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# *USAF MSC Association* **NEWSLETTER**

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**AUGUST 2006**

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*From the Chairman of the Board –*

Fellow Members:

Howdy from Texas:

I hope you are having a good summer and taking some vacation time to be with family and friends. As for Diane and me, we traveled to England in July to spend 3 plus weeks with our son Stephen (our AF pilot) and his family. He and Rachael just welcomed Annabelle to their home on June 4th (our 10<sup>th</sup> grandchild and 4th granddaughter). We are so excited to have yet another grandchild. We return to Boerne and the Texas heat on August 3<sup>rd</sup>.

Jim Moreland and the Membership Committee continue to work on increasing our membership. We all know that it is easy to lose track of fellow MSCs once they have retired from active duty. Most seek a second career and get wrapped up in a new line of work. Understandably, many retirees are no longer thinking about the Corps or the USAF MSC Association. So often it is hard to keep track of them and invite them to join the Association. Like many of you, you stay in touch with colleagues on an individual basis. And, this is where you can help. If you know of a fellow MSC who has retired and is not

a member of the USAF MSC Association, tell them about us and encourage them to join us. As Steve Mirick, our former Chairman, said, "One-on-one marketing is a great way to increase membership." As you know, the benefits of membership include our trimonthly Newsletter, an annual membership directory – good for networking - and the opportunity to attend our Biennial Reunions. If you have the chance, point a prospective member to our Website ([www.mscassociation.org](http://www.mscassociation.org)) for more information and an application to join. Help us to recruit new members!

I am so pleased to see the Survivor Information (SI) Program – which you approved at our Membership Meeting in San Diego last October – being launched. The work of Ray Inman, Joe Vocks and Ralph Charlip has been invaluable in the planning of this valued service for our surviving spouses. Of course, the Program's success will depend on you communicating the death of a member quickly to John Riley, who maintains the Honor Roll for our members, so that he can pass the word on to our Area Coordinators who are standing by to assist spouses when they need timely assistance. The Area Coordinators are listed in the President's Message in this Newsletter. I extend my deep appreciation to each of them for their valued service to our members and their surviving family.

The 2007 Reunion is on track thanks to the great work of Ray McClean and Frank Perri. Our next reunion will be held at the beautiful Crowne Plaza in San Antonio, TX in October 2007. For more highlights see Ray's Update in this Newsletter.

In closing, please continue to thank our service men and women when you see them on base or while traveling through the airports. Tell them you are proud of them for what they are doing to maintain our freedoms and security. God bless them and God bless America!!!!!!

Frank Rohrbough  
Chairman of the Board

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### **The President's Message:**

The Association's Survivor Information (SI) Program is well under way. Our thanks for making this Program a reality goes to Ray Inman, Committee Chair, Joe Volks and Ralph Charlip.

The following Area Coordinators have volunteered their services in support of the Survivor Information Program and our heartfelt thanks go out to them. They are: MaryAnn Morreale, John Labash, Ray Chappelle, Dan Holtz, George Breault, Dan Seal, Steve Dewoody, Duane Newton, Jim Hooper, Pat French, and Steve Langenberg.

While we pray that these Area Coordinators are not called upon often, we know that by reading the newsletter obits that we are losing many of our friends and colleagues.

It is a wonderful effort on behalf of the above named individuals to continue to serve at a time of great sorrow and need.

This brings me to the other side of the equation, filling the void with new members. We need the input from the membership on how to increase our ranks. In support of recruiting new members, our chairman speaks to each HSA graduating class at Sheppard telling the new MSC's about our Association. He cannot do it all by himself.

If you know of any former or retired MSC that is not a member, how about making a personal call to that old friend and recruit him into our fold. If you need any promotional material or an application blank see our web site at <http://www.mscassociation.org/>. If you do not have a computer, call me and I will send you any information you want.

God bless our men and women in uniform wherever they may be.

Arthur (Art) Small  
President

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### **11-14 OCTOBER 2007 – SAVE THE DATE**

As previously announced, the Crowne Plaza Hotel in downtown San Antonio has been selected and contracted as the site for the 2007 MSC Reunion from **11-14 October 2007**. The Crowne Plaza, a former Adams Mark Hotel, has been extensively renovated. It was beautiful before, and is now even more spectacular. Located on the magnificent Riverwalk in downtown San Antonio, the Crowne Plaza is within walking distance of excellent restaurants as well as many other amenities. The Alamo, the famous Buckhorn Saloon and La Vallita are all less than a mile away. Now on to more current events.

The Reunion Committee in San Antonio is staying busy. They recently made a visit to the San Antonio Convention Center and Visitors Bureau and will soon be making another visit to the Crowne Plaza for some additional fine tuning.

The reunion will be very enjoyable. Start planning now to be in attendance for this memorable occasion. Plans are underway to hold the Don Wagner Scholarship golf tournament on **11 October 2007**. Following the golf tournament, there will be a great BBQ dinner and entertainment at the Enchanted Springs Ranch in Boerne, Texas. It will be an evening for Levi's, boots, and cowboy attire. You don't have to dress like that, but you can and the fun should be absolutely terrific. Details are being finalized and the cost for the evening should be less than \$60 per person. What would a reunion in Texas be without a BBQ anyway?

