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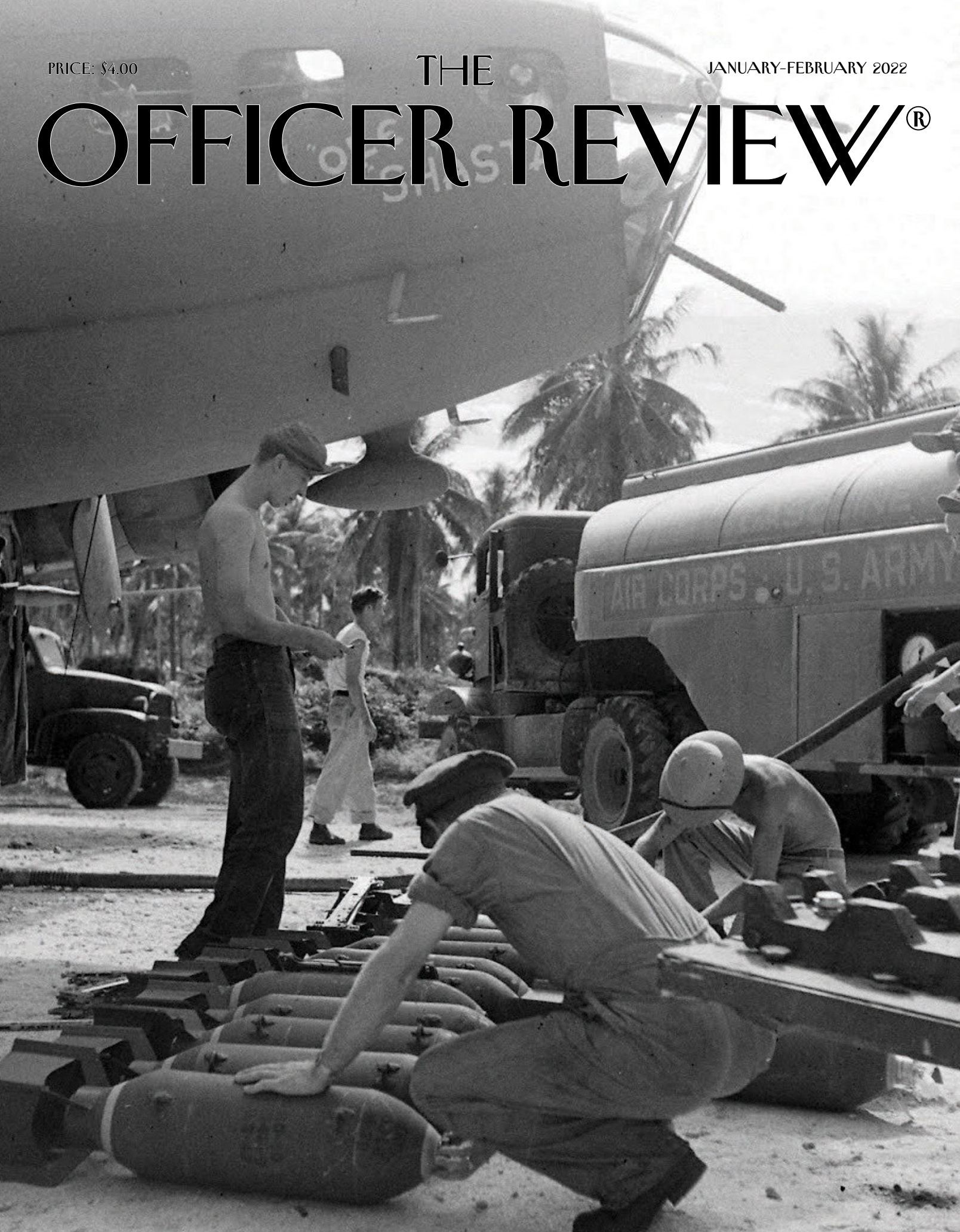
THE OFFICER REVIEW®

JANUARY-FEBRUARY 2022



REJUVENATING THE ORDER TO SUCCEED

Dear Companions:

Like many New Year's musings which speak to rebirth and resolutions, I wish to discuss new opportunities, new beginnings, new ideas and a rejuvenation of the Order. This requires an optimism and the ability to imagine what might become of the MOWW in the 21st century.

At the convention, and during my many conversations with Companions, I have spoken about the need to modernize the Order, to seek opportunities to change how we operate and manifest that change through dialogue, collaboration, and action. Our greatest obstacle to success is the adherence to processes that are dated and actions that have impeded progress and growth within the Order.

A challenge made to senior leadership in addressing the current state of the Order and future plans is to think and act creatively and not be hesitant to make changes where change is needed. Senior leadership is working diligently to bring about effective changes that will modernize the MOWW, enhance our outreach programs and grow the Order.

Plans to date include the MOWW contracting with a marketing firm who will shortly begin work to research our market, enhance our visibility and suggest marketing tools to reach our intended audience. The website is being modernized, and the trifold brochure is being redone. We are exploring the advisability and feasibility of converting to a 501(c)(3). We are looking at new outreach programs that will expand our currently successful programming to attract younger officers. Further, the Constitution & Bylaws are being evaluated for changes that will make the Order more responsive to the rapid pace of societal change. All these activities are occurring simultaneously. They are ambitious, but necessary. Be patient.

What can you do as a Companion? Continue executing your chapters' outreach programs, meet, communicate, plan for future chapter leadership, and continue to recruit new members. Bring forward your ideas that will enhance the Order's ability to succeed and grow. Be an active participant and make this New Year a great one.

Sincerely,

LTC MICHAEL A. OKIN, MD, USA (Retired)
Commander-in-Chief, MOWW & CEO, MOWW, Inc

MOWW OFFICERS

Commander-in-Chief & CEO, MOWW, Inc.
LTC Michael A. Okin, MD, USA (Ret)
maokin1953@gmail.com

Senior Vice Commander-in-Chief
BG Victor S. Pérez, USA (Ret)
Perezv56@gmail.com

Vice Commanders-in-Chief
CAPT Edward W. Gantt, USN (Ret)
ed_gantt@hotmail.com

LTC Charles R. Conover, Jr., USA (Ret)
charlierconover@gmail.com

Lt Col Marlon Ruiz, USAF (Ret)
ruizmarlon08@gmail.com

Lt Col David J. Worley, USAF (Ret)
worleymoww@earthlink.net

Immediate Past CINC
BGen Frederick R. Lopez, USMCR (Ret)
flopez23@cox.net

Chief of Staff, & COO, MOWW, Inc.
Col Michael Farrell, USMC (Ret)
chiefofstaff@moww.org

Treasurer General & CFO, MOWW, Inc.
LCDR Paul B. Webb, USN (Ret)
treasurergeneral@moww.org

Judge Advocate General
CPT Harold Greenberg, JD, USA (Fmr)
harold@hglaw.pro

Surgeon General
CPT Robert E. Mallin, MD, USA (Fmr)
bobmallinmd@gmail.com

Chaplain General
LCDR Debra F. Rogers, Ed.D., USN (Ret)
crogersdf68@yahoo.com

Historian General
LTC Arthur B. Fowler, USA (Ret)
af3@verizon.net

HQ MOWW
435 North Lee Street
Alexandria, VA 22314
703-683-4911
www.moww.org

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Feature Articles

LTC Michael A. Okin, MD, USA (Ret), 2 CINC's Perspective
Rejuvenating the Order to Succeed

BG Raymond E. Bell, Jr., Ph.D., USA (Ret) 4 The B-17E Flying Fortress
To Java, and Beyond

CAPT Thomas J. Marshall, Jr., USN (Ret) 10 The USS Maine
America's Rise as a World Superpower

COL Kenneth O. McCreedy, USA (Ret), HPM Charles W. Bennett, Jr. Lt Col Sheldon Goldberg, USAF (Ret) 12 2021 Veterans Day Arlington National Cemetery
Pershing Memorial Service & Tomb of the Unknowns

CAPT Harry H. Weinberg, SC, USN (Ret) 14 Tuskegee Airman Induction
Tuskegee Airman Sworn in as a Greater Boston Chapter Companion

Col Michael Farrell, USMC (Ret) 15 A Most Exceptional Gift
The Grevemberg Artwork Donation

CWO4 David A. McCuistion, USN (Ret) 16 Chapter Best Practices
Northeast Florida Cadre Established

COL Arthur N. Tulak, USA (Ret) 18 In Remembrance of His Grandfather's Service
2LT Harrison Taylor Wells

HPM Charles W. Bennett, Jr. 20 Youth Recognition
Girl Scout Silver Award Project

Departments

CPT Robert E. Mallin, MD, USA (Fmr) 22 Surgeon's Tent
Beating the Alternative

LCDR Debra F. Rogers, Ed.D., USN (Ret) 23 Chaplain's Pulpit
Hope Deferred

24 Coast to Coast
Chapters in Action

29 VA: Have You Heard?

30 Companion Roll Call
Reveille
Taps

32 2022 MOWW National Convention in Jacksonville
Preserving the Past While Embracing the Future

On the Cover

Personnel ready bombs for B-17E "Ole Sh'asta" 41-2428. On the ground is a row of 100 pound aerial bombs. Behind is a fuel bowser truck with "Air Corps US Army".

Source: Ralph Morse, LIFE Magazine, December 1942

To Java, and Beyond

BG RAYMOND E. BELL, JR., PH.D., USA (RET)
BG BULTMAN CHAPTER, VA (AT LARGE)

It was the monsoon weather and more. The Japanese were coming. And in December 1941, so was Private First Class Floyd A. Gwinn—to Java—in a B-17E Flying Fortress heavy World War II bomber. He was on the way as a participant in an effort to slow, or if possible stop, the Japanese advance to the Southwest region of the Pacific Ocean during World War II.

Gwinn was one of the crew in B-17E #41-2494 reporting to the elite 19th Bombardment (Heavy) Group's 30th Bombardment Squadron of the Far East Air Force (FEAF) operating from bases in Java. The crew, which came together haphazardly at the Boeing aircraft plant near Seattle, WA, consisted of ten men led by pilot Second Lieutenant William A. Lorence with Second Lieutenant Robert V. Prouty as the co-pilot. Gwinn was assigned as a gunner of a .50 caliber machine gun mounted at the aircraft's waist. As a junior member of the crew, however, when not flying, he might also do duty perhaps in the squadron's mess hall, or as it was called "kitchen police" or "KP."

