

Semper Fi

"THE SCUTTLEBUTT"

<http://www.mcltraecoheedet115.org/>

February 2014 Edition



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SSgt Walter F. "Trae" Cohee III
Detachment # 115
Salisbury, MD

DETACHMENT OFFICERS

2013 - 2014

Commandant: Ed Elder

Senior Vice Commandant: Jim Siegel
Judge Advocate: Ed Hearthway
Paymaster: Andy Bouma
Sgt-At-Arms: Walt Cohee

Junior Vice Commandant: Bob Miller
Junior Past Commandant: Bill Marsich
Adjutant: Richard Hyson
Chaplain: Rhuel Goslee

Web Sergeant: Don Elseroad

Original Charter Date May 10, 1970

MEETING TIME & PLACE

Meetings are always held on the second Wednesday of each month. The next regularly scheduled meeting will be held on March 12th, 2014 at 1900 (7:00 P.M.) at the American Legion Post 64, 1109 American Legion Road, Salisbury, MD 21801. Please make every effort to attend.

Important Upcoming Dates & Events



May 8 thru 10, 2014: Department of Maryland Convention to be held at the Princess Royale Oceanfront Hotel & Conference Center 9100 Coastal Highway, Ocean City, MD 21842-2745. Reservations can be made by calling 1-800-4-ROYALE or 1-410-524-7777. Complete information is on the following link. [2014 Convention Announcemen](http://princessroyale.com/) For hotel information click here. <http://princessroyale.com/>

2014 Mideast Division Conference will be June 27-29, 2014 at the Holiday Inn in Martinsburg, WV hosted by Eastern Panhandle Detachment 1143. More information will be made available at a later date.

2014 MCL National Convention

August 3 - 9, 2014, Charleston, WV

Town Center Marriott \$119.00/night plus 12% tax, (304-345-6500)

Embassy Suites \$114.00/night plus 12% tax (304-347-8700)

Note: All of the above rooms have all been booked.

Here are two additional hotels which have a block of rooms for the 2014 MCL National Convention in Charleston, WV. Each has free parking, wi-fi and breakfast.

Fairfield Inn, 1000 Washington Street East, Charleston, W.V. <http://www.charlestonwvhotel.com/>
Telephone: 304-343-4661. This hotel is 5 blocks from the Marriott and Embassy Suites. Room rate is \$89.00 plus room tax. Mention Marine Corps League when making reservations. This hotel has no shuttle service.

Holiday Inn Express, 100 Civic Center Drive, Charleston, W.V. Telephone: 304-345-0600.
<http://www.ihg.com/holidayinnexpress/hotels/us/en/charleston/crwc/hoteldetail?&stopredirect=true> This hotel is about 2 blocks (easy walk) from Marriott and Embassy Suites.. Room rate is \$107.00 plus room tax. Mention Marine Corps League when making reservations. This hotel has a van and will shuttle guests to the airport and convention site

Reservations commenced August 20, 2013

More information available on this link <http://www.2014mclnationalconvention.com/>

"Sick or in Distress"

MCL Members Rhuell GOSLEE, Jimmy Lee HOWARD, and Joseph BACHTLER are having or have recently had various health problems. Please keep these folks and their families in your thoughts and prayers.

"Membership Happenings"

(Please advise the Editor of any errors or omissions)

<u>MARCH "HAPPY BIRTHDAYS"</u> 14th Paul TOMKO 23rd Barb EBAUGH 25th Nicole HEBERLE 31st Diana MERRITT	<u>MARCH ANNIVERSARIES</u> 24th Renee & 'Josh' KELLEY (6 yrs)
<u>MARCH MCL ANNIVERSARIES</u> Warner SUMPTER (13 yrs) Carl EBAUGH (10 yrs) Kevin GRIFFIN (8 yrs) Richard HYSON (4 yrs) Jeff MERRITT (3 yr) John ROBINSON (2 yrs)	<u>MEMBERSHIP RENEWALS DUE IN MARCH</u> Carl EBAUGH Kevin GRIFFIN Jeff MERRITT John ROBINSON
<u>WELCOME ABOARD</u> None reported to your editor	<u>MEMBERSHIP'S RENEWED</u> It's hard for your editor to keep up with these events however, according to National's end of the year report Terry HERLING, Richard HYSON, Louis JONES and Robert MILLER have all renewed as "Life" members and Richard CARRILLO, David CHERRY, Dena and Lee HOLLOWAY, "Josh" KELLEY, Diana MERRITT and Louis SLOWIK have renewed their memberships. OUTSTANDING

DON'T LET YOUR MEMBERSHIP LAPSE

Please send your \$24.00 checks made payable to "MCL Det 115" to our paymaster.