Look for the registration forms and more info in the coming months.

See you in San Antonio.

Mac McClean

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**“Do not go where the path may lead; go instead where there is no path  
And leave a trail.”**

**Author: Ralph Waldo Emerson**

## NEW AIR STAFF BADGE RECOGNIZES AIR STAFF ASSIGNMENT

**Air Force Print News | May 22, 2006**



Washington D.C. - Members assigned to Headquarters Air Force staff here will soon have the option to wear the new Air Staff Badge.

Air Force Chief of Staff Gen. T. Michael Moseley approved the design and development of the badge in September 2005.

The basis for the Headquarters Air Staff Badge is Air Force heritage and the design which incorporates many elements from the Department of the Air Force Seal.

The predominant colors of the badge are ultramarine blue and gold, the colors of the Air Force through transition from the Army Air Corps. At the center of the badge is an American bald eagle, a symbol of the United States and air power. The eagle is holding an olive branch and a bundle of 13 arrows, denoting the power of peace and war – the heart of the Air Force mission. The Air Force shield is at the core of the eagle.

A wreath, an ancient symbol of victory, encircles the badge and meets the old Army Air Corps symbol. The eagle holds a streamer with the Latin motto "E pluribus unum" that means "Out of many, one" and represents the original 13 colonies forming into one nation.

Airmen [officers/enlisted] currently assigned to Headquarters Air Force or who have been assigned to a qualifying position for at least 365 consecutive days are entitled to wear the badge. Wear of the badge is optional.

Officials expect the badge to be available in military clothing sales stores in October 2006.

**Editor's Note:** Upon learning of this new Air Staff Badge, an inquiry was made to Medals of America who advised that "...Former airmen [officers/enlisted] members (retired) who meet the eligibility requirements are authorized to wear the new Air Staff Badge." A further inquiry was made to Col Brian Acker in AF/SGCA in the Air Force Surgeon General's Office for a more official response. Lt Col Williamson (AF/SGE) advised that "...She expects retirees will be able to add the badge to their uniform as long as they satisfy the requirements, i.e., meet the 365 day requirement. More to follow.

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**"To know the road ahead, ask those coming back"**

**– Chinese Proverb**

## AIR FORCE AIDS ARMY WITH MEDEVAC MISSIONS

Air Force Print News | Orville F. Desjarlais Jr. | June 29, 2006



Kandahar Airfield, Afghanistan - Last year, the Army asked the Air Force for help with its medevac operation. Called an in-lieu-of mission, the Air Force agreed to assist and tasked Master Sgt. Scott Currin to form the first team of Air Force enlisted aerospace evacuation technicians, or flight medics, as they like to call themselves.

Sergeant Currin, a senior flight medic at the Air Force School of Aerospace Medicine at Brooks City Base, Texas, knew the type of Airmen he needed on his team: ones with good flying skills, medics who specialized in treating trauma and people who could work in unique environments. Sergeant Currin found those traits in Tech. Sgts. Mark DeCorte and Shawn Bendixson, deployed from Minot Air Force Base, ND, and Kirtland AFB, NM, respectively.

"I knew I could trust them to do something that has never been done before by the Air Force," Sergeant Currin said. "I didn't need someone who always needs to be told what to do."

The major difference between a medical evacuation, or medevac, and an aeromedical evacuation, or aerovac, is that medevac refers to moving patients from the point of injury, usually from the battlefield, to a nearby medical facility. The Army uses the UH-60Q, a specialized helicopter built on the Black Hawk's heritage. An aerovac refers to transporting patients via a fixed-wing aircraft, usually a C-130 Hercules or C-17 Globemaster III, from a medical facility to a higher level of care.

The flight medics' first order of business was to get qualified to fly in a helicopter, which meant attending helicopter survival school in January. When they finished in February, they deployed here.

A medevac crew consists of two pilots, two gunners and a flight medic. Two of the flight medics are based here, while one is always deployed to a forward-operating location like Qalat or Tarin Kowt to stay close to the action. They say when lives are in the balance, time is of the essence.

Because the Air Force normally doesn't carry out the medevac mission, it doesn't have a helicopter designed for that purpose. This meant the flight medics had to make do with what they had, the HH-60 Pave Hawk, a helicopter the Air Force uses for combat search and rescue missions. It, too, is a distant relative of the Army's Black Hawk.

"Our experience is with fixed-wing assets, like C-130s. Integrating to a rotary asset has been challenging," Sergeant Currin said. "Treating patients in a helicopter is like working

in a broom closet as opposed to an auditorium. We've had to change the way we do business.”