Major General Henry Arnold, chief of the Army Air Corps (AAC), dispatched the B-17Es to the Far East to bolster the defensive posture, particularly in the Philippines. The most up-to-date bombers in the AAC inventory arrived at their destination on the island of Luzon via one of two routes. One was through the Hawaiian Islands to the Philippines and Australia. The other was to Brazil, then across the South Atlantic to Africa and on through Southeast Asia to the region.

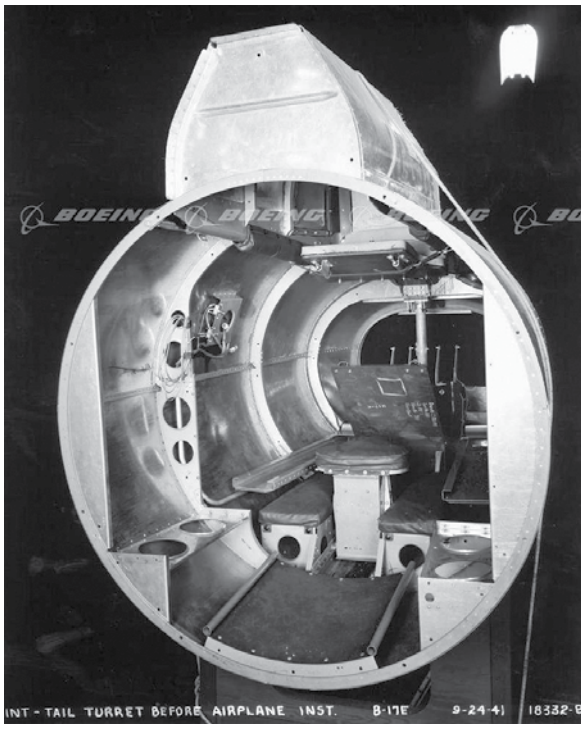
With the Japanese invasion of the Philippine island of Luzon in December and the heavy loss of the FEAF heavy bombers, the destination for the remaining B-17 aircraft became Australia and Java. There the updated B-17E heavy bomber joined the obsolescent "C" and "D" models already in the theater of operations.

Getting Going

Not yet formally in World War II, as US aircraft production, particularly heavy bombers, accelerated in 1941, crews for the airplanes had to be assembled

B-17E Flying Fortress 41-9061. This is the first B-17E which was delivered to Wright Field on 3 October 1941. It is wearing the olive drab over neutral gray camouflage scheme and the prescribed set of USAAC markings for the time. Her serial number, 41-2393 has not yet been applied to the vertical tail. Source: Pearl Harbor Aviation Museum

and trained. Not only pilots and air crew members were required but maintenance personnel to service the aircraft and a broad number of ground support positions had to be filled. A large number of candidates presented themselves to pilot the aircraft as officers, many of whom were young men eager for the adventure of participating in the swift expansion of the then-AAC. Those who did not meet the pilot qualification standards nevertheless trained to serve as bombardiers and navigators. The AAC sought enlisted men as flight engineers, radio operators, and aerial gunners. Floyd Gwinn was one of the eager young men who found himself training as a B-17E gunner.



The tail gunner's position: The racks on either side held the .50 cal ammunition boxes, the belts were fed through the guide trays mounted on either side. The gunner faced aft and knelt on the padded rests while sitting on the bicycle-type seat in the center. Source: Boeing

Gwinn's Java saga began at the Boeing aircraft plant where the prospective pilot and co-pilot of their B-17E bomber were selecting their crew. In addition to the two pilots, the crew consisted of the navigator and bombardier officers, the flight engineer, the radio operator, the tail gunner, the belly gunner, and two waist gunners, the latter six members being enlisted men. The original pilot of Gwinn's bomber was a former airline pilot who did a cop-out before the aircraft even left the United States. He and the co-pilot, who admitted to a large experience deficiency in flying heavy bombers, did not get along well together. In addition, the twenty year old navigator was just out of navigator school and had no over water navigation experience. Lieutenant Prouty characterized the B-17E's inexperienced crew as, "… like taking a bunch of high school kids and putting them in a brand new Cadillac in New York and saying, 'All right, take this thing and deliver it right out to California.'"

The original pilot was not only skeptical of the crew's ability but he and the young navigator got into an argument as to what route they were to fly to their destination which was at first to be the Philippines and then changed to Java. The argument ended with that particular exasperated pilot leaving the aircraft never to return.

Taking Off

Enter the pilot replacement, Lieutenant Lorence, who had made a rugged reputation in the early AAC as a renegade and who was afraid the war would end before he got to fight in it. Immediately upon assuming command of the aircraft he ordered the crew assembled for departure within the hour. Off they went shortly after December 15 making stops at Puerto Rico, Trinidad in the Caribbean Sea, Belem and Natal, the latter two in Brazil. Then it was across the South Atlantic to Freetown in Sierra Leone and on to Accra in Ghana both on the east coast of Africa.

The transatlantic flight took some eight hours during which Gwinn fortuitously prevented a ditching of the bomber at sea. The flight was at night and the way was illuminated by a full moon. Waist gunner Gwinn was admiring the placid scene when he noticed fluid flowing from a module in a wing because a fuel cap was missing and aviation gasoline was streaming by outside the aircraft. He hurriedly notified the pilot, who was unaware that he was losing fuel, because the cap was missing and fuel was spurting from the opening. The discovery was made just in time for the aircraft to return to Brazil and to an airfield near the city of Recife. It seemed almost a matter of fate that Gwinn was attracted to the sight of the full moon and noticed the flowing fuel and missing gas cap. The incident became the first of several that took place with the bomber in the course of the trip.

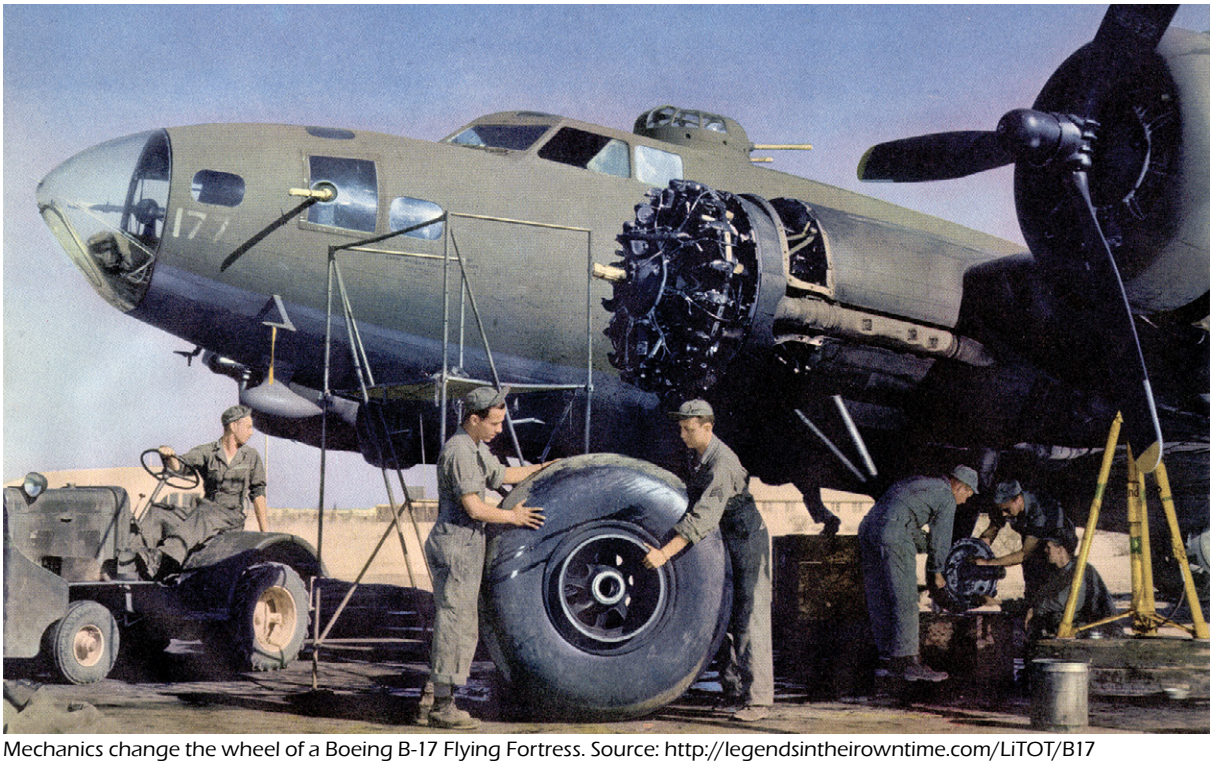
The landing at Accra was also not without incident, one, however, that Gwinn questioned as to what actually happened. According to co-pilot Prouty fast braking on landing resulted in burning up the aircraft's tires (Gwinn remembered a belly landing). The loss of the tires in any event caused further delay as replacements for them were not immediately available. A mechanic at the airfield, however, remembered that a previous B-17E had gone down on a beach some hundred and twenty miles up the coast. Several British maintenance personnel and native men acquired a small truck and drove to the site of the downed aircraft. They recovered the downed bomber's tires and replaced the burned ones enabling the flight to continue, this time to Kano, in Nigeria.

From Kano, well in land in the African country, it was mostly night time flying to Khartoum in the lower reaches of Egypt. From there the bomber was to fly to Cairo, Egypt. But the B-17E flying just ahead of Gwinn's aircraft on the same route had landed at Cairo only to be commandeered by a desperate British Royal Air Force which was busy attacking an advancing German General Rommel. That American crew had then been put to work in the defense of approaches to the key Egyptian city. The question was how to avoid Cairo if Gwinn's B-17E was also not to become embroiled in the British fight in North Africa.

From Africa via Asia to Java

A British air transport pilot suggested the B-17E fly instead to the tip of the Arabian Peninsula to the port city of Aden. Aviation gasoline of the desired 100 octane was not available there but a lesser 93 octane which could be used in a tight situation was. From Aden it was an over-water flight to Karachi in today's Pakistan, then to Bangalore, India arriving there just before Christmas with only three engines operating. Between Karachi and Bangalore one of the engines had burned out so a British maintenance crew replaced it with a compatible Brewster Buffalo fighter bomber engine. Once the replacement engine was mounted the bomber was to fly to Palembang on the Netherlands East Indies island of Sumatra, the center of Dutch oil production. Palembang, however, was reported to be under Japanese attack so an alternate site in the islands had to be selected.

