pass: Rommel's panzers hit US troops  
1943 US Naval forces under MacArthur designated Seventh Fleet  
1945 US Marines land on Iwo Jima
- 20 1942 E. H. "Butch" O'Hare downs 5 Japanese aircraft, helping USS 'Lexington' (CV-2) beat off an air attack  
1962 John Glenn becomes first American in orbit
- 21 1903 Cornerstone laid for Army War College (now NDU)
- 22 1821 Spain sells East Florida to United States  
1909 Great White Fleet returns to Hampton Roads after world cruise  
1915 Germany begins "restricted" submarine warfare

- 1935 Airplanes are prohibited from flying over White House  
1942 FDR orders MacArthur to leave Philippines for Australia  
1943 'Iowa' (BB-61) commissioned in Brooklyn  
1944 US Eighth Air Force erroneously bombs Enschede, Arnhem, Nijmegen, Netherlands, kill about 800  
1974 First woman naval aviator: Lt. j.g., Barbara Ann Allen
- 23** 1778 Baron von Steuben joins Continental Army at Valley Forge  
1795 USN Supply Corps founded as Office of Purveyor of Supplies  
1836 Santa Anna lays siege to Alamo, stormed on March 6  
1903 US leases Guantanamo Bay from Cuba for \$4,000 a year; Castro has refused to cash checks since 1959  
1942 Japanese submarine 'I-17' shells Elwood, California.  
1945 Iwo Jima: 28th Marines raise US flag on Mount Suribachi  
1945 Operation Grenade: Gen Simpson's Ninth Army attacks Ruhr  
1945 Liberation of captives in Japanese internment camp at Los Baños, Philippines  
1946 Yamashita Tomoyuki, 60, Japanese general, "Tiger of Malaya", hanged by Allies  
1979 Frank Peterson Jr. becomes first black Marine Corps general
- 24** 1779 George Rogers Clark captures Vincennes from British  
1917 Britain gives "Zimmermann Note" to US, revealing German efforts to get Mexico to invade southwest  
1945 Manila liberated, after heavy fighting & serious civilian casualties  
1968 US and Vietnamese troops complete liberation of Hue City  
1991 Ground Phase of Operation Desert Storm begins, resulting in liberation of Kuwait from Iraqi occupation
- 25** 1836 Samuel Colt patents a practical revolver  
1945 First B-29 fire bomb raid on Tokyo, burns 10,000 acres
- 26** 1775 Battle of Salem, Mass.: British expedition to seize colonists' arms is turned back, "Leslie's Retreat"  
1848 Marx & Engels publish "The Communist Manifesto"  
1863 Lincoln signs National Currency Act, establishing greenbacks  
1940 US Air Defense Command established at Mitchell Field, LI, NY  
1942 USN aviator Don Mason signals, "Sighted sub, sank same"  
1944 First woman USN captain, Sue Dauser, Navy Nurse Corps  
1949 USAF plane begins first nonstop around-the-world flight  
1993 Islamist terrorists bomb World Trade Center, 7 die  
2001 Taliban destroy Great Buddhas of Bamiyan, in Afghanistan
- 27** 1704 Indian raid on Deerfield, Ma; 40 die, 100 captured  
1991 Operation Desert Storm: ground operations end, Iraqis ousted from Kuwait
- 28** 1893 USS 'Indiana' (BB-1) launched, first American 1<sup>st</sup> class battleship  
1991 Desert Storm ground war ends after 100 hours
- 29** 1692 Salem witch trials begin  
1704 Deerfield Massacre: French & Indian raid on Mass. town leaves about 100 dead  
1864 President Lincoln signs U.S. Grant's commission as first substantive lieutenant general in army since Washington
- 1807 Congress bans importation of slaves effective Jan 1, 1808  
1836 Texas declares independence from Mexico  
1859 Paddle steamer USS 'Saginaw' commissioned, first American warship built on West Coast, at Mare Island  
1867 US Navy Civil Engineering Corps founded  
1938 15th Infantry leaves China after 26 years in garrison at Tientsin & Peking.  
1945 Philippines: Japanese resistance on Corregidor ends.  
3 1776 US squadron under Commo Esek Hopkins attacks Nassau, Bahamas: First American overseas expedition  
1813 Office of Surgeon General of US Army is established  
1815 Second Barbary War: US declares war on Algiers for piratical acts, 3 years after Algerians declared war on US  
1863 Congress passes "Enrollment Act," initiating federal conscription  
1871 US Navy Medical Corps established  
1899 George Dewey is promoted to Admiral of the Navy  
1915 Congress authorizes a Chief of Naval Operations (CNO)  
1915 Congress creates Naval Reserve  
1931 Congress adopts "Star Spangled Banner" as national anthem  
4 1789 U.S. Constitution goes into effect  
1814 Battle of Longwood: Americans defeat British, near Wardsville, Ontario.  
1861 CSA adopts "Stars & Bars" as national flag  
1877 5-times wounded veteran Rutherford B Hayes inaugurated as president  
1881 Former Maj Gen James A Garfield inaugurated as president  
1889 Bvt Brig Gen. Benjamin Harrison inaugurated as 21st president  
1897 Bvt Maj William McKinley inaugurated as 23rd president  
1943 Battle of Bismarck Sea ends: Japanese lost 12 ships, thousands of men.  
5 1770 The Boston Massacre  
1821 Veteran James Monroe is inaugurated as 5th president  
1945 US VII Corps captures Cologne (Köln)  
1960 Elvis honorably discharged from US Army  
6 1822 USS 'Enterprise' captures 4 pirate ships in Gulf of Mexico  
1831 Edgar Allen Poe expelled from West Point  
1836 Santa Anna's Mexicans storm Alamo, after 13 day siege  
1944 USAF begins daylight bombing of Berlin  
7 1774 British close port of Boston to all commerce  
1876 Alexander Graham Bell is granted a patent for telephone  
1942 First black cadets graduate from USAAF flying school at Tuskegee  
1945 9th Arm Div captures Ludendorff Bridge over Rhine at Remagen and enters Germany  
8 1945 1st African-American Navy Nurse commissioned: Ens. Phyllis Daley  
1945 Luzon: Sixth Army offensive against Japanese Shimbu Line.  
1950 First woman medical officer assigned to US naval vessel: B R Walters  
1950 USSR announces development of atomic bomb  
1958 'Wisconsin' (BB-64) decommissioned; for first time in 62 years, USN has no battleships in commission  
1965 Vietnam: First US combat troops arrive (3,500 Marines)  
9 1798 Dr George Balfour appointed first surgeon in USN  
1847 Winfield Scott lands army at Veracruz, Mexico, and begins siege.  
1862 Battle of Hampton Roads II: USS 'Monitor' fights CSS 'Virginia' to a draw, preserving blockade  
1945 US B-29s bomb Tokyo, est. 80,000-120,000 die - highest toll in a single air raid, exceeding even atomic bombs  
10 1942 NY's 27th Inf Div sails for Hawaii - first division to ship out in