The flight medics had to get accustomed to noisy, vibrating helicopters. They adapted their Air Force aeromedical evacuation medical equipment for use in the Pave Hawks. They found ways to secure their equipment, and they ran a cargo tie-down strap along the ceiling so they could grab hold of it to steady themselves when they have to lean over patients while wearing heavy body armor and other clunky equipment. "The changes may sound rudimentary, but they really helped," Sergeant Currin said.

The 33rd Expeditionary Rescue Squadron, deployed from Kadena Air Base, Japan, was the first squadron to have a combat-search-and-rescue mission and a medevac mission. They placed one HH-60 on alert to handle either task. More often than not, they used the Alert aircraft for medevacs.

"This is my sixth deployment to the Middle East and fourth to Kandahar," said Maj. John Mangan, the 33rd ERQS commander. "We've done five times as much work than in all the others combined. If we got 10 rescues in the other deployments, that was good. On this deployment, we're out every day, every night – sometimes – four sorties a day. We escort the Army everywhere. When we fly with an Apache on our wing, let me tell you, that's pretty nice..."

Every time they successfully pick up a patient, the medevac crew paints a little foot on the side of their aircraft. During four months, medevac aircrews have painted 135 feet on their aircraft. That equates to 30 percent of all medevac missions in Afghanistan. Not bad, considering the Air Force only has three aircrews on call.

"I have been blessed to be able to come out here and do something that has never been done with a team I was allowed to select," Sergeant Currin said.

**Editor's Note:** It's never too late to learn something new. Yours truly served four years in the MAC Aeromedical Evacuation System during the Vietnam Conflict. We always referred to our missions as MedEvac missions. This article corrects that misinterpretation by advising "...The major difference between a medical evacuation, or medevac, and an aeromedical evacuation, or aerovac, is that medevac refers to moving patients from the point of injury, usually from the battlefield, to a nearby medical facility. An aerovac refers to transporting patients via a fixed-wing aircraft, usually a C-130 Hercules or C-17 Globe-master III, [or the C-141 Starlifter in my era] from a medical facility to a higher level of care.”

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### **OUR NATIONAL ANTHEM**

Here is something that many of you can show your children and grandchildren, as many will not get this information in schools today!

**Our National Anthem**  
**BY DR. ISAAC ASIMOV**

**Editor's Note:** Near the end of his life the great science fiction author Isaac Asimov wrote a short story about the four stanzas of our national anthem. However brief, this well-circulated piece is an eye opener from the dearly departed doctor....

I have a weakness -- I am crazy. Absolutely nuts, about our national anthem. The words are difficult and the tune is almost impossible, but frequently when I'm taking a shower I sing it with as much power and emotion as I can. It shakes me up every time.

I was once asked to speak at a luncheon. Taking my life in my hands, I announced I was going to sing our national anthem -- all four stanzas. This was greeted with loud groans. One man closed the door to the kitchen, where the noise of dishes and cutlery was loud and distracting.

"Thanks, Herb," I said.

"That's all right," he said. "It was at the request of the kitchen staff."

I explained the background of the anthem and then sang all four stanzas. Let me tell you, those people had never heard it before -- or had never really listened. I got a standing ovation. But it was not me; it was the anthem.

More recently, while conducting a seminar, I told my students the story of the anthem and sang all four stanzas. Again there was a wild ovation and prolonged applause. And again, it was the anthem and not me.

So now let me tell you how it came to be written.

In 1812, the United States went to war with Great Britain, primarily over freedom of the seas. We were in the right. For two years, we held off the British, even though we were still a rather weak country. Great Britain was in a life and death struggle with Napoleon. In fact, just as the United States declared war, Napoleon marched off to invade Russia. If he won, as everyone expected, he would control Europe, and Great Britain would be isolated. It was no time for her to be involved in an American war.

At first, our seamen proved better than the British. After we won a battle on Lake Erie in 1813, the American Commander, Oliver Hazard Perry, sent the message, "We have met the enemy and they are ours." However, the weight of the British navy beat down our ships eventually. New England, hard-hit by a tightening blockade, threatened secession.

Meanwhile, Napoleon was beaten in Russia and in 1814 was forced to abdicate. Great Britain now turned its attention to the United States, launching a three-pronged attack.

The northern prong was to come down Lake Champlain toward New York and seize parts of New England. The southern prong was to go up the Mississippi, take New Orleans and

paralyze the west. The central prong was to head for the Mid-Atlantic States and then attack Baltimore, the greatest port south of New York.

If Baltimore was taken, the nation, which still hugged the Atlantic coast, could be split in two. The fate of the United States, then, rested to a large extent on the success or failure of the central prong.

The British reached the American coast, and on August 24, 1814, took Washington, D.C. Then they moved up the Chesapeake Bay toward Baltimore. On September 12, they arrived and found 1,000 men in Fort McHenry, whose guns controlled the harbor. If the British wished to take Baltimore, they would have to take the fort.

On one of the British ships was an aged physician, William Beanes, who had been arrested in Maryland and brought along as a prisoner. Francis Scott Key, a lawyer and friend of the physician, had come to the ship to negotiate his release.

The British captain was willing, but the two Americans would have to wait. It was now the night of September 13, and the bombardment of Fort McHenry was about to start.