Andy Bouma, Paymaster
32175 Bonhill Dr
Salisbury, MD 21804-1464

REMINDER: Effective January 1, 2014 initial dues for a new member are \$29.00 for the first year, thereafter yearly renewal dues are \$24.00.



**DON'T DELAY...JOIN TODAY
THEN CONSIDER GOING 'LIFE'
NOW IS THE TIME TO DO IT**

DO YOU REMEMBER AND/OR RECOGNIZE THIS MARINE



Bea Arthur (née Bernice Frankel) (1922-2009) SSgt. USMC 1943-45 WW II. Enlisted and assigned as typist at Marine HQ in Wash DC, then air stations in VA and NC. Best remembered for her title role in the TV series "Maude" and as Dorothy in "Golden Girls"

Painful memories linger, 50 years after nuclear bomber crashed in Western Md., killing 3

Published January 11, 2014 Associated Press

GRANTSVILLE, Md. – The storm-driven crash of a nuclear bomber in western Maryland in 1964 made an indelible impact on the Cold War program that put the crew and public at risk.

Fifty years later, Operation Chrome Dome is nearly forgotten, but memories of the crash on Big Savage Mountain remain painfully fresh among the crew members' families and the rural Appalachian residents who helped recover the bodies.

Gary Finzel, 69, said his overnight trek through hip-deep snow with five others to recover the frozen remains of Air Force Maj. Robert Lee Payne was the worst night of his life.

"I can see him sitting there on his hunkers on the banks" of Poplar Lick, Finzel said Tuesday. "I still see him the same as if it was yesterday."

The accident on Jan. 13, 1964, is memorialized by stone markers in tiny Grantsville, about 140 miles west of Baltimore, and at the spots where three of the five crew members died. Payne succumbed to exposure in the Savage River State Forest after ejecting from the crippled B-52. Bombardier Maj. Robert Townley's remains were found in the wreckage on adjacent private land. The tail gunner, Tech Sgt. Melvin F. Wooten, bailed out and died from exposure and injuries near Salisbury, Pa., nearly 15 miles north of the crash site.

The pilot, Maj. Thomas W. McCormick, and co-pilot Capt. Parker C. "Mack" Peedin ejected and survived. Neither is still living.

Peedin enjoyed telling the tale in bars but he privately regretted his crew mates' deaths, said Mary Jo Vance of Washington, N.C., his wife from 1995 to 1998.

The Associated Press was unable to reach McCormick family members.

A heavily redacted Air Force report on the accident attributes the crash to a bulkhead structural failure that caused the vertical fin to separate from the plane during weather-related turbulence. But Wooten's widow,

Carol, of Hermosa, S.D., called it the result of a "stupid" Strategic Air Command decision to fly the plane that night. She was left with three young children, including a newborn.

"Mel was supposed to be on leave because of the baby," she said. "They insisted, you know, that he go on this, and of course, he wouldn't say no. It was just going to be an overnight thing and be right back. Well, needless to say, it didn't work that way."

All the crew members were from Turner Air Force Base in Albany, Ga., the plane's home base. They were flown on Jan. 12 to Westover Air Force Base in Massachusetts to bring the B-52 and its two bombs back to Georgia. Foul weather had forced the plane to land at Westover during its return from Europe, where it had had an engine failure.

The delays threatened to disrupt Operation Chrome Dome, an airborne nuclear deterrence program that operated mainly from 1961 to 1968. It aimed to keep 12 bombers airborne at all times, flown by crews on 24-hour missions.

The program's B-52s had had two crashes before the Maryland accident, both in 1961, said Rebecca Grant, an independent researcher and author who has worked for the Air Force secretary and the Air Force chief of staff. The bombs were unarmed, meaning they couldn't explode, but there was a risk of accidental loss of nuclear material, Grant said.

The Maryland accident, after nearly three crash-free years, underscored the folly of trying to keep nuclear bombers aloft at all times, regardless of the weather, Grant said.

"It was probably the worst crash with nuclear weapons on American soil, and it was truly an accident — a weather-caused aircraft accident," she said. "I think it pointed out that the risks were awful high, really too high." Coincidentally, Grant grew up in Garrett County, where the plane crashed; often hearing her uncles talk about the accident.

It took the Air Force days to recover the bombs from the remote crash site, using equipment supplied by a local quarry operator, said Gerald Beachy of the Grantsville Community Museum, which has amassed a collection of crash memorabilia and wreckage pieces.