Batavia on the west coast of the island of Java was the next best choice. The B-17E, however, even with two bomb bay gasoline tanks, could not reach the



Mechanics change the wheel of a Boeing B-17 Flying Fortress. Source: http://legendsintheirowntime.com/LiTOT/B17

city's airfield fuel-wise. Again it was necessary to find an alternate airfield to land on and refuel. This time, after consultation with another British pilot, it was decided to fly to Columbo in the former country of Ceylon (today's Srilanka).

There was a problem with Ceylon—an appropriately sized airfield. The Royal Air Force pilot could not guarantee that the landing site he proposed was big enough for a heavy bomber to land on, but it appeared to be Gwinn's aircraft pilot's only choice. With only a limited load of fuel on board the bomber could not turn back. Indeed, it turned out that the field was a grassy strip upon which two small liaison aircraft were parked. Prouty described the landing.

> So we circled out some distance over the water, put the gear down, put the flaps down and just hung that old bomber on its props and dragged in around one hundred and five, one hundred and three miles an hour, and just held it until we crossed the last of the palm trees and shut the throttle and let everything fall, and it hit down on the center of this grass field, went ricocheting along for a bit – we had brakes on and off repeatedly but it didn't seem to have much effect because the grass was slippery. Anyway, we went off the far end of the hardened area, packed earth was all it was, and got bogged in.

It took an enormous Ceylon elephant to get the mired bomber out of the muck. The remainder of the flight to Java wasn't much fun either as the monsoon-like weather gave the crew no slack. The B-17E ended its journey to join the 19th Bombardment Group at the Javanese airbase of Malang arriving from the Java city of Yogykarta in the afternoon of February 8 along with B-17E bombers #41-2486 and #41-2489. Gwinn's aircraft had a similar experience as in Ceylon, overshooting the Malang runway but this time damaging the bomber beyond repair. Luckily the crew survived but Gwinn's B-17E #41-2494 did not.

The long and tedious flight from Seattle to Malang was typical of those B-17E bombers flying the Atlantic-Africa-Asia aircraft ferrying route. It was something of a wonder that as many of the new bombers actually made it to the Netherlands East Indies airfields as they did. There were other aircraft both preceding and following Gwinn's. Only a small percentage of the planned number of aircraft succeeded in reaching their destination. A couple of bombers ended up grounded in Brazil along the Amazon River. Others went down in the South Atlantic, as might have Gwinn's had he not noticed the missing gas cap and steaming fuel. The failures were many with one bomber evidently being sabotaged when it was discovered that a fuel line had been stuffed with newspaper.

Brief Combat

By the time Gwinn's B-17E had arrived in Java, the FEAF had been flying missions from the island for almost a month. The missions followed a certain pattern with the targets determining the courses of action. A few B-17s from two bombardment groups, the 7th and 19th, to include a small number of B17D models would take off from Madang airfield on Java. Often several of the aircraft had malfunctions and had to turn back. The monsoon weather also complicated hitting the targets. Results were few: they might include hitting or

An elephant towing a Corsair (Chance Vought F4U) fighter aircraft, at Airfield near Kalpitiya (Puttalam), Ceylon, 1944.
Source: Unknown

sinking a ship. Some Japanese aerial resistance would be encountered but the all round aircraft protection afforded relative assurance of return to Java. There the limited and primitive maintenance facilities were tested to the limits in getting the aircraft ready for succeeding missions.

From 8 February (for a week), from five to six B-17Es from either the 7th or 19th Groups, with a one-time high of eleven bombers sent out on 12 February, descended on Japanese shipping in the Makassar Strait and along the south coast of Borneo. Two enemy task forces were beginning to put troops ashore in the area and offered good targets. Unfortunately, bad weather, shortage of fuel, and mechanical problems caused the efforts to be aborted.

On 14 February a new Japanese threat emerged which resulted in the Atlantic-Africa-Asia ferry route being shut down. Japanese paratroopers began to drop on the oil processing facilities at Palembang on the island of Sumatra. Combined with a ground assault up several rivers on barges, the attackers quickly overcame undermanned Dutch offenses. Nevertheless, from 14–17 February, available B-17s flew to engage the enemy (from Java airfields at Malang, Jojakarta, and Madioen) in a futile attempt to effectively engage the enemy. A cruiser and auxiliary vessel were hit one day, while on the last day two transports and two barges received hits. The monsoon weather also intervened causing aircraft to abort their missions.

The Japanese advance now posed a major threat on Java itself which resulted in a new change of mission objectives. Enemy shipping off the nearby Javanese island of Bali offered close in bomber targets from February 18 through 21. Japanese progress was unaffected although an attack on February 20 sank a large enemy transport. As Java became increasingly threatened FEAF made plans to evacuate aircraft and maintenance personnel to Australia and on February 25, the process began. By March 3 the last B-17E had left Java for Australia and Gwinn was about to go as well.

Gwinn's Finale

One does not hear again from Gwinn until his crew, which flew a number of missions in an unrecorded aircraft, is stranded in northwest Australia at the airfield at the small town of Broome. It was on 3 March, after the last B-17E had left Java, that Gwinn witnessed a devastating finale when the Japanese attacked the remote Broome airfield wrecking havoc on the aircraft, to include B-17s, sitting on the tarmac. Members of Gwinn's crew were performing menial tasks on the field as they awaited B-24 bomber transportation to another air base in Australia's interior when the enemy aircraft swept in strafing the field. Gwinn, helping to police the area in the early morning, was in the process of digging a hole to bury some flattened discarded food cans. Luckily for him, as he wrote beginning in a letter home,

> The ground was real red and soft. Had a hole dug about

Japanese forces carried out attacks on Java. Smashed B-17s burn on a runway of Andir aerodrome at Bandoeng, Java. Taken on 19 February 1942, the photograph shows US planes caught and destroyed before they could take off. Source: *Collier's Photographic History of World War II,* P. F. Collier & Son Corporation, publishers.

> two feet deep and standing in it, when I heard the B-24 [which he was to board to evacuate him] taking off and—could see the cloud of dust down the runway.

What happened next was catastrophic. Gwinn went on to explain.

> As the sound of the B-24 died away another sound came from high above, a formation of 10 fighters, 3 peeled off and went after the unarmed B-24, the others came down and started strafing the 18 acft [aircraft] on the bay and airstrip. I left my hole and with a couple of others from the dining hall headed on foot out to the airstrip.
>
> The Japanese were only interested in strafing the acft and soon had all 18 burning. I'll never forget it—18 columns of black smoke going straight up as far as one could see. There was no air moving in any direction that day. The Japs had a field day.

Gwinn could not cite specific number of casualties. Except for one survivor all those on the ill-fated B-24 on which Gwinn was to fly, however, drowned as the shot-up aircraft plunged into the sea. The devastation wrought by the enemy air attack left Gwinn alive but with some ninety other American airmen stranded at the vulnerable site until the next day when several Allied aircraft flew in to evacuate them. Gwinn got on a B-17 which flew him and a bevy of others to Perth, a city that was outside of the Japanese range and reach. He spent the rest of his time in Australia in helping maintain the remaining B-17 bombers and shipped back to the United States in December 1942.

The B-17E bomber effort went for naught as the Japanese subsequently landed on Java and swept all resistance before them in short order. The conquest of Java, however, marked the end of Japanese expansion south while continuing west into Burma and east to New Guinea and the Solomon Islands, where desperate attempts were made to stem the Japanese tide. On the other hand, the B-17 Flying Fortresses, especially the up-graded B-17G, went on to play a major role in Europe with thousands being built after a slow start in their production. While the bomber made a mark in Java there were too few present in the end to make a real difference in the campaign's outcome. But ultimately the B-17s in their up-graded versions proved to be versatile and deadly aerial weapons systems. ★

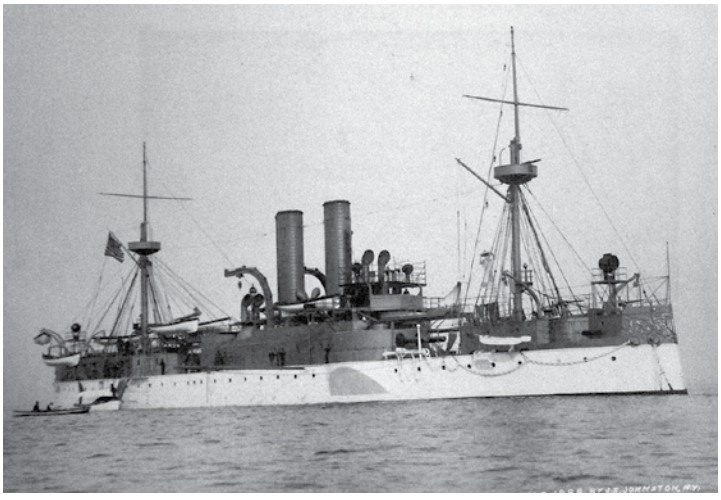
Improved US Army Air Force Boeing B-17G Flying Fortress bombers of the 381st Training Group from RAF Ridgewell, en route to a target over Nazi-occupied Europe. The aircraft marked "VE" belong to the 532nd Bomb Squadron, the ones marked "MS" to the 535th BS. In front is B-17G-20-BO 42-31443 ("Friday the 13th"). This aircraft was shot down by German fighters on mission to Oschersleben on 22 February 1944. The plane was shot down by fighters near Munster in Germany on 22 February 1944 and crashed near Bielefeld, four of the crew became POWs, six were killed. Source: USAF Photograph

America's Rise as a World Superpower

CAPT THOMAS J. MARSHALL, JR., USN (RET)
SAN DIEGO CHAPTER, CA

On 15 February 1898, an event of profound historical significance occurred in the history of the United States and the modern world. Yet, few people today are aware of the event or its importance. On that date, the USS Maine (ACR-1) exploded and sank in Havana harbor and the world changed forever.

To understand the importance of the sinking of the USS Maine, we must review the geopolitical situation then. The European powers were the preeminent world leaders at the time. Great Britain, France, and Germany were vying for world dominance and other European powers such as Russia and Spain, while not powers of the first rank, were still considered forces to be reckoned with. The United States, on the other hand, was a national power of no international significance.



Armored Cruiser USS Maine (ACR-1), starboard bow view. Photographed by J. S. Johnston, 1898. Courtesy of the Library of Congress.