As twilight deepened, Key and Beanes saw the American flag flying over Fort McHenry. Through the night, they heard bombs bursting and saw the red glare of rockets. They knew the fort was resisting and the American flag was still flying. But toward morning the bombardment ceased, and a dread silence fell. Either Fort McHenry had surrendered and the British flag flew above it, or the bombardment had failed and the American flag still flew.

As dawn began to brighten the eastern sky, Key and Beanes stared out at the fort trying to see which flag flew over it. He and the physician must have asked each other over and over, "Can you see the flag?"

After it was all finished, Key wrote a four stanza poem telling the events of the night. Called "The Defense of Fort McHenry," it was published in newspapers and swept the nation. Someone noted that the words fit an old English tune called, "To Anacreon in Heaven" – a difficult melody with an uncomfortably large vocal range. For obvious reasons, Key's work became known as "The Star Spangled Banner," and in 1931 Congress declared it the official anthem of the United States.

Now that you know the story, here are the words. Presumably, the old doctor is speaking. This is what he asks Key:

Oh! Say, can you see, by the dawn's early light,  
What so proudly we hailed at the twilight's last gleaming?  
Whose broad stripes and bright stars, through the perilous fight,  
O'er the ramparts we watched were so gallantly streaming?

And the rocket's red glare, the bombs bursting in air,  
Gave proof thro' the night that our flag was still there.  
Oh! say, does that Star - Spangled Banner yet wave,  
`O'er the land of the free and the home of the brave?

"Ramparts," in case you don't know, are the protective walls or other elevations that surround a fort." The first stanza asks a question. The second gives an answer:

On the shore, dimly seen thro' the mist of the deep,  
Where the foe's haughty host in dread silence reposes,  
What is that which the breeze, o'er the towering steep,  
As it fitfully blows, half conceals, half discloses?

Now it catches the gleam of the morning's first beam,  
In full glory reflected, now shines on the stream  
'Tis the star-spangled banner. Oh! long may it wave  
O'er the land of the free and the home of the brave!

"The towering steep" is again the ramparts. The bombardment has failed, and the British can do nothing more but sail away, their mission a failure. In the third stanza, I feel Key allows himself to gloat over the American triumph. In the aftermath of the bombardment, Key probably was in no mood to act otherwise.

During World War II, when the British were our staunchest allies, this third stanza was not sung. However, I know it, so here it is:

And where is that band who so vauntingly swore  
That the havoc of war and the battle's confusion  
A home and a country should leave us no more?  
Their blood has washed out their foul footsteps' pollution.

No refuge could save the hireling and slave  
From the terror of flight, or the gloom of the grave,  
And the Star-Spangled Banner in triumph doth wave  
O'er the land of the free and the home of the brave.

The fourth stanza, a pious hope for the future, should be sung more slowly than the other three and with even deeper feeling:

Oh! thus be it ever, when freemen shall stand  
Between their loved homes and the war's desolation,  
Blest with victory and peace, may the Heaven - rescued land  
Praise the Power that hath made and preserved us a nation.

Then conquer we must, for our cause is just,  
And this be our motto -- "In God is our trust."

And the Star-Spangled Banner in triumph doth wave  
O'er the land of the free and the home of the brave.

**Editor's Note:** I hope you will look at the national anthem with new eyes. Listen to it the next time you have a chance, with new ears. And don't let them ever take it away – not even one word of it.

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### **MILITARY LODGING: ARMED FORCES RECREATION CENTERS (AFRC)**

The Armed Forces Recreation Centers (AFRC) provides luxurious accommodations at very affordable prices in some of the world's top vacation destinations. At the Army's website [www.armymwr.com/portal/travel/recreation\\_centers/tips.asp](http://www.armymwr.com/portal/travel/recreation_centers/tips.asp) you can obtain tips for planning your next vacation at an AFRC plus site descriptions, phone numbers, rate information and eligibility of use for the following AFRCs throughout the world:

**Shades of Green Resort -- Orlando, Florida:** This is a military-owned resort within Walt Disney World. This resort makes the Central Florida vacation experience affordable for those who utilize it. Shades of Green is walking distance to two of Walt Disney World Resort PGA championship golf courses and a nine-hole executive course. Guests are provided transportation to all Walt Disney World attractions and early entry into select attractions.

**Hale Koa Hotel -- Honolulu, Hawaii:** The Hale Koa hotel or "House of the Warrior," is an impressive resort destination situated on 72 tropical acres on the beach at Waikiki. It is located about 10 miles from the Honolulu International Airport.

