



The Bugle Call Rag

The official Publication of Fulton County Post 134, Atlanta, GA

www.alpost134.org

Volume XIV, No. 8

September 2011

COMMANDER'S COLUMN

For over a year now, our post has been working with the 5th District on passing a resolution dealing with membership in the American Legion (AL). We believe that membership should be open to all Veteran's that were honorably discharged. In question are the Cold War warriors who are quite simply, "Left Out In The Cold." Since the existence of the AL is mandated by Congress, all requested changes to membership must go through AL national committees, and then forwarded on to Congress. I found out that we are not the first post, district, or department to bring this subject to light.

On Aug 14th, prior to a vote on our resolution, I stood before the 5th District and explained why we wanted to push this forward. I talked about, "What's in a name," referring to the fact that the VFW has their name set, and it makes sense. But our name has "American," in our title, yet both groups are bound by dates that center around periods in history where the US was engaged in combat activities. Are we not discriminating against fellow service members that are called veterans? Because they were born at a time where their service put them between the years of the Korean War and Vietnam, or post Vietnam and the Gulf War, they are ineligible. Can you tell me the B-52 crews that carried nukes to their "Fail-Safe" point, or the submariner with his Trident Sea Launch Missiles is ineligible? Many lost their life protecting us in the Cold War. They served honorably.

Needing a 2/3 approval (12 votes), the resolution did not pass by a 10/8 margin. We tried, but I will not give up because our numbers in the AL are

dwindling. Additionally, I was told that the Departments of California and Missouri did have resolutions (Vote "Passed") like ours, to be presented at the AL National Convention. So, all is not lost at our level. However, as individuals, we have a right to contact our representative in Congress. If you feel compelled, contact the representative in your district. Internet and e-mail is the new way of doing business. Vic Mahoney drafted a form letter on the subject, which you can modify to your taste when writing.

FIND YOUR REPRESENTATIVE:

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

5TH DISTRICT OF GEORGIA LEGIONNAIRE OF THE YEAR



2LT HERMAN ABERNATHY



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**"BLONDE
AND
SWEET"**

**GI SLANG FOR
COFFEE WITH
CREAM AND SUGAR**





“The Old Order Changeth...”

Victor A. Mahoney - Editor Emeritus

Change is part of life. It happens. Some folks long for it. Others resent it. Most of us “go along to get along.”

Institutions such as the military that are steeped in tradition consider change only after close study and trials. For example, our Navy is about to assign six women junior officers to duty on submarines. Now, that is a tremendous change. Submarine duty has always been for men only. The Silent Service is viewed as an elite branch of the Navy. Let’s have a quick look at what these six women officers will have to live up to.



These six female officers, more than likely engineering grads from Annapolis, will be assigned in pairs to three unnamed subs. If the assignment is to an Attack sub, they will be on a “boat” a bit longer than a football field and about 30 feet wide. They will be joining 12 male officers and 127 enlisted men. They will find that the entire crew is highly trained, knowledgeable, disciplined, and strictly volunteers. They will learn that each crew member not only knows his job but also the job of another, in case of an emergency.

These women will be “housed” in Officer Country, of course, but they will discover that only the Captain and Executive Officer have state-rooms. They will have to double up for sleeping space. Silence is a must, so they will have to wear sneakers. Uniforms for all consist of body-wrapping coveralls called “poopy suits.” There is only one “head” for officers so the ladies will have to watch for the sign on the door: **“In use.”**

The work day is 16 hours long. Off duty time is generally spent studying one’s job or that of others. If the assignment is to a Guided Missile sub, they’ll be in a larger “boat” but the demands are the same.

What does this experiment in change mean?

Well, it means that if the assignment of women officers to sub duty is successful, it may broaden the assignment possibilities for all women in the Navy.

Will there be problems? Of course. That’s why the trial is meaningful. Will enlisted women be assigned to sub duty if this experiment is successful? Probably not. The enlisted area is crowded. Sleeping space is at a premium. Privacy is virtually unattainable.

It’s fair to ask, as Navy wives probably do, what about romance? I would guess that those “poopy suits” will outscore raging hormones!

For more accurate insights on this experiment, I refer you to our own former high ranking Navy Officers: Captains Dave Williamson, Bill Baker, Billy Roberts, Norm Harbaugh, Walter Buchanan, and Lt. Commander, Harry Mahoney.





Editor's Note: This detailed article was written by John Kapsaroff. Take a moment to reflect on where we have come in the past ten years as a nation. One thing for sure. We can never go back to "Status Quo" before these attacks occurred.