## MARCH MILITARY HISTORY

- 1 1781 Continental Congress adopts "Articles of Confederation and Perpetual Union."  
1954 Bikini: US detonates 15 megaton hydrogen bomb  
1954 Puerto Rican nationalists open fire in Congress, 5 wounded  
1961 Peace Corps is established  
2008 USS 'New York' (LPD-21), incorporating steel from World Trade Center, christened at New Orleans
- 2 1776 Americans begin shelling British troops in Boston

- WW II.
- 11 1779 US Army Corps of Engineers established
  - 1942 Bataan: MacArthur leaves for Mindanao on PT-Boat
  - 1943 American Volunteer Group ("Flying Tigers") renamed Fourteenth Air Force
  - 12 1912 Girl Scouts of America founded
  - 1942 Burma: Joseph Stilwell assumes combined U.S./Chinese command.
  - 1947 US announces "Truman Doctrine," to fight communism
  - 13 1942 Julia Flikke, Nurse Corps, becomes first woman colonel in US Army
  - 15 1493 Columbus returns to Spain from his first voyage
  - 1781 Battle of Guilford Court House: British barely defeat Colonists and retire from Carolinas to Yorktown, Virginia
  - 1916 Pershing begins 10-month pursuit of Pancho Villa in Mexico
  - 1944 Abbey of Monte Cassino destroyed by Allied bombing
  - 16 1882 US Senate ratifies treaty establishing International Red Cross
  - 1945 Iwo Jima: organized Japanese resistance ends, mopping up continues.
  - 1968 My Lai Massacre, perhaps 450 die
  - 1985 AP correspondent Terry Anderson taken hostage in Beirut
  - 17 1762 First St Patrick's Day parade in New York City
  - 1776 British forces evacuate Boston; George Washington orders extra gill of whiskey to every Irish soldier in army
  - 1966 US mini-sub locates missing H-bomb in Mediterranean off Palomares, Spain
  - 18 1776 George Washington's army occupies Boston
  - 1952 Communist offensive in Korea begins
  - 1951 Herman Wouk's novel "Caine Mutiny" is published
  - 1989 Maiden flight of Boeing V-22 Osprey VTOL aircraft
  - 19 2003 Operation Iraqi Freedom begins (2003-2011)
  - 20 1852 Harriet Beecher Stowe's "Uncle Tom's Cabin" published
  - 1896 Marines land in Nicaragua to protect US citizens
  - 1922 First US carrier commissioned: 'Langley' (CV-1)
  - 1939 Naval Research Lab proposes development of nuke power
  - 1942 Gen MacArthur vows "I shall return"
  - 21 1866 Congress authorizes national soldiers' homes
  - 1942 Jimmy Stewart enlists in USAAF
  - 1946 Strategic Air Command is formed
  - 1951 Julius & Ethel Rosenberg convicted of espionage
  - 22 1622 1<sup>st</sup> Indian War: Powhatan attacks Jamestown, 347 die
  - 1794 Congress prohibits export of slaves from United States.
  - 1917 3rd Lt. Elmer F. Stone becomes USCG Aviator No. 1
  - 1945 Patton's Third Army crosses Rhine
  - 23 1775 Virginian Patrick Henry famously states "...give me liberty or give me death!"
  - 1806 Lewis & Clark reach Pacific Coast
  - 1882 USN establishes Office of Naval Intelligence (ONI)
  - 1903 Wright Brothers receive patent for their airplane
  - 1957 US army sells its last homing pigeons
  - 1965 Gemini 3 launched, first US 2-man space flight (Grissom & Young)
  - 2003 USMC Task Force Tarawa captures An Nasiriyah after hot fight
  - 24 1898 Battleships 'Kearsarge' (BB 5) & 'Kentucky' (BB 6) launched at Newport News
  - 1919 New York's 27th Division returns from Great War, marches up Fifth Avenue
  - 1920 1st USCG air station established, Morehead City, NC
  - 1944 The Great Escape: 76 Allied officers flee Stalag Luft 3
  - 1945 Operation Varsity: Allied airborne crossing of Rhine
  - 1945 Gen. George S. Patton pisses in Rhine from pontoon bridge near Oppenheim, Germany
  - 1986 US & Libya air-sea clash in Gulf of Sidra
  - 1999 Kosovo Campaign begins
  - 25 1655 Battle at Annapolis, MD: between Puritans & Royalists
  - 1813 USS 'Essex' takes 'Neryeda', first USN victory in Pacific
  - 1905 Most battle flags captured during Civil War returned to South
  - 1915 1<sup>st</sup> USN submarine disaster: USS 'F-4' sinks off Hawaii, 21 die
  - 1945 US First Army breaks out of Remagen bridgehead
  - 26 1943 First woman awarded Air Medal: Army Nurse Elsie Ott
  - 1945 Okinawa: Kamikaze attack US fleet
  - 1951 USAF flag approved
  - 27 1794 Congress approves construction of 6 frigates, including USS 'Constitution'
  - 1814 Battle of Horseshoe Bend: Andrew Jackson defeats Creeks
  - 1945 Wiesbaden falls to US XX Corps
  - 29 1973 Last US troops leave Vietnam, 9 years after Tonkin Gulf
  - 31 1854 Commo Perry forces Japan to open ports to foreign trade
  - 1917 US gains Virgin Islands from Denmark for \$25 million
  - 1968 LBJ announces he will not seek re-election
  - 1995 Somalia Campaign ends