**New Sanno Hotel -- Tokyo, Japan:** This facility operated by the US Navy, is located in downtown Tokyo. It offers recently-upgraded amenities, such as a swimming pool, recreational facilities, a Navy Exchange, and other services designed for military travelers. Patronage of New Sanno Hotel is regulated and controlled by the Status of Forces Agreement. Eligibility is limited to:

- Active duty U.S. military personnel and their dependents.
- DoD US civilian employees / dependents duty stationed in Japan or traveling to / via Japan on official DoD orders.
- US civilian employees / dependents stationed outside Japan and on EML orders to / thru Japan.
- Contractors / dependents on DoD orders to execute contracts for the US Armed Forces stationed in Japan.
- US Embassy Tokyo personnel and individuals administratively attached to US Embassy Tokyo, (USFJ Policy Ltr 30 - 6).
- US military retirees and dependents when accompanied by retiree sponsor.
- Bona fide house guests of authorized patrons.

**Dragon Hill Lodge -- Seoul, Korea:** This facility is operated by the US Army in support of personnel assigned or employed by the U.S. Forces Korea, their family

members and guests. Eligibility is extended to: Active duty, retired military, dependents, DOD civilians and all foreign non-Korean military with orders to USFK. All must present either DD Form 1173 or DD Form 2. Reservations are accepted 24 hours a day.

**Edelweiss Lodge and Resort -- Garmisch-Partenkirchen, Germany:** This facility offers a vacation retreat designed exclusively for active duty military members, DoD civilians and retirees complete with everything you would expect from a world-class resort. Long revered as one of the most desirable destinations in the Bavarian Alps and Germany's premiere winter and summer sports center, the Garmisch-Partenkirchen area is an idyllic location nestled at the foot of sweeping Alpine vistas. Edelweiss Lodge and Resort authorized patrons include United States active-duty military members, military retirees, military reservists on active-duty, national guardsmen on active-duty, current Department of Defense civilian employees assigned to EUCOM, foreign military currently on orders assigned to a U.S. military installation and the family members of authorized patrons.

[Source: Military.Com Travel Benefits May 06]

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## **DOOLITTLE RAIDERS CELEBRATE 64<sup>th</sup> ANNIVERSARY**

**American Forces Press Service, Steven Donald Smith, April 20, 2006**



Wright-Patterson AFB, OH. - Eight of the surviving 16 "Doolittle Tokyo Raiders" gathered at the National Museum of the U.S. Air Force on 18 April 2006 for their 64th annual reunion and to remember those who have gone before them.

"We're gathered to remember a historic event that changed the hearts of the American people," Lloyd Bryant, a Dayton, Ohio, radio announcer and former U.S. Air Force officer, said at the memorial ceremony. "We are here to pay tribute to those brave men, whose courageous action gave Americans their first glimpse of victory during the darkest days of World War II."

The Doolittle Raiders were a group of 80 volunteer airmen from the U.S. Army Air Forces who on April 18, 1942, flew 16 B-25 Mitchell airplanes from the deck of the USS Hornet on a daring mission to bomb Japan. Their name is derived from the man who led the air raid, Army Lt. Col. James H. "Jimmy" Doolittle.

The raiders' objective was to bomb multiple Japanese cities and then land at an airstrip in China for refueling. Unfortunately, a Japanese patrol boat spotted the Hornet, forcing the Americans to launch the attack hundreds of miles before the intended launch point. After dropping their payloads, the raiders continued on toward China, but a combination of bad weather and low fuel forced the crewmembers to either bail out or crash land in a Japanese-occupied portion of China. One Plane landed safely in Russia, where its crew was interned.

"We were on empty and flew about 500 miles inside the coast of China before we ran out of fuel and had to bail out or crash land in a Japanese-occupied territory," co-pilot retired Lt Col Bob Hite said. The Japanese captured Hite along with his crew. He was held as a prisoner of war until Japan surrendered in August 1945.

Navigator retired Lt. Col. Chase Nielson, who also was held as a prisoner of war, said he hoped the actions of the Doolittle Raiders would always serve as an inspiration to all Americans. "I learned a few lessons, especially how to appreciate mankind, our democracy and the beautiful wonderful world we live in," he said. "I hope others do too."

Nielson said the greatest satisfaction he got from participating in the raid was the fact that he helped defend the ideals of the United States. "We are all honored that we had a part in protecting the freedoms and the democracy that we call the United States," Nielson said. "There isn't a better place in the world to live, believe me."

The surviving members of the raid cite the leadership of Jimmy Doolittle as the biggest factor in enabling them to undertake their perilous mission. "We had a great leader in Jimmy Doolittle," Tom Griffin, who was a 25-year-old lieutenant at the time of the raid, said. "He was the kind of leader who made us believe we could do this job."

"We all felt that Jimmy Doolittle was No. 1," Hite added. "He had it all -- intelligence, bravery and great leadership qualities."

The bond among the Doolittle Raiders has remained tight over the years. "They're a great bunch of guys. We all know each other's children and grandchildren," Griffin said. "We're like a big family." "This is a pretty fine group of guys," Hite said. "I don't know anybody better."

Other Doolittle Raiders in attendance were Bill Bower, Ed Horton, Frank Kappeler, Dick Cole and David Thatcher.

## NORTH AMERICAN B-25B "MITCHELL"



The B-25 medium bomber was one of America's most famous airplanes of WWII. It was the type used by General Doolittle for the [Tokyo Raid](#) on 18 April 1942.