Beachy is organizing a 50th anniversary memorial service for July 12, when summer weather will make it easier for people to visit the sites.

Donald Townley, 71, of Galena, Kansas, said he plans to attend the event to again visit the crash site where his father died. Townley treasures his father's dog tags, given to him two years ago by a farmer who found them in a field.

"The people up there in Maryland are the nicest people I've ever seen in my life," Townley said Wednesday in a telephone interview. "They're keeping this thing alive for the upcoming people, and it's a wonderful thing they're doing."

IN CASE YOU HAVE FORGOTTEN

General Orders for Sentries: (excerpt from *Warrior Culture of the U.S. Marines*, copyright 2001 Marion F. Sturkey)

The eleven General Orders for sentries never change. They constitute the unyielding bedrock upon which Marines enforce military security in the United States and throughout the world. General Orders dictate the conduct of all Marines on guard duty. These orders apply to all Marines at all bases and outposts in time of peace, and in time of war.

Marine recruits in boot camp must memorize these General Orders. Woe be unto the unfortunate recruit who cannot shout out, verbatim and without hesitation, all eleven of them. Such a recruit will incur a firestorm of wrath from his Drill Instructor. There is sound logic for this rigid training. The eleven General Orders will guide each Marine throughout his years in the Corps:

1. To take charge of this post and all government property in view.
2. To walk my post in a military manner, keeping always on the alert and observing everything that takes place within sight or hearing.

3. To report all violations of orders I am instructed to enforce.
4. To repeat all calls from posts more distant from the guardhouse than my own.
5. To quit my post only when properly relieved.
6. To receive, obey, and pass on the sentry who relieves me, all orders from the commanding officer, officer of the day, and officers and noncommissioned officers of the guard only.
7. To talk to no one except in line of duty.
8. To give the alarm in case of fire or disorder.
9. To call the corporal of the guard in any case not covered by instructions.
10. To salute all officers and all colors and standards not cased.
11. To be especially watchful at night and, during the time for challenging, to challenge all persons on or near my post and to allow no one to pass without proper authority.

RAO Bulletins

Each month your editor attempts to include a link to the most current RAO Bulletins but the site where I normally obtain that link is getting more and more unreliable and I have not been able to obtain that link for the 2/15/2014 bulletin. Should it become available your editor will send the link out via a separate email.

EVERY DAY PRAYER REQUEST

Life in Afghanistan is very difficult to bear right now. Our troops need our prayers for strength, endurance and safety. Stop for a moment each and every day and say a prayer for our troops around the world.

"Lord, hold our troops in your loving hands. Protect them as they protect us. Bless them and their families for the selfless acts they perform for us in our time of need. Amen."

The Final Roll Call



The following Marines and/or Corpsman paid the ultimate sacrifice for God, Country and Corps since the last Newsletter

If You Are Not Willing To Stand Behind Our Troops,
Please, Please Feel Free To Stand In Front Of Them!

On behalf of a grateful nation.

FREEDOM IS NOT FREE
Support Our Troops



I pledge allegiance to the flag of the United States of America and to the Republic for which it stands,
One Nation under God, indivisible, with liberty and justice for all.

From your editor

If you are receiving this newsletter via "Snail Mail" and have email capability, please email me at 53usmc73@bvunet.net so that I can add you to my address book and cut down on the postage.

Any comments or suggestion on what should be in our newsletter! Articles/information you need! Let me

know! The newsletter will go to press on or about the weekend following each meeting.

Don Elseroad, Editor

MILITARY WISDOM

The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" And "Oh S...!"

"Weather forecasts are horoscopes with numbers."

"Progress in airline flying: now a flight attendant can get a pilot pregnant."

"Airspeed, altitude and brains. Two are always needed to successfully complete the flight."

"A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication."

"I remember when sex was safe and flying was dangerous."

"Mankind has a perfect record in aviation; we never left one up there!"

LINKS TO CHECK

Many of you if not all skip over these links. If you do you are missing out on some good stuff.

<https://www.youtube.com/embed/c1Q1qzfl9rE>

http://www.youtube.com/v/AgYLR_LfhLo?version=3&hl=en_US&rel=0

<http://www.youtube.com/embed/MQRpAxGVg4M?rel=0>

<http://www.youtube.com/embed/WEPBOGu74oo>

http://www.youtube.com/embed/rKsW6c_CgFY?feature=player_detailpage

http://www.youtube.com/embed/QvRcP4go-eg?feature=player_embedded

God Bless America

-- Once a Marine, Always a Marine --