## FROM THE EDITOR

If you are interested in submitting articles, photos, updates on events, for inclusion in the newsletter, please send them to me at: 505 Piping Rock Drive, Chesapeake, VA 23322, 757-482-4981 or [cdrpost2894@vfwva.org](mailto:cdrpost2894@vfwva.org)

**If you know of a business or anyone who would like to help sponsor Post 2894, please let them know that their help will be recognized in the newsletter.**

The primary means for disseminating the newsletter is via e-mail. If you prefer a 'hard-copy' via 'snail-mail' (a 'paper copy' via 'US

Postal Service' for you old(er) farts!) please let know.

Semper fidelis, *Chris Mulholland*



**YOUR AD COULD**  
**BE HERE!!!**



# Chesapeake VIRGINIA

## 8th ANNUAL BATAAN DEATH MARCH MEMORIAL WALK



**ALCIDO "BULL" SYLVIO BERNINI**  
Command Master Sergeant  
United States Army Retired



**DAN CROWLEY**  
Corporal  
United States Army



**JOHN MIMS**  
Master Sergeant  
United States Army Retired

1-mile walk 1100 am  
5-mile walk 1000  
16-mile walk 0700



27 APRIL 2019  
Dismal Swamp Canal Trail  
Chesapeake, Virginia 23322



Sponsored by  
VFW Post 2894  
SSG Jon K. Dozier Memorial

For more information, visit <http://walkchesapeake.wixsite.com/chesapeakebataan>  
Register by April 19 at <http://walkchesapeake.wixsite.com/chesapeakebataan/register>

# POST 2894 CALENDAR

<b>FEBRUARY</b>	
1	National Freedom Day
2	Groundhog Day
12	Lincoln's Birthday
13	Post Mtg, 1900 (7 pm)/Slate of Officers
14	Valentine's Day
18	Presidents' Day
22	Washington's Birthday
23	Dist. 2 Mtg, Post 4411 Franklin (12pm)

<b>MARCH</b>	
1	Scout of the Year Nominations due
2	Veterans' Health Fair, VFW Post 3160, Oceanview
6	Ash Wednesday
10	Daylight savings begins ("spring ahead")
13	Post Meeting, 1900 (7 pm)/Nomination of Officers
16	St. Patrick's Day Parade, Norfolk (10 am)
17	St. Patrick's Day
20	First Day of Spring
26	Anniversary of Post founding (1996)
30	National Vietnam Veterans Day ('73)
31	Patriotic Artist Nominations due

**27 APRIL – BATAAN DEATH MARCH  
MEMORIAL WALK!!!**



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BE HERE!!!**

Place  
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VFW SSG Dozier Post 2894  
PO Box 15842  
Chesapeake, VA 23328



CHANGE SERVICE REQUESTED