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## **WELCOME TO A NEW MEMBER**

Welcome to a new Association member, Lt Col Robert H. Cothron, USAF, MSC, FACHE, a newbie as he describes himself. Comments follow:

Hello everyone, my name is Rob Cothron and I'm happy to be a new member of the MSC Association. I've been in our AF for just over 20 years now and almost four of those years (1986-89) were spent at Det 1, MGMC, Bolling AFC (aka "Bolling Clinic") as a 90650. Since I received my commission, I've been a Squadron Section Commander, Flight Commander several times, a stand-alone and dual-hatted SGA, a Squadron Commander and even an acting Group Commander during the final months of England AFB LA's existence. Currently, I'm assigned to the Air Force Inspection Agency at Kirtland AFB, NM. I've been here almost a year and have enjoyed every minute. It's truly a great assignment.

Take care and hope to see lots of old friends and make new ones too. Rob.

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## **TRICARE RETIREE DENTAL PREMIUMS INCREASE**

Some military retirees have seen a slight reduction in their monthly net pay beginning on May 1 due to an increase in the Tricare Retiree Dental Program (TRDP) premium. The new rate began on April 1 and will remain in effect until 31 March 2007.

The premium rates for TRDP are based on each retiree's ZIP code and type of coverage. Premiums may also increase or decrease if TRDP enrollees move or change their enrollment options.

More information is available for TRDP enrollees by calling toll free at 1-888-838-8737 or via the TRDP Web site at <http://www.trdp.org>. The new rates, by region, are available on the web site.

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## **DO YOU REMEMBER?**

"Fender skirts." is a term like many other words that quietly disappeared from our language with hardly a notice.

Like "curb feelers" and "steering knobs." since I'd been thinking of cars, my mind naturally went that direction first. Many kids will probably have to find some elderly person over 50 to explain some of these terms to you.

Remember “continental kits?” They were rear bumper extenders and spare tire covers that were supposed to make any car as cool as a Lincoln continental.

When did we quit calling them "emergency brakes?" At some point "parking brake" became the proper term. But I miss the hint of drama that went with “emergency brake.”

I'm sad too, that almost all the old folks are gone who would call the accelerator the “foot feed.”

Didn't you ever wait at the street for your daddy to come home, so you could ride the “running board” up to the house?

Here's a phrase I heard all the time in my youth but never hear anymore – “store-bought.” Of course, just about everything is store-bought these days. But once it was bragging material to have a store-bought-dress or a store-bought bag of candy.

"Coast to coast" is a phrase that once held all sorts of excitement and now means almost nothing. Now we take the term "world wide" for granted. This floors me.

On a smaller scale, wall-to-wall was once a magical term in our homes. In the '50s, everyone covered his or her hardwood floors with, wow, wall-to-wall carpeting! Today, everyone replaces their wall-to-wall carpeting with hardwood floors. Go figure!

Most of these words go back to the '50s, but here's a pure- '60's word I came across the other day – “rat fink.” Ooh, what a nasty put-down!

Here's a word I miss - "percolator". That was just a fun word to say. And what was it replaced with? "Coffee maker". How dull. Mr. Coffee, I blame you for this.

I miss those made-up marketing words that were meant to sound so modern and now sound so retro. Words like "Dynaflow" and "Electrolux." "Introducing the 1963 Admiral TV, now with Spectravision!"

Food for thought- was there a telethon that wiped out lumbago? Nobody complains of that anymore. Maybe that's what castor oil cured, because I never hear mothers threatening kids with castor oil anymore.

Some words aren't gone, but are definitely on the endangered list. The one that grieves me most is "supper." Now everybody says "dinner." Save a great word. Invite someone to supper. Discuss fender skirts.

**Editor's Note:** Someone forwarded this to me. I thought some of us of a "certain age" would remember many of these. Enjoy!!

## MONEY PROBLEMS DELAY AFTERBURNER ISSUE

A delay in the release of money needed to operate the Air Force Personnel Center this fiscal year, coupled with a shortage of funds, has in turn, resulted in a publication delay of the **Afterburner, News for Retired USAF Personnel**.

The retiree Services Branch is hopeful that funding will soon be provided in order to print and distribute the next issue of the **Afterburner** which is normally sent out in mid-July. And, concurrently, the **Afterburner** will be posted on the Internet.

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## TAPS RETRACTION

In our April MSC Newsletter we recorded that Major James L. King had passed away, with an unknown date of passing. Well, on 28 April 2006, the Association received an email which read "...Please pass to the Newsletter Editor:" and went on to state:

"The April 2006 USAF MSC Association Newsletter is great. Enjoyed all of it until I got to the part where I read that I was dead.

"Although there may be another James L. King in the Association, I'm the only one listed in the January 2006 Association Directory. And, so I'd like the record to reflect this: James L. King (BCMSA Class 63-B) is still alive and well in Tallahassee, Florida." Thanks, Jim King.