During the 1890s, the Cuban people began agitating for their independence from Spain. The US was sympathetic to the Cuban struggle for independence. When the Cubans began their War of Independence in 1898, the United States was clearly on their side. In early February 1898, the USS Maine, an armored cruiser and one of the most modern and powerful ships in the US fleet, was sent to Havana. The ship was sent to protect US economic interests in Cuba. It also served as a veiled threat to Spain.

On 15 February 1898, while at anchor in Havana's harbor, the USS Maine exploded and sank, killing 260 of its 374-man crew. This explosion caused a major international incident. The explosion's actual cause was unknown, and the Spanish denied any involvement in the incident. The US Navy dispatched a board of inquiry to Havana to investigate. There were two major theories about the cause of the explosion. One was that the explosion resulted from the spontaneous combustion of coal damp in the ship's coal bunkers, which ignited the nearby ammunition magazines. Coal damp is a mixture of flammable gases (largely methane), which are released by bituminous coal and are prone to spontaneous explosion. Bituminous coal was the major fuel source of the USS Maine. The other theory was that the explosion was caused by an external explosive device. There was little conclusive evidence available for either theory.

Nonetheless, in March 1898 the Board of Inquiry concluded that an external source, e.g., a mine, was the likely source of the explosion. Today, all the available evidence points to a coal damp explosion as the true cause of the loss of the USS Maine.

Despite a lack of conclusive evidence, the US press blamed Spain and began to agitate for war with it. The US press began printing stories about the Spanish exploitation of the Cuban people and the atrocities committed by Spain during the War of Cuban Independence, which was ongoing. The US press branded Spain as an evil colonial empire, an enemy of free people, and responsible for the loss of the USS Maine.

This "yellow journalism," which has evolved into modern advocacy journalism, inflamed US public opinion against Spain and pushed the US Congress toward a declaration of war. On 20 April 1898, the

US Congress authorized a naval blockade of Cuba beginning on 21 April 1898 to deprive the Spanish forces there of supplies. This caused Spain to declare war on the United States on 23 April 1898. The Congress replied on 25 April 1898 by declaring that a state of war existed between the United States and Spain since 21 April 1898.

The war lasted a just over 10 weeks and resulted in a resounding US victory. The US Navy crushed the Spanish Pacific fleet in the Battle of Manila Bay and in the Philippines, and it did the same to Spain's Atlantic Fleet in the Battle of Santiago, Cuba. The US Army took both Cuba and the Philippines from Spanish forces in record time. On 13 August 1898, Spain asked for a cease fire and sued for peace. The war ended with the 10 December 1898 Treaty of Paris. This treaty ceded the Spanish possessions of Guam, Puerto Rico, Cuba, and the Philippines to the United States. The United States agreed to pay Spain $20 million ($610 million in 2020 dollars) for infrastructure that they had built in the Philippines. Within a year, the US had granted independence to Cuba. However, it continued to control of the Philippines until 1946, and it still controls Guam and Puerto Rico today.

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The results of this war for the United States were profound. It marked the entry of the United States into world affairs. The United States now essentially had complete control of the Caribbean Sea and the Gulf of Mexico, a position of dominance it still holds today. It also had territories in the Pacific, which led its outlook to become more global in nature. The results of this war also led the then major world powers to take notice of the US as rising player on the world stage. In addition, this war led Theodore Roosevelt, capitalizing on his fame as a hero in the Battle of San Juan Hill in Cuba, to run for Vice President in 1900, and when President McKinley was assassinated in 1901, he assumed the Presidency.

When Roosevelt was President, he capitalized on the world prominence that victory in the Spanish American war had brought to the United States. He built the US Navy into a major maritime force, culminating in the world cruise of America's latest battleships in 1908. This cruise, known as the cruise of the "Great White Fleet," from the color the ships were painted, announced to the world that the US had worldwide interests and the firepower to defend them. He also made the United States a significant player on the world's diplomatic stage by brokering a treaty to end the Russo-Japanese War in 1905. His oversight of these treaty negotiations at Portsmouth, NH, resulted in his winning the Noble Peace Prize in 1906. This cemented the position of the United States as a significant world power.

The US victory in this war also changed the worldview of the average American. They no longer saw themselves as concerned only with the affairs of the United States but world affairs as well. They also saw themselves as the defenders of democracy and freedom from oppression worldwide, not just at home. These attitudes are still prevalent in the US population today.

The sinking of the USS Maine and the Spanish-American War that it spawned set the United States on the path to international prominence that it still holds today. Prior to the sinking of the Maine, the opinion of the United States on the great political issues of the day counted for little internationally. The US was a backwater country of no great significance. Today, its opinion is clearly one that matters. The great powers of 1898 are now lesser-ranked powers while the United States is a superpower. The rise of the United States to this position, which has shaped the world in which we live today, began with the explosion of the USS Maine in Havana harbor 123 years ago. ★

Pershing Memorial Service

PHOTOS BY MR. CHARLES W. BENNETT, HPM-VIRGINIA PIEDMONT CHAPTER, VA

TEXT BY COL KENNETH O. McCREEDY, USA (RET); ADDITIONAL PHOTOS BY LT COL SHELDON GOLDBERG, USAF (RET) GENERAL MEADE CHAPTER, MD

Joined by the national leadership of the Order, the Companions of the General Meade Chapter of Maryland, gathered at Arlington National Cemetery on Veterans Day to remember the life and service of General of the Armies John J. Pershing. The Meade Chapter has performed this ceremony since 1990, taking it on when The Veterans of World War I were no longer able to do so. The United States Army Band ("Pershing's Own") played for the ceremony, which included a rendition of "My Buddy," reputedly Pershing's favorite song.

A Joint Forces Color Guard and soldiers from the famed "Old Guard" acting as wreath bearers gave the ceremony even more gravitas. As they have for the past few years, the National Society of the Pershing Rifles conducted an induction ceremony into their elite National Society of Blackjacks.

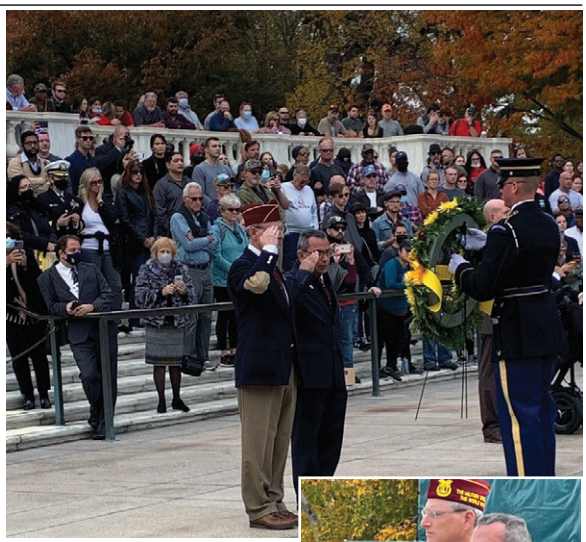
CINC LTC Michael Okin, MD, USA (Ret), offered remarks at the ceremony, exploring the role that Pershing played in the formation of the Order. Surprisingly, the roots of the Order pre-date

Top Left: Companions of the General Meade Chapter, MD. PCINC LTC Ruth Hamilton is far right and PCINC LTC John Hollywood is back row, center.
Top Right: A Joint Forces Color Guard.
Bottom Left: CoS Col Michael Farrell, USMC (Ret); SVCINC BG Victor S. Pérez, USA (Ret), CINC LTC Michael A. Okin, MD, USA (Ret), VCINC LTC Charles R. Conover, Jr., USA (Ret); VCINC Lt Col David J. Worely, USAF (Ret), and VCINC Lt Col Marlon Ruiz, USAF (Ret).

Armistice Day and Pershing did not play a direct role in the creation of the Military Order of the World Wars. However, he encouraged his officers to take a more prominent role in shaping the post-war nation. The ceremony concluded with "Taps" and a wreath-laying ceremony at the grave of Corporal Frank Buckles, the Last Doughboy, who rests near his wartime commander. Corporal Buckles participated in the Pershing ceremony for several years before his death at age 110 in 2011. Members of the Order are encouraged to join us next Veterans Day to remember General of the Armies John J. Pershing. ★

Left: CINC LTC Michael A. Okin, MD, USA (Ret), and Mrs Deborah Okin, HPM. Gathered guests listen to remarks by CINC LTC Okin.

The First Lady and President Biden hosted a Veterans Day breakfast at the White House, ahead of the wreath-laying ceremony at Arlington National Cemetery.



The Order was represented by CINC LTC Michael A. Okin, MD, USA (Ret), and SVCINC BG Victor S. Pérez, USA (Ret), at the wreath-laying ceremony, Tomb of the Unknowns, Arlington National Cemetery.

Tuskegee Airman Sworn in as a Greater Boston Chapter Companion

CAPT HARRY H. WEINBERG, SC, USN (RET)
COMMANDER, DEPARTMENT OF MASSACHUSETTS

(L-R): Tuskegee Airman Lt Col Enoch Woodhouse was inducted into the Order by MOWW VCINC CAPT Edward W. Gantt, USN (Ret).

Former Tuskegee Airman Lt Col Enoch (Woody) Woodhouse, USAF (Ret.), was recently sworn in as a Companion of the Greater Boston Chapter of MOWW by visiting VCINC CAPT Edward W. Gantt, USN (Ret).

Lt Col Woodhouse is one of the few remaining Tuskegee Airmen. He was a lawyer by trade and a graduate of Yale University and Boston University School of Law and has become a distinguished speaker on the evolution of the integration of the armed forces since the order to do so by President Harry Truman. He has spoken at the Service Academies, military, air and naval bases, colleges and universities about the advancement of minority officers and enlisted men to the highest positions of leadership within the Armed Forces.

After his induction Lt Col Woodhouse gave a very moving speech focusing on the Pearl Harbor attack in December 1941, his mother's reaction to that event and her encouragement of her sons to join the armed forces.

The Grevemberg Artwork Donation

COL MICHAEL FARRELL, USMC (RET)
CHIEF OF STAFF, & COO, MOWW, INC.

Companions HPM Mr. Carroll Grevemberg and his wife, Alice, (CPT Grevemberg Chapter, LA) paid a visit to MOWW Headquarters in Alexandria, VA, on Friday, 29 October 2021. They came to present the Commander-in-Chief, LTC Michael A. Okin, MD, USA (Ret), with a historical painting which carries special significance to MOWW.

Painted by Colonel Francis C. Grevemberg in 1937, the painting is a study from the original "America" by French artist Leon René-Mal. The artwork is symbolic of the United States' support to the French during World War I. It depicts an American soldier with his left arm around a wounded French Poilu supporting him, while with his right, he is warding off the enemy. The original, a gift of the French Ministry of War to the American Legion, hangs in the American Legion National Headquarters in Indianapolis, IN.