Who among adult Americans cannot recall where they were on 9/11/01?

Most will be able to recall with astonishing disbelief what took place that day, especially, the confusion, the questions and the fear.

My experience began on September 8th. For the first time as Captain on the MD11, I was awarded a regular schedule with the majority of the layovers in Tel Aviv, Israel. This trip originated in Atlanta. The first night was spent in New York City and the second was a 22 hour layover in Tel Aviv. The trip then was reversed to terminate in Atlanta. I really loved flying in that part of the world to one of the most charming countries and interesting cities I have ever visited. More importantly, I was looking forward to spending some time with our son Chris on the way over on the 8th and on the way back on the 11th.

Chris worked in the World Trade Center Complex (WTC)

for Lehman Brothers in their International Strategies Division. As with most of our family visits, our Saturday visit was over much too quickly. We decided to meet for dinner on my way back through New York on the 11th of September. Chris stated that he was to give a presentation to the Cantor Fitzgerald Bond Trading Group at a breakfast meeting in the Windows On the World restaurant on Tuesday morning. Because of the presentation, he felt he might be able to knock off a little early and show me around the WTC before dinner. On Sunday, I met with my flight crew and we flight planned our trip "over the pond." The pilot crew members and flight attendants were all exceptional people and I had flown with all of them previously. They were old friends and very professional. The trip over to Tel Aviv was problem free and very pleasant. We landed in Tel Aviv at mid morning, cleared customs and went into layover. After a short nap, I went out for a walk. Israel is beautiful that time of year and the hotels are on the beach and are convenient for sight seeing and shopping. I saw some of my crew and we agreed to meet for dinner that evening. We had dinner at a beach front restaurant owned by a Israeli Arab. The food was delicious and the conversation and company were pleasant.

On Monday morning (Sept 11), we cleared outbound security and went to the airplane to accomplish our preflight tasks. Local time was 0900 but our body clock was at 0200. We accomplished all the required tasks and double checked each other before running the before start checklist. I called for a clearance and the air traffic control folks told us that we were on a delay due to a possible job action by airport personnel. I explained the situation to the passengers (approx. 250 of them) and flight attendants. The pilot crew, all three of us, sat in the cockpit and waited. As usual, we began to discuss our careers and how we got to be Delta pilots. All three

of us were military. I was Air Force as was the relief pilot. The other Captain (he was flying with me at the time to get the required Line Oriented Experience required to fly into the Middle East) was a Navy P-3 driver. My experience was as a Forward Air Controller (FAC) in Vietnam and C-141's, the relief pilot flew the B-52. We related some really funny stories to pass the time. We blasted off at approximately 1430, three and a half hours late.

After level off, we determined the break schedule. We were required to carry a relief pilot for the trip back to JFK because the flight time was greater than 8 hours (this one was 11+ hours). I drew the short straw and got the first break. Just before I went to the crew rest seat, the relief pilot was relating a story about one of his "Chrome Dome" missions in the "BUFF". These were 24 hour long missions flown by SAC to counter a nuclear strike on the USA. On one of these missions, our co-pilot had a new navigator and his crew decided to have fun with the rookie. While the new guy was taking a potty break, the crew conjured up a message stating that they were going to war and that the US was under attack. Apparently, the new navigator reacted like Deputy Barney Fife, and got really nervous. Anyway, it was funny when the copilot told the story. I left the cockpit feeling good about these guys and went to the back for a short rest.

I was napping (about 45 minutes) when the copilot came to the crew rest area and nudged me awake. He told me that the US was under attack and that some airplanes flew into the World Trade Center. I told him that I am no rookie and to let me sleep. The joke is over. He didn't want to make things worse so he went back into the cockpit and got the LOE Captain to come back and tell me the same thing. After a short discus-

sion with the LOE Captain, I followed him back to the cockpit just knowing that they were going to make me the brunt of a joke.

They weren't joking! It was true. The World Trade Center was attacked. We had an ACARS (email) message telling us the news from the company and proposing several divert destinations. I sent a message back stating that I would get back with them shortly. I sat there on the jump seat numbed by the news because I knew that my son Chris was in the WTC. I immediately tried to phone the company on SATCOM to no avail; all lines were busy. It was mid morning back the Atlanta and my wife was probably on the phone trying to find out what if anything happened to our son. My home phone was busy. I tried phoning my two daughters and those were busy. Call waiting was ignored by all of them. I just kept making the circuit until I finally got in touch with my eldest daughter and she stated that Chris's presentation to the Cantor Fitzgerald Group was slipped to the afternoon. He wasn't in the first tower. That was the first bullet we dodged for everyone in the Windows Restaurant was killed. Apparently, our son was on the phone with my eldest daughter's husband when the first tower was hit. He is a broker with Wachovia and has a TV in his office always tuned to CNBC in order to get the latest ticker tape information. He was the first to tell Chris to get the hell out of there. He said it only once and Chris left his building. Shortly after that, the second tower was hit.