**Editor's Note:** The notification that Major James L. King had passed way was gleaned from an item appearing in the Air Force Times. We're now pleased to announce that our Air Force MSC colleague Major Jim King is alive and well and still an active member of the Air Force MSC Association. And, Jim, somewhere in all of this must be an interesting story. Be sure to pass it along to me for inclusion in a future edition of the MSC Newsletter. Send email to [terrywg@longwood.edu](mailto:terrywg@longwood.edu).

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## THE ORIGINS OF TAPS

It is good to remind ourselves of the origin of words, songs and phrases. Let us ever be mindful of those who gave all for our freedoms.

We in the United States have all heard the haunting song, "Taps". It's the song that gives us that lump in our throats and usually tears in our eyes.

But, do you know the story behind the song? If not, I think you will be interested to find out about its humble beginnings.

Reportedly, it all began in 1862 during the Civil War, when Union Army Captain Robert Ellicombe was with his men near Harrison's Landing in Virginia. The Confederate Army was on the other side of the narrow strip of land.

During the night, Captain Ellicombe heard the moans of a soldier who lay severely wounded on the field. Not knowing if it was a Union or Confederate soldier, the Captain decided to risk his life and bring the stricken man back for medical attention. Crawling on his stomach through the gunfire, the Captain reached the stricken soldier and began pulling him toward his encampment.

When the Captain finally reached his own lines, he discovered it was actually a Confederate soldier but the soldier was dead.

The Captain lit a lantern and suddenly caught his breath and went numb with shock. In the dim light, he saw the face of the soldier. It was his own son. The boy had been studying music in the South when the war broke out. Without telling his father, the boy enlisted in the Confederate Army.

The following morning, heartbroken, the father asked permission of his superiors to give his son a full military burial, despite his enemy status. His request was only partially granted.

The Captain had asked if he could have a group of Army band members play a funeral dirge for his son at the funeral. The request was turned down since the soldier was a Confederate.

But, out of respect for the father, they did say they could give him only one musician. The Captain chose a bugler. He asked the bugler to play a series of musical notes he had found on a piece of paper in the pocket of the dead youth's uniform. This wish was granted.

The haunting melody, we now know as "Taps" – used at military funerals – was born.

The words are:

Day is done.  
Gone the sun.  
From the lakes.  
From the hills.  
From the sky.  
All is well.  
Safely rest.  
God is nigh.

Fading light.  
Dims the sight.  
And a star.  
Gems the sky.  
Gleaming bright.  
From afar.  
Drawing nigh.  
Falls the night.

Thanks and praise.  
For our days.  
Neath the sun.  
Neath the stars.  
Neath the sky.  
As we go.  
This we know.  
God is nigh.

**Editor's Note:** In our December edition we will provide a more in depth review of the history of Taps entitled "24 Notes that Tap Deep Emotions" written by Jari A. Villaneuva. Space does not permit its inclusion in this Newsletter. This advance notice provides you with anticipation of this excellent upcoming article.

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### **A TOUCHING TESTIMONY**

The following email was sent by Mac McClean to all Air Force MSC Association Board Members on 7 June 2006, and reads:

"A number of you are aware, but for those who aren't, I want to let you know that Pat Gray died yesterday, around 11:30PM. I, for one, will miss him. He and Joan are now together again and he had longed for that since she died a little over three years ago. Thank you all for the prayers.

"I'm certain that when he met St. Peter at the gates of Heaven, he was told that a lot of prayers were being said for him and many were identifiable as being from something called MSCs. We know that means Most Special Corps – and, we are just that. And, he was part of the most specials."

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**"We can't all be heroes. Some of us have to stand on the curb and clap as they go by."**

**– Will Rogers –**

## TAPS

Major Carl S. Anderson	3 March 2006
Col Charles C. Beale	1 May 2006
Col Frank T. Blalock III	7 May 2006
Col Pat B. Gray	6 June 2006
Maj Reginald Grooms	30 March 2006
Col Charles C. Haines	12 May 2006
Col Vincent W. Herberholt	5 Feb 2006
Lt Col Turner L. Hutson	Date Unknown
Lt Col Rahe A. Miller	14 March 2006
Lt Col John M. Rogers	6 May 2006
Col Elvin Robinson, Jr.	Date Unknown
Lt Col Philip P. Scott	Date Unknown

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## BEFORE YOU GO

“**Before You Go**” is truly an awesome piece of music, and more so because it was written, composed and sung by a pair of US Naval Academy grads. How did they end up in the music business? I strongly suggest you take the time to listen to it by clicking on the Internet link below.

Sam Bierstock, 58, and John Melnick, 54, of Pompano Beach – and members of the Bierstock’s Band, have written a song – the mournful "Before You Go" which does more than salute those who fought in WWII. It encourages people to go out of their way to thank the aging warriors before they pass on.

"If we had lost that particular war, our whole way of life would have been shot," says Bierstock, who plays harmonica. "Every ethnic minority would be dead. And these WWII soldiers are now dying at the rate of about 2,000 every day. I thought we needed to thank them."