The artist, COL Francis C. Grevemberg, USA, was a decorated World War II veteran, having served 28 months in combat in the European Theater of Operations, and participated in five amphibious landings and nine combat campaigns. He was a devoted MOWW Companion for 68 years. COL Grevemberg's twin sons, Carroll S. and Francis J. "Pete" Grevemberg, and their families, made the donation with consideration of the painting's connection to the Military Order of The World Wars.

> "My twin brother and I are honored to have my dad's artwork hanging in the headquarters of the Military Order of World Wars."

The Grevemberg's grandfather, CPT Frank B. Grevemberg, USA, is a founding member of the New Orleans Chapter and the author of the Preamble to the MOWW Constitution which is a bastion of light for the Order to this day.

The painting will hang in the MOWW Headquarters, VADM Dyer Memorial Conference Room, adjacent to the framed, original handwritten MOWW Preamble by his father, Captain F.B. Grevemberg. ★

Photo Left: Presentation to MOWW of CPT Grevemberg's study of French artist Leon René-Mal's "America." (L-R): HPM Mr. Carroll Grevemberg and CINC LTC Michael A. Okin, MD, USA (Ret). Photo Right (L-R): HPM Francis J. Grevemberg and Carroll S. Grevemberg holding their father's painting "America" based on the original by Leon René-Mal.

Northeast Florida Cadre Established

CWO4 DAVID A. McCUISTION, USN (RET)
COMMANDER, NORTHEAST FLORIDA CADRE

We have a new Cadre taking shape in Northeast Florida that will soon progress to full status as the newest Chapter in MOWW, led by a small, energetic and dedicated group of Companions.

CWO4 David A. McCuistion, USN (Ret), and his family established a permanent residency in the First Coast area around Jacksonville, FL, following his second retirement. A Perpetual Member of MOWW since 2005 with experience working with and participating in MOWW Youth Leadership Conferences in the Pacific Northwest and Knoxville regions, and over 20 years of experience as a Program Manager and Instructor, CWO4 McCuistion understood the value of MOWW to the community.

He saw a need in his new home for a MOWW presence and set out to meet it.

Inspired and mentored by Capt Owen S. Haddock, USAF (Fmr), (Knoxville Chapter, TN), CWO4 McCuistion embarked on the process of establishing a new MOWW chapter in the Jacksonville, Florida, area. He leveraged his past experiences and performed detailed research, then crafted a plan to create this new cadre.

Companions CDR Alan M. Mandigo, USN (Ret), PCINC Col Dave B. Gibson, USAF (Ret), and Capt Owen S. Haddock, USAF (Fmr), were instrumental in providing him with the background of what it means to be of service to youth, community, and nation.

Assisted by then-Region VI Commander LTC Charles R. Conover, Jr., USA (Ret), and then-Department Commander, Maj James H. Haney, USMC (Ret), (both are Companions of the Sun City Center Chapter, FL), research began on the MOWW website for the requirements to establish a new chapter.

Maj Haney provided a copy of MOWW's membership roster containing Companions' ZIP codes residing within one hour of the Jacksonville area. SVCINC BG Victor S. Pérez, USA (Ret), and former Chief of Staff Brigadier General Arthur B. Morrill III, USAF (Ret), provided invaluable leadership assistance.

CWO4 McCuistion mailed letters of introduction to the 45 Companions on the ZIP code list, obtained an EIN from the IRS, opened a Post Office Box account, and established the Chapter's membership in Florida SunBiz under the name Northeast Florida MOWW. Adding "MOWW" to the name set the chapter apart from other entities in the Jacksonville area.

Northeast Florida MOWW Cadre Charter Presentation (L-R): Then-Region VI Commander VCINC LTC Charles R. Conover, Jr., USA (Ret); IPCINC BGen Frederick R. Lopez, USMCR (Ret); CWO4 David A. McCuistion, USN (Ret), and SVCINC BG Victor S. Pérez, USA (Ret).

The initial letter to Jacksonville-area Companions resulted in eleven transfers of MOWW membership to Northeast Florida Cadre.

CWO4 McCuistion immediately began establishing the cadre outreach programs. Region VI leadership provided the contacts with local Scout Troops and five Eagle Scouts were awarded MOWW Eagle Scout Certificates. Calling on his previous experience with ROTC/JROTC, CWO4 McCuistion began obtaining the names and addresses of the two ROTC Units and 30 JROTC units in the area. CAPT James P. Ransom III, USN (Ret), volunteered to be the ROTC/JROTC Coordinator and continued the process. Awards were presented to 22 JROTC Cadets, with ten in-person presentations made by the end of June 2021. COVID-19 restrictions prevented some awards and in-person presentations.

On 18 February 2021, at a Sun City Center Chapter meeting, then-CINC BGen Frederick R. Lopez, USMCR (Ret), presented CWO4 David McCuistion with a MOWW Charter recognizing

the establishment of the Northeast Florida MOWW Cadre. CINC BGen Lopez appointed CWO4 David A. McCuistion, USN (Ret), as Cadre Commander.

(L-R): LTC Angel L. Matos, USA (Ret); COL John D. Frketic, USA (Ret); CWO4 David A. McCuistion, USN (Ret); VCINC LTC Charles R. Conover, Jr., USA (Ret); CAPT James P. Ransom III, USN (Ret), and HPM Mrs. Vicki McCuistion.

The Cadre initially held three zoom meetings to instill the idea that a new MOWW chapter was forming. Well on its way to functioning as a full-up chapter, the Cadre set a goal of receiving a chapter charter by 31 December 2021. CINC BGen Lopez, USMCR (Ret), sponsored another new Companion living in the area, bringing us to thirteen Companions. On 21 May 2021, then-Region VI Commander LTC Charles R. Conover, Jr., USA (Ret), installed the Cadre Officers: CWO4 David McCuistion (Cadre Commander), LTC Angel L. Matos, USA (Ret) (Vice Commander), and HPM Vicki McCuistion (Adjutant and Treasurer).

The Cadre began an in-person meeting on 20 July 2021. During that meeting, we discussed several topics—meeting frequency, dates, times, and locations. Then, using By-Laws templates from various MOWW sources, CWO4 McCuistion drafted a set of By-Laws for the Northeast Florida MOWW Cadre. Companions in attendance reviewed an advance copy, which was discussed, corrected, and additions were made. The draft was updated and presented for approval at the September meeting.

CWO4 McCuistion used MOWW standard content to draft a Chapter Action Plan (CAP), which included a set of Strategic Goals (SG) for the 2021-22 OY. Companions present worked from an advance copy. They collaboratively discussed, corrected, and added goals for approval. The CAP would be updated and submitted for approval at the September meeting. The CAP includes the Cadre Vision and Mission Statements, which are vital to success:

- Vision: Northeast Florida MOWW will be recognized and respected as a distinguished Veterans Service Organization in the Jacksonville, Florida area that promotes and preserves the ideals of the United States Constitution and the Preamble of the Military Order of the World Wars.
- Mission: The Companions of Northeast Florida MOWW Cadre/Chapter actively pursue and support the MOWW Motto "It is nobler to serve than to be served," while serving the needs of Northeast Florida youth and community through MOWW Outreach Programs.
- The Cadre's CAP includes goals to conduct two significant events:
  - Hold a Massing of the Colors on 19 March 2022 at a local high school; and
  - Conduct a Youth Leadership Seminar (YLS) on 16 April 2022 at Camp Blanding National Guard training facility, Starke, FL.

The Cadre is actively proceeding with planning each event. Notably, RADM Thomas Hall, former Assistant Secretary of Defense for Reserve Affairs, will be the featured speaker. The YLS planning is underway, with cost and venue finalized for 50 student participants.

As we moved into the fall season, the Cadre added two new Companions, bringing the total membership to fifteen Companions—20% of SG 1. Recruitment is a primary line item on the SG 1, specifically to have five new members by 31 December 2021. The process continues through personal contact, telephone calls, and newsletters on the MOWW website and via Cadre Notices on major holidays. Additionally, the Cadre has created a tri-fold brochure to assist with recruitment.

The Northeast Florida MOWW Cadre is a primary assistant to the Region VI Commander for the planning and executing the 2022 National Convention, in Jacksonville, Florida. This event will be a major attraction in the community and throughout the First Coast area of Northeast Florida, which will result in increased membership in the Cadre – soon to be a MOWW Chapter in Region VI. Northeast Florida MOWW – Serving the First Coast area through Outreach Programs. ★

The Order adds to its rolls, WWI Veteran Companion

2LT Harrison Taylor Wells

COL ARTHUR N. TULAK, USA (RET)
COMMANDER, DEPARTMENT OF HAWAI'I

Companion Arthur Tulak of Hawai'i donated a bust of General Pershing in honor of his Grandfather, 2LT Harrison Taylor Wells, who served during the Great War in E Battery, 72nd Field Artillery Regiment.

2LT Wells' service in the Army in WWI and as an Air Warden in WWII provided the inspiration and example for Arthur to pursue a military career, and many years later, to join the Order.

The Pershing bust was among 2LT Wells' possessions and other memorabilia of his time in service. Arthur acquired the bust in July 2021 along with the contents of his Grandfather's previously unknown WWI footlocker. 2LT Wells passed away on 12 June 1981 at 91 years of age in Springfield, MO, and some of his military items were given to Arthur's Scoutmaster, Mr. Robert Whiter of Troop 621 in Hollywood, CA. Mr. Whiter was a collector of militaria, and was himself a WWII Veteran, first as a member of the Air Force Cadets and later Army Cadets at the opening of the War. At age eighteen, Mr. Whiter joined the British Army, serving in the Corps of Royal Electrical and Mechanical Engineers, repairing weapons as an armorer.

During a visit to California on 16 October 2021, to pay respects to his Scoutmaster Mr. Whiter (who was buried the day before), Arthur was shown his Grandfather's WWI footlocker. Arthur had thought he'd already found his Grandfather's footlocker many years earlier in the basement of the Wells family home in Springfield, Missouri, where Arthur served a tour as an Assistant Professor of Military Science at Missouri State University 1993-97. This first, rugged and camp-made footlocker showed 2LT Wells' unit affiliation and contained his field equipment, including riding crop, spurs, helmet, gas mask, mess kit, canteen, and other field gear. In this second, re-discovered commercially made footlocker, Arthur found his Grandfather's military service records, official record copies of which had been lost to history after the July 1973 fire at the Military Personnel Records Center in Overland, Missouri. In that fire, 80% of the records of Army personnel discharged between 1 November 1912 to 1 January 1960 were destroyed. Without the service records, Arthur's genealogy and history research on his Grandfather's military service was incomplete.