Chris went down the stairwell to the street level floor and witnessed a good bit of carnage. The first responders were already on the scene and he offered his assistance. Chris was a Surface Warfare Officer in the Navy, Gulf War I veteran with some knowledge of First Aid. He assisted for a short while until more responders



arrived. He then began to walk away and tried to digest all that was going on around him. He left the WTC and Wall Street area. He was about 3 blocks away when the towers began to disintegrate. He then ran to all the way to St. Bartholomew Church (48th and Ave. of the Americas?). He sat in Church for some time then called home to his wife who in turn called Atlanta and touch base with the rest of the family.

Meanwhile, Delta informed me that airspace in the US was shutdown and that I was to divert to London Gatwick. We slowed down and were sequenced to London via a new route. We landed there at approximately 2000 in a driving rainstorm. The passenger list on our aircraft included approximately 150 Israeli Jews, 40-50 Israeli Palestinians, and 50-60 others (tourists, UN personnel etc.). After stopping at the gate, we opened the passenger deplaning door by the cockpit and the British Security (armed) folks came on board. They separated everyone into groups as listed above.

The crew was taken to a separate room where we were debriefed and given a vague idea as to what would happen next. We were sent to our usual layover hotel for London, a Hilton located in Brighton, a beautiful city just south of Gatwick on the English Channel. We arrived at the hotel a little before midnight after a very long, emotionally draining day.

Once at the hotel, we were greeted by other crews (old friends) clean sheets, hot showers and most of all a free phone for overseas calls. The folks at the hotel were wonderful. We weren't to return to the States until Saturday, September 15th. We were originally flight planned to JFK but while we were enroute, they shut it down and diverted us to Cincinnati. As I flew over New York City on a beautiful autumn day (Sept 15.), I tried to understand what happened. I looked down at the now smoldering towers and a deep sadness took my breath away. I thanked God for my son's life.

SERVICE OFFICER NEWS

Charles G. Shepherd, Jr.

What is a VA Non-Service Connected Pension for Veterans?

The pension is a benefit paid to wartime veterans who have limited or no income, and is age 65 or older, or, if under 65, who are permanently and totally disabled. Veterans who are more seriously disabled may qualify for Aid and Attendance or Housebound benefits. These are benefits paid in addition to the basic pension rate.

Who is eligible?

Generally, you may be eligible if you were discharged from the service under conditions other than dishonorable and you served at least 90 days

of active military service 1 day of which was during a war time period. If you entered service after September 7, 1980, generally you must have served at least 24 months or the full period for which called or ordered to active duty (there are exceptions to this rule),

AND your countable family income is below a yearly limit set by law (The yearly limit on income is set by Congress),

AND you are 65 or older, OR you are permanently and totally disabled, not due to your own willful misconduct.

As you can see, there are a number of criteria that may affect your eligibility to pension benefits. From time to time I will expand upon these. I will also inform you of the names of companies or services that will provide you, as a veteran, monetary discounts.

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George Hooten

Victor Mahoney

FOUNDING EDITORS OF THIS NEWSLETTER

NEW MEMBERS TO THE POST

Jack Abernathy is a U.S. Navy veteran of the Vietnam era. He is a graduate of Florida State University and the University of North Texas. Jack is a retired Delta pilot.

J.R. McAliley is a retired U.S. Navy veteran of Vietnam. He is a graduate of Vallejo Theological Seminary and is currently pastor of Center Congregationalist Church

William (Bill) Swaim is a U.S. Navy veteran of the Korean era. He is a manager with the Georgia Department of Community Affairs.

Michael Derrico is a U.S. Air Force veteran of the Gulf War. He is a pilot with Air Tran and lives in Avondale Estates.

Robert "Bobby" Oates is a U.S. Air Force veteran, currently serving his country at the Pentagon. He's served tour in Afghanistan and Iraq.



OUR JUNIOR VICE COMMANDER, NORMAN HARBAUGH WILL BE THE SEPTEMBER GUEST SPEAKER. HE'LL BE TALKING ABOUT HIS NAVY EXPERIENCES AND NAVY NUCLEAR POWER COMING TO BIRTH WITH THE USS BAINBRIDGE.

Next Meeting — Sept 8, 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

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