The song is striking a chord. Within four days of Bierstock placing it on the Web, the song and accompanying photo essay bounced around nine countries, producing tears and heartfelt thanks from veterans, their sons and daughters and grandchildren.

Bierstock and Melnick thought about shipping it off to a professional singer, but because time was running out for so many veterans, they decided it was best to release it quickly, for free, on the Web.

They've sent the song to Sen. John McCain and others in Washington. Already they have been invited to perform it in Houston as a Veterans Day tribute – this after just a few days on the Web. They hope every veteran in America gets a chance to hear it. Now, here’s the link...

<http://www.managedmusic.com/beforeyougo.html>

## **Air Force Memorial a Tribute to Flight and Engineering**

By [Rick Weiss](#)

Washington Post Staff Writer

Monday, July 17, 2006; Page A08

When architect James Ingo Freed set out to conceive a memorial for the Air Force, he faced a problem of weight and wisp: How to design a monumental structure that evokes that most structureless of mediums, the air itself?

Inspiration came while Freed was watching television. He happened upon footage of a team of Air Force jets performing the dramatic bomb-burst formation, in which several planes shoot skyward in unison and then peel off from each other, creating high-rising vapor trails that curl over at their tops.

Three years and more than \$30 million later, stainless-steel versions of those tapering trails are rising on a promontory just west of the Pentagon. When the project is completed in September, three towering tendrils – the tallest reaching almost 300 feet in the air – will arc with spectacular grace into the wild blue yonder.



That these 17,000-ton fingers of glistening metal seem impervious to gravity is a tribute to Freed, who also designed Washington's Holocaust Museum. (He died in December 2005). But it is equally a tribute to a battalion of engineers who worked with the architect and his colleagues at Pei Cobb Freed & Partners to overcome not only gravity but also the treacherous forces of wind and vibration.

Even seasoned construction workers say they are in awe of the novel design. "Ain't nobody ever worked on anything like this before," one sweaty worker recently exclaimed to a visitor with an apparent mix of exasperation and pride at the bustling site.

The memorial honors those who served in the Air Force and its predecessor services dating back to the U.S. Army Air Corps of the early 1900s, and it aims to inspire visitors by creating the illusion of escape from Earth's bonds. That required keeping the trio of arching, hollow, triangular spires as narrow as possible. The largest starts as a triangle just 13 feet wide on each side at its base and tapers to two feet per side at its cantilevered tip, 270 feet in the air.

But for those who are aware of the stealthy stabilizers, the fact that they are in there, out of public view yet preserving and protecting, may seem apt.

"This memorial will mean many things to many people," Maj Gen Ed Grillo, President of the Air Force Memorial said. "I certainly hope it will serve as an inspiration to future generations to serve their country."

If not in the Air Force, then perhaps as architects and engineers.

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## **MSC ASSOCIATION MEMBERSHIP**

In an effort to better understand what our members like about the MSC Association and what we might do to make membership more valuable to existing and prospective members, we are soliciting your thoughts. First, what is the best thing you have experienced about being a member? Second, what would make your membership more valuable to you? And on the latter subject, what would attract more active duty MSCs to our Association? We aren't trying to do a scientific survey here, but rather just do a little brainstorming among our very successful and talented membership. Send your thoughts to Jim Moreland, Membership Committee Chairman at [moreland@iname.com](mailto:moreland@iname.com). (P.S. Without guidance, Jim might go off on a tangent and do something stupid, so get your thoughts to him right away!)

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## **KEEP SENDING YOUR NEWSLETTER ITEMS OF INTEREST**

We wish to thank the many members who contributed items of interest. You've made my job a pleasure rather than a chore. The relevant and stimulating items that you have shared have aided immeasurably in keeping the membership apprised of happenings of interest. Please keep sending these timely items to your Newsletter Editor, Wayne Terry, 2081 Germantown Road, Farmville, VA; or [terrywg@longwood.edu](mailto:terrywg@longwood.edu). Your support is truly appreciated.

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## **C-141 – THE END OF THE LINE**

**Editor's Note:** Ken Mackie just shared a musical/pictorial tribute to the C-141 with some of us recently. It was a tribute to the passing of the C-141 – **the last C-141 was retired to Wright Patterson AFB, Ohio, in May of this year.** This clip is 522K bits and 3minutes and 10 seconds long; a collage of C-141 photos in different settings around the globe with background music sung by Johnny Cash to the melody of "...I've Been Everywhere, Man." It is moving, it is dramatic. There are few of us who have not been aboard the C-141 Starlifter – some occasionally, others who were in aeromed, often. But, whatever, this is a stirring rendition. For a truly moving experience, go to:

[http://www.c141heaven.us/movies.c141endoftheline\\_0002.wmv](http://www.c141heaven.us/movies.c141endoftheline_0002.wmv)

**Note:** There is an underline between endoftheline\_0002.wmv. It doesn't show above.

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**“Moving into the future is impossible if we remain tied to the past.”**

**...Author Unknown**