The inscription on the plate of the bust reads: "This bust of GEN John Joseph Pershing belonged to 2LT Harrison Taylor Wells, USA, E Battery, 72nd Field Artillery Regiment, Companion No. M992551.
Donated by his grandson, COL Arthur N. Tulak, USA, (Ret), in his honor, August 2021."
Page Opposite: Now residing at MOWW National Headquarters, the bust of GEN John Joseph Pershing sits below GEN Pershing's portrait.

At the age of 29, Harrison Wells was drafted into the Army, and enlisted as a Private on 24 June 1918 in Springfield, Missouri, and assigned his Army Serial Number 3265014. He proceeded on orders to Camp Pike, Arkansas, then commanded by BG Samuel D. Sturgis, and reported to Company 32-A, where he underwent basic military training. PVT Wells' Company Commander, 2LT, Infantry, Avery G. Shelby, recommended him for Officer training. On 10 July 1918, Harrison reported as an Officer Candidate to the 24th Battery, of Field Artillery Central Officers' Training School (F.A.C.O.T.S.), at Camp Zachary Taylor, Louisville, KY.

Harrison completed his officer training and received his F.A.C.O.T.S. diploma on 9 October 1918. On the same day, 2LT Wells received his officer's commission as Second Lieutenant, signed by the Adjutant General and Assistant Secretary of War, along with orders to report to the 72d Field Artillery Regiment at Camp Henry Knox, KY, then assigned to the 11th "Lafayette" Division. The 11th Infantry Division was commanded by fellow Missourian Major General Jesse McIlvaine Carter, and advance elements of the Division began deploying to the European Front on 25 October 1918. The signing of the Armistice resulted in the curtailment of the deployment of forces across the board, and the 11th Division did not fully deploy. 2LT Wells was later re-assigned to the HQs Battery of the 81st Field Artillery Regiment at Camp Henry Knox on 8 February 1919, which would be his final unit of his military career. Harrison was honorably discharged by COL A. L. P. Bands, Commander of the 81st FA Regt. on 1 March 1919.

Attending the MOWW Centennial Convention in Detroit, Arthur discussed with former Chief of Staff Brig Gen Arthur Morrill of donating the bust to the Order, as a way to remember his Grandfather, 2LT Wells. Brig Gen Morrill confirmed that he and the staff had been looking for a suitable bust of GEN Pershing for quite some time but found none of suitable dimensions.

After returning home to Hawaii, Arthur sent the bust to the Order's HQ in Alexandria, where it now sits in the main conference room under GEN Pershing's portrait that graces each copy of the *Officer Review*®.

Armed with the missing records, Companion Arthur applied on behalf of his Grandfather to be admitted into the Order. 2LT Wells is now a Memorial Perpetual Companion, Member Number M992551 in the Capt Gaylord Dillingham Memorial Chapter, Hawai'i. ★

GIRL SCOUT SILVER AWARD PROJECT

HPM CHARLES W. BENNETT, JR.
VIRGINIA PIEDMONT CHAPTER, VA.

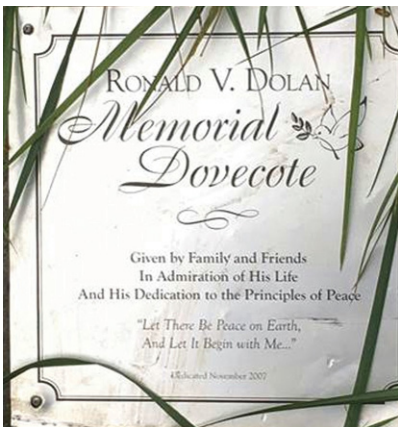
The Virginia Piedmont Chapter sponsored a Girl Scout Silver Award Project at Lynchburg's Old City Cemetery. Established in 1806, the Old City Cemetery is an extraordinary 27-acre active cemetery, public garden and "history park" located in the heart of Lynchburg, VA. With more than 33,000 visitors annually, it is the most visited historic site in the city today.

The Virginia Piedmont Chapter was pleased to be a sponsor of a Silver Award project for Senior Girl Scout Maggie Jarvie of Lynchburg Campbell County Troop 440. Maggie is the granddaughter of Mike and Sue Reeves, who assisted her with the project. Both Mike and Sue are MOWW Companions with the Virginia Piedmont Chapter, with Mike Reeves being the Chapter Commander.

The Honorable MaryJane Dolan, Mayor of the City of Lynchburg with CDR Michael C. Reeves, USN (Ret)

Maggie Jarvie has been with the Girl Scouts of the USA (GS-USA) since elementary school. She received the Girl Scouts Silver Award for her project—building a mini library at the Kiosk at Old City Cemetery in Lynchburg. The Dovecote Children's Exchange Library project for the free exchange of children's books was placed in the children's area at Old City Cemetery.

The library resembles the iconic Dolan Memorial Dovecote, a unique and active part of the Cemetery's property. The 3-foot wooden replica of the original Dovecote was donated in memory of Ronald V. Dolan, a prominent Lynchburg business leader, community activist and generous philanthropist. His wife, the Honorable MaryJane Dolan, is currently the Mayor of the City of Lynchburg. A "dovecote" is a structure intended



L-R: The Old City Cemetery in Lynchburg, VA; Girl Scout Maggie Jarvie took measurements of the Ronald V. Dolan Memorial Dovecote, located within the Old City Cemetery. She based her project design to complement the Dolan Dovecote; the Plaque dedicated to Ronald V. Dolan.

Maggie Jarvie's Girl Scout Silver Project dedication on 5 September 2021. (L-R): Virginia Piedmont Chapter Commander CDR Michael C. Reeves, USN (Ret); Girl Scout Maggie Jarvie; Literacy Chair, Lynchburg Chapter of National Society Daughters of the American Revolution (NSDAR) Ms. Jane Snider, and Executive Director, Old City Cemetery Ms. Denise McDonald.

Below: Maggie Jarvie spent over 100 hours working with her grandfather, Virginia Piedmont Chapter Commander CDR Michael C. Reeves, USN (Ret), to complete her project.

to house doves and other birds. They are elaborately engineered structures containing pigeonholes for the birds to nest.

The Dovecote Children's Exchange Library project was completed in September 2021 and dedicated by local Girl Scouts, Cemetery executives, and the Daughters of the American Revolution (DAR) and on Sunday, September 5, 2021.

Senior Girl Scout Maggie Jarvie spent over 100 hours working with her grandfather, MOWW Virginia Piedmont Chapter Commander Mike Reeves, building a beautiful and meaningful children's exchange library for the many school groups and children who visit the Cemetery.

Sue Reeves (past Regent of the Lynchburg Chapter of the DAR and grandmother to Maggie) rallied her chapter in support of this project. The Dovecote Children's Exchange Library has been stocked with children's books by the local DAR. Both the Girl Scouts and DAR have literacy and education as goals, and the DAR has committed to keeping the Dovecote Library stocked with books.

The Honorable MaryJane Dolan, Mayor of the City of Lynchburg, spoke enthusiastically about the project recently to Companions of the Virginia Piedmont Chapter.

This exemplary project is now an important part of Lynchburg's historic Old City Cemetery and demonstrates the positive influence that a MOWW and GS-USA partnership can do for a community. ★

Beating the Alternative

CPT Robert E. Mallin, MD, USA (FMR)
Surgeon General, MOWW

Hopefully, we are all aging. Let's take a look at what that means to our machine.

As we age, changes occur in individual cells or whole organs, leading to changes in performance and appearance. As cells age, they lose function and eventually die because they are programmed to do so. Many cells are not replaced, such as in testes, ovaries, liver, and kidneys. The number of brain cells typically decreases, but healthy older people do not lose many brain cells unless from a stroke or diseases such as Alzheimer's or Parkinson's. However, the brain can partly compensate for cell loss by forming new connections and new cells, even during old age. The healthy brain has more cells than it needs for most activities. Older people react and do tasks more slowly, but they do them accurately. However, some functions (vocabulary, short-term memory, the ability to learn new material, and recall words) may be "normally" reduced after age 70.

The first signs of aging often involve the musculoskeletal system. Muscle mass and strength start to decrease around age 30 and continue throughout life. But aging reduces mass and strength by no more than 10-15% during an adult's lifetime. Most additional loss is preventable with regular exercise. Most people retain enough muscle mass and strength for all necessary tasks. If muscle strengthening exercises (resistance training) are done regularly, increases in mass and strength can happen. Also, a healthy diet and regular exercise minimize increases in body fat. At the same time, skin becomes thinner, less elastic, drier, and finely wrinkled with age. As the skin thins, wrinkles are more likely to develop, and tolerance for cold decreases.

Our eyes and ears begin their changes early in mid-life. With age, eye lenses stiffen, causing focusing closely to become harder. Seeing in dim light becomes harder. We react slower to changes in light perception. Lens change can contribute to loss of near vision, called presbyopia. Ultimately, almost everyone gets presbyopia and needs reading glasses. People who also need glasses for distant objects may use bifocals for variable-focusing for near and far correction.

Hearing loss is due as much to noise exposure as to aging. Hearing high-pitched sounds becomes difficult, so clearly articulating consonants is more helpful than speaking loudly to older people. Hearing aids are constantly evolving, becoming better.

Most other bodily functions peak shortly before age 30 and then begin to decline. But even with this decline, functions generally remain adequate. Most systems start with more capacity than needed. As an example, half the liver is more than enough for normal function. Disorders usually account for most "aging problems," not numerical age.

Our bones become less dense and more fragile. In women, loss of density speeds up after menopause. The cartilage in joints tends to thin out, so surfaces may not slide as well as they used to; ligaments, which bind joints together, and tendons, which bind muscle to bone, become less elastic. Joints feel stiff and become less flexible. Calcium and Vitamin D are nutrients that sustain healthy bones and may help.

Despite changes, a "normal" older heart functions well. Age differences become apparent when the heart has to work hard and pump more blood. An older heart cannot speed up as quickly or pump as fast as a younger heart. However, regular aerobic exercise improves athletic performance.

Overall, the digestive system is less affected by aging than most other parts of the body. The liver may be less able to help remove drugs and other substances from the body. In men, the prostate gland tends to enlarge. In many men, it enlarges enough to interfere with the passage of urine and to prevent the bladder from emptying completely. For most people, the changes in the endocrine system have no noticeable effect.

The cells of the immune system react more slowly as we age and may partly explain why cancer is more common and why vaccines tend to be less protective. Influenza, pneumonia, and shingles vaccines are essential and offer some protection.

Age well. ★

Hope Deferred

LCDR Debra F. Rogers, Ed.D., USN (Ret)
Chaplain General, MOWW

The Oxford dictionary defines hope as being in an optimistic state of mind with the belief for a positive outcome about a desired personal state or world at large. The word originated from the Greek root word *Elpis*, which means expectation, trust, confidence. At the beginning of each new year, there is an eagerness for what the new year holds. Many individuals even have established rituals of creating new year resolutions, but sadly research shows very few people follow through long-term. Similarly, many of us crave superficial desires.

Hope is considered a precursor to faith and should be rooted in a strong foundation. Proverbs 13:12 mentions that "hope deferred makes the heart sick, but a longing fulfilled is a tree of life (NIV)." Deferred infers to postpone. For many, this verse conjures up emotions of deep despair and hopelessness. In our microwave culture, individuals seek instant gratification, and it can be challenging to conceptualize deferred hope.

Deferred hope can be beneficial to our physical and spiritual well-being. It can help to lead to the answers through perseverance. Perseverance supports quietly bowing to God's ultimate will by demonstrating a softened heart and open mind. Waiting on God can seem like an eternity when there is great expectation. But, it is where character pruning, increased faith, and learning occurs. Each of us goes through hope deferred moments at different seasons in life due to uncertainties. However, God provides bounty in due time, but we must demonstrate humility and patience. According to Peter 3:8, "a day is like a thousand years to the Lord, and a thousand years is like a day." "So be brave and courageous as you wait on Him, Psalm 27:14."

As we embark on this new year, focus on hope, especially during these uncertain times. However, it is crucial to note that this may be your hope deferred season. Remember, seasons are temporary, and hope means having the courage to put one foot in front of the other and get to the other side. Hope is about resilience, and we are all built to last. No matter our station in life, continue to show gratitude. Studies reveal when we focus on others, our circumstances seem more bearable.

Choose hope! ★

North Texas Chapter, TX

Chapter Awards Bronze Patrick Henry Medals to Four "Top Performers" at Region VIII's 2021 Youth Leadership Conferences

BY CW4 JACQUES B. LORAINE III, USA (RET)

On 21 September 2021, top graduates from the Region VIII 2021 Youth Leadership Conferences were awarded the Bronze Patrick Henry Medal at the North Texas Chapter's Awards Banquet. Students Jack Morgan, Ansch Alluru, Christine Culpepper, and Lily Holmes were recognized for their leadership and performance at the Region VIII 2021 Youth Leadership Conferences (YLCs). Each student received a Bronze Patrick Henry Medal, MOWW Award Certificate, and MOWW Challenge Coin of Excellence. Awards were presented by Region VIII Commander and Schreiner University YLC Director, CAPT Deborah Dombeck, USCG (Ret); Texas A&M YLC Director and Chapter Senior Vice Commander, MG Harold "Gary" Bunch, USA (Ret), and North Texas Chapter Commander, CW4 Jacques Loraine, USA (Ret). The North Texas Chapter sponsored 21 students to four Universities participating in the 2021 YLCs.

Students, Top Left: Jack Morgan (Rockwall-Heath High School, Rockwall, TX.); Top Right: Ansch Alluru (Reedy High School, Frisco, TX.); Bottom Left: Christine Culpepper (Rowlett High School, Rowlett, TX.), and Bottom Right: Lily Holmes (Independence High school, Frisco, TX.). CW4 Jacques B. Loraine III, USA (Ret) appears left in the photos, and MG Harold "Gary" Bunch, USA (Ret) appears right. CAPT Deborah Dombeck, USCG (Ret) appears bottom right.

Colorado Springs Chapter, CO

Operation Gothic Serpent, aka "Blackhawk Down"

BY LTC MICHAEL D. BERENDT, USA (RET)

The Colorado Springs Chapter was honored to have one of its own members, Companion COL Lee A. Van Arsdale, USA (Ret), as the featured speaker. He presented a fascinating, first-hand account of Operation Gothic Serpent, the August–October 1993 Task Force (TF) Ranger deployment to Somalia. It's mission: to kill or capture General Mohamed Farah Aidid. COL Van Arsdale provided an After Action Report with lessons learned from the operation and a candid critique of the film "Black Hawk Down," for which he served as a Military Advisor. Using street maps of Mogadishu, COL Van Arsdale deftly reviewed the mission plan, the chronology of activities, and the successful capture of the high-value targets by Army Special Mission Unit (SMU) operators using MH-6 "Little Birds." He then detailed the fateful extraction effort which led to the downing of two MH-60 Black Hawk helicopters by enemy Rocket Propelled Grenades, the attack of an angry mob of over 3,000 locals (the Intelligence Report indicated only 300 enemy combatants present in the area), and the heroic ground rescue of the TF Ranger wounded from each of the two crash sites.

The audience was spellbound and amused by COL Van Arsdale's soft-spoken yet dead-panned account of some of the more dicey moments of the operation. He provided an unusual first-person account from his perspective as an Operational Planner in the Tactical Operation Center, then his subsequent role, when he was directed by the Commander, General Garrison, to lead the 10th Mountain Division Quick Reaction Force (QRF) to rescue the survivors still in contact with the enemy. Throughout the presentation, he compared the actual events of the operation to the cinematic depiction in the movie. He lamented that, although he was usually successful in achieving an accurate portrayal of the events, the movie's director purposely modified some scenes for effect. He stressed that, contrary to the movie version, no Task Force member was left behind and forced to run to an extraction point while avoiding a crowd of enemy combatants. He also recounted the story of an SMU Senior Noncommissioned Officer (NCO) who commandeered a United Nations Armored Personnel Carrier that was forbidden by the Rules of Engagement to move into the contested area and used it to get to the crash site amid small arms fire. When asked how the NCO was able to convince the Malaysian driver to risk his life for the rescue operation, COL Van Arsdale indicated that "he can be very persuasive." Throughout the presentation, Companions could not help but be impressed by his detailed memory of the mission, his evident compassion for the soldiers who fought—particularly those that were lost, and his intimate knowledge of the names, skills, and contributions of the TF Ranger participants. Articulate and humble, COL Van Arsdale never mentioned that he was awarded the Silver Star for his heroic actions leading the relief column to rescue the survivors from the downed helicopters.

In his 25-year Army career, COL Lee Van Arsdale served in three combat zones in leadership positions and was decorated for valor with both the Silver Star and the Purple Heart. He served in the most challenging leadership assignments, primarily in Special Forces, with 11 years spent in the First Special Forces Operational Detachment-Delta (Airborne). Most of his missions were strategic, classified operations worldwide.

Photo top right (L-R): COL Lee A. Van Arsdale, USA (Ret), with Chapter Commander COL Stephen A. Shambach, USA (Ret). Below: COL Van Arsdale addresses questions from MOWW Companions.

Puget Sound Chapter, WA

Outstanding Cadet

BY COL DAVID B. GIBSON, USAF (RET)

Congratulations to NJROTC Cadet Dominic Costanti, who received the MOWW Youth Merit Medal from the Puget Sound Chapter Commander LTC Heinz Haskins, USA (Ret), on 10 October at the Oakbrook Golf Course. Mr. and Mrs. Costanti show their support.

A highlight of the evening was CDR Ron Kirkland, USN (Ret), who added the Veterans Affairs Program Award streamer to the Puget Sound Chapter MOWW flag held by Chapter Commander LTC Heinz Haskins, USA (Ret). The steamer was a National Award earned at the 2021 MOWW National Convention in Detroit.

GEN Ridgway Chapter, PA

Eagle Scout Court of Honor

BY COL ROBERT L. REESE, USA (RET)

On 8 August 2021, Companions COL Robert Reese, USA (Ret), and LTC Charles D. Chasler, USA (Ret), attended an Eagle Scout Court of Honor held at the Hamilton Presbyterian Church in Bethel Park to elevate four scouts of Troop 215 to the rank of Eagle Scout.

To achieve this recognition, each Scout must earn a minimum of 21 merit badges. Additionally, they must plan, develop and lead a service project. Eagle Scout Carson Hellerman reconstructed a 1920s historic ball field. Eagle Scout Jeremy Blocklin planted three new native trees, built three sitting benches, cleared hundreds of feet of invasive weeds and plants, and picked up trash on over 40 acres of the Bethel Park Greenway. Eagle Scout Brandon Smith participated in the reconstruction of the Bethel Park Middle School landscaping island, including a French drain and new walkway for students. Eagle Scout Michael Walsh designed and built a new sensory riding trail for Horses with Hope. This organization provides riding horses for children with disabilities. Only about five percent of all scouts reach the rank of Eagle Scout. LTC Charles Chasler, Scout Director of the Pittsburgh Chapter, presented each Scout with a MOWW Certificate of Recognition and a MOWW Scout patch. The patch reads, "Fully prepared as a responsible scout, citizen, and leader to perform service to God and country." COL Reese gave a brief presentation on the mission of the MOWW, and its motto of "It is better to serve than to be served."

L-R: LTC Charles D. Chasler, USA (Ret); Eagle Scout Michael Walsh; Eagle Scout Jeremy Blocklin; Eagle Scout Brandon Smith; Eagle Scout Carson Hellerman, and COL Robert Reese, USA (Ret).

Greater Kansas City Chapter, MO

President Truman's MOWW Membership

BY MAJ KAVAN L. STULL, USA (FMR)

In May 2019, MOWW HQ provided a replica of President Truman's membership certificate from 1923. It arrived too late to be presented at the 2019 annual Truman Day Festival, and the 2020 event was canceled. The 2021 event was limited in scope and didn't have a venue for a presentation. Finally, it was presented on 14 August 2021, to the Harry S. Truman Birthplace and State Historical site in Lamar (MO), during their annual public meeting. They were very appreciative of the certificate and will place it inside the Visitors Center.

Sun City Center Chapter, FL

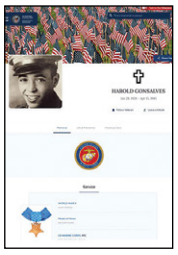
MOWW Recognizes Top USF NROTC Midshipmen

BY CAPT B. FRANK KEPLEY, USN (RET)

The Sun City Center Chapter presented annual awards to top ROTC Midshipmen at the University of South Florida on 5 April 2021. Senior Awards went to Midshipman Nathan S. Miller (USMC), and Midshipman Mason W. Mihm (USN). They were awarded a MOWW Plaque of Merit, MOWW Coin of Excellence, and complementary Perpetual Membership in the Order. The Outstanding Junior was Midshipman Oliver P. Musser (USMC), who earned the MOWW Gold ROTC Medal, MOWW Coin of Excellence and MOWW Certificate of Achievement. The MOWW Silver ROTC Medal, MOWW Coin of Excellence and MOWW Certificate of Achievement went to Sophomore Midshipman Taylor C. Finke (USN). The Freshman Class Winner, Midshipman Jaydean C. Ireland (USN), was awarded the MOWW Bronze Medal, MOWW Coin of Excellence and MOWW Certificate of Achievement. Congratulations to all of this year's winners. Presenting the awards was COL Lonnie D. Vona, USA (Ret), a Perpetual Member and Alumni of USF Class 1972.

L-R: Midshipman Ireland, Midshipman Finke, Midshipman Musser, Midshipman Mihm, and Midshipman Miller. MOWW Companion COL Lonnie D. Vona, USA (Ret), facing cadets.

Veterans Legacy Memorial



The Veterans Legacy Memorial (VLM) is the nation's first digital platform dedicated entirely to the memory of more than 4.3 million veterans interred in VA's national cemeteries.

Interactive features allow family, friends and others to preserve their veteran's legacy by posting tributes (comments), upload images, share their veteran's military service timeline and achievements, biographical information, historical documents and more.

Managed by the National Cemetery Administration, VLM is an online memorial that honors more than 4.2 million Veterans interred in VA National Cemeteries and VA grant-funded tribal, state, and territory veteran cemeteries.
Search https://www.vlm.cem.va.gov/

Gulf War Illnesses linked to Southwest Asia Service or Afghanistan

Veterans who served in Afghanistan or in the Southwest Asia theater of military operations may suffer from illnesses or other conditions that are assumed to be related to service in these regions. VA calls these "presumptive diseases." For more information see: https://www.va.gov/disability/eligibility/hazardous-materials-exposure/gulf-war-illness-southwest-asia/ or see https://www.va.gov/disability/eligibility/hazardous-materials-exposure/gulf-war-illness-afghanistan/

New VA Life Insurance (VALI)

VA introduces expanded access to life insurance for disabled veterans. VALI will take effect on 1 January 2023. The application will become available on the VA website at that time. For more information see: https://www.benefits.va.gov/insurance/VALI.asp
Sign up for future email updates about VALI to stay informed: https://public.govdelivery.com/accounts/

DPAA seeks Families' help for WWII Soldiers lost in Operation Market Garden

The article from DPAA's Ashley M. Wright, at the Defense POW/MIA Accounting Agency's website begins "The 93-year-old veteran walked the Dutch farm called Den Heuvel where in 1944 his forces were locked in a deadly battle with Nazis as part of Operation Market Garden. With Department of Defense historians listening, Moffatt Burriss, the former commander of Company I, 504th Parachute Infantry Regiment, pointed to the locations where three of his still Missing in Action Soldiers perished seven decades earlier..."

Read the full article here: https://www.dpaa.mil/News-Stories/Recent-News-Stories/Article/2872741/dpaa-seeks-families-help-for-wwii-soldiers-lost-in-market-garden/

Burriss' recollections helped to ultimately identify soldiers from Operation Market Garden. Now, the DPAA hopes to identify more soldiers and get them home. And they could use your help.

People who may have information about a family member lost in Operation Market Garden or wish to provide a DNA sample, please contact the Army Service Casualty Office at 1-800-892-2490 or visit DPAA at www.dpaa.mil and view the Family Member Guide for more information.

Upgrading to a Premium Account

If you are a veteran and use the VA health care system, then a Premium My HealtheVet Account is for you. To upgrade your account, you need to be authenticated. What you need to know: USVAVALI/subscriber/new

Reveille

RANK/NAME (SERVICE)
NEW MEMBER
Sponsor

**Denotes PM/HPM*
***Denotes RM/HRM*

DATA FROM OCTOBER–NOVEMBER 2021

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2NDLT TREVOR L. SOLBERG, USMC*
*BG Raymond E. Bell, Jr., USA (Ret)**

LCDR PAUL B. WEBB, USN (RET)*
*Col Michael Farrell, USMC (Ret)**

Cape Cod Chapter, MA

LT COL ETHEL F. HARRIS, USAF (RET)**
*COL Lawrence A. Willwerth, USA (Ret)**

LT COL JOHN O. HARRIS, USAF (RET)**
*COL Lawrence A. Willwerth, USA (Ret)**

Chicago Chapter, IL

LTC JOHN A. DeREU, USA (RET)**
*CW4 Richard E. Johnson, USA (Ret)**

COL Roosevelt Chapter, NY

CPT DAVID W. LOMBARDO, USA (FMR)**
*LTC Paul F. Farinella, USA (Ret)**

COL Woods-Oklahoma City Chapter, OK

LTC SCOTT M. HOUCK, OKARNG (RET)**
*LTC Robert W. Mathews, USA***

CPT Grevemberg Chapter, LA

CAPT ROSS R. McCLAVE, USN (RET)**
*Col Frank B. Arnemann, Jr., USAF (Ret)**

1LT TERENCE C. RHODES, USA (FMR)**
*Col Frank B. Arnemann, Jr., USAF (Ret)**

CPT JOHN M. WILSON, USA (FMR)**
*Col Frank B. Arnemann, Jr., USAF (Ret)**

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*CPT Allen B. Clark, Jr., USA (Ret)**

Fort Hood Chapter, TX

COL JOHN M. THOMA, USA (RET)*
*MAJ Michael E. Belcher, USA (Ret)**

Fort Knox Chapter, KY

MAJ MICHAEL PESKO, JR., USA (RET)*
*BG Charles D. Estes, USAR (Ret)**

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*CPT William J. Maloney, USA (Fmr)**

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*CPT William J. Maloney, USA (Fmr)**

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*COL Lawrence A. Willwerth, USA (Ret)**

CPT ANGELO C. SCIARRATTA, USA (FMR)**
*COL Lawrence A. Willwerth, USA (Ret)**

COL KENNETH P. WISNIEWSKI III, MAARNG**
*COL Lawrence A. Willwerth, USA (Ret)**

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*MAJ Neil J. Julian, USA (Ret)**

MAJ DANIEL R. BARTLETT, USA (RET)**
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*LCDR Peter B. Caldwell, USN (Ret)***

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CW4 JENNIFER N. COLLINS, USA (RET)*
*LTC Rollins J. Collins, USA (Ret)**

Reveille

RANK/NAME (SERVICE)
NEW MEMBER
Sponsor

**Denotes PM/HPM*
***Denotes RM/HRM*

DATA FROM OCTOBER–NOVEMBER 2021

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*CPT Alan D. Johnston, USA (Fmr)**

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*COL Christopher M. Smrt USA (Ret)**

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*LTC Gregg C. Giesler, USA (Ret)**

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*Col Leo H. Fox, USAF (Ret)**

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LTC KEITH A. SELF, USA (RET)**
*CW4 Jacques B. Loraine III, USA (Ret)**

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LTC ERIK W. FLINT, USAR**
*Lt Col Richard W. Muri, USAF (Ret)**

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*Lt Col Richard W. Muri, USAF (Ret)**

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*Capt Vernon A. Elarth, USAF (Fmr)**

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*COL Lonnie D. Vona, USA (Ret)**

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*COL Robert F. Schlegel, Jr. USA (Ret)**

COL WILLIAM V. MURRY, USA (RET)**
*COL Robert F. Schlegel, Jr. USA (Ret)**

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COL JAMES P. MOLLOY, USAF (RET)**
*Maj (Dr.) Charles E. Driscoll, MD, USAF (Fmr)***

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*LTC David A. Anderson, USA (Ret)**

LTC CHRISTOPHER J. HANNA, USA (RET)**
*LTC David A. Anderson, USA (Ret)**

Taps

RANK/NAME (SERVICE)

**Denotes Perpetual Member (PM)*
***Denotes PM Memorial*

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COL JOHN S. DYE, USA*
LT PAUL E. ENGLER*
RADM WILLIS I. LEWIS, USN*
1LT WILLIAM P. MEEHAN IV, USA (FMR)*
LT COL DAPHNE A. RICHARDSON, USAF (RET)*

BG HOLLAND CHAPTER, CA

LCDR ROBERT B. JOHNSON, USN (RET)*

CAPT DILLINGHAM MEM CHAPTER, HI

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2LT HARRISON T. WELLS, USA*

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COLORADO SPRINGS CHAPTER, CO

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LT COL ARCH H. LAYMAN, USAF (RET)*

DELAWARE CHAPTER, DE

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LT ORVILLE B. LEFKO, USN (FMR)*

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LTC V. BRUCE HIRSHAUER, USA (RES)*
VADM TED PARKER, USN (RET)*

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BRIG GEN EDWARD S. MANSFIELD, USAF (RET)*

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LT COL NORMAN G. WILSON, USAF (RET)*

LOUISVILLE CHAPTER, KY

LTC FRED D. CROSS, USA (RET)*

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LTC JERRY P. ORR, USA (RET)*

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SAN DIEGO CHAPTER, CA

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PUBLISHER & EDITOR-IN-CHIEF
Col Michael Farrell, USMC (Ret)
chiefofstaff@moww.org

Assistant Editor
Diana M. Beruff
officerreview@gmail.com

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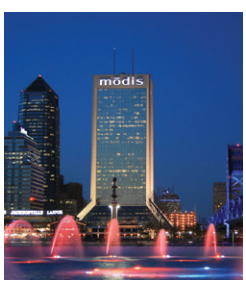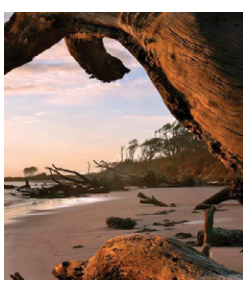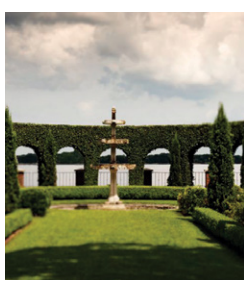
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