



The Bugle Call Rag

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NEW LEGION MEMBER—HARRY BROOKS

A native of Charleston, WV, former Marine fighter pilot Harry Books, of Norcross, has applied for transfer to Post 134 from Post 400, the data repository for unassigned Legionnaires in our area.

Harry joined the American Legion to be in the company of persons who have served out country and to honor all veterans.

He attended Georgia Military College before graduating from the University of South Carolina in 1970 with a degree in finance. After college, he completed Marine Corps OCS and then entered flight training at Pensacola, FL, where he earned earning his wings. He then reported to Marine Corps Air Station at Cherry Point, NC, to be checked out in the McDonnell-Douglas F-4 *Phantom* which he later flew regularly out of the Beaufort, SC, Marine Corps air station.

Later, he was assigned as battalion assistant air officer and forward air controller in the 2nd Marine Regiment at Camp Lejeune, NC. Harry served aboard the USS *Fairfax County* (LST-1193), a tank landing ship, and USS *Shreveport* (LPD-12), an amphibious transport dock ship. He was released from active duty in 1975, and joined the Marine Reserve, flying the *Phantom* and the North American Rockwell OV-10 *Bronco* out of Naval Air Station Atlanta on Dobbins Air Reserve Base. In 1977, he transferred to the Alabama Air National Guard and piloted a recon version of the *Phantom* out of Montgomery, AL. Two years later, he was back at Dobbins—this time with the Georgia Air National Guard – flying the Republic F-105G *Wild Weasel*.

While flying out of Montgomery, AL, he received the Air Medal in 1978 for getting a *Phantom* back on the ground undamaged after losing aileron response



aloft. This also resulted in his being awarded The Air Force Association's Earl T. Ricks Medal.

All in all, he served 13 years and logged 1,300 accident-free hours in tactical jets and achieved the rank of captain.

One of his most harrowing experiences occurred on 24 Jan 82 when he struck a power line unmarked on his aerial chart. His aircraft was severely damaged, but he was able to land safely back at Dobbins and was exonerated.

Unfortunately, he developed bladder cancer after consuming toxic water while stationed at Camp Lejeune. He is currently recovering from bladder and prostate surgeries.

In addition to flight training, Harry completed the Naval Air Intelligence School, forward air controller and naval gunfire training, USAF Electronic Warfare School, and the Aircraft Accident Prevention and the elite Accident Investigation course at the University of Southern California.

The latter led to his establishing an aircraft accident claims business in

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DUES ARE DUE

Make your \$50 dues check payable to **The American Legion Post 134** and send your check to:

American Legion Post 134
Attn: Adj. Mike Fallaize
P.O. Box 924378
Peachtree Corners, Georgia
30010-4378

Or, you can bring your \$50 dues check to a regular membership meeting and personally hand it to Mike.

The Legion's fiscal year begins **July 1st**. Your dues are due then.

TRADITION DATING TO WWI HONORS FALLEN AIRMEN



Capt. Mike Jolly, 700th Airlift Squadron pilot, plays the Air Force song during a piano burning ceremony on Dobbins Air Reserve Base. 700 AS airmen coordinated the event to commemorate the 80th anniversary of the squadron's activation.

A tradition said to have originated with the United Kingdom's Royal Air Force (RAF) recently made its way to Dobbins Air Reserve Base. The burning of the piano, as the tradition is known, took place at Dobbins to celebrate the 80th anniversary of the 700th Airlift Squadron, which provides global airlift using the C-130H-3 Hercules. The ceremony also honored those airmen who have given their lives in support of the squadron's myriad of missions through the years. "The squadron was activated for the very first time on April 1st, 1943, which is exactly 80 years ago to the day," said Captain Juan Castaneda, a 700th Airlift Squadron pilot. "We knew we wanted to do a piano burn because it's a long standing tradition that started with the RAF but continued on with those countries that were Allies during World War II." The story most often told originates from World War I when a RAF pilot, who was also a skilled pianist, played a tune in memoriam for each pilot who didn't return from battle. Eventually, it came to pass that the pianist gave his life in battle, so the remaining pilots decided to honor him by burning the piano as to not let another person play his keys."

Another story also roots the ceremony's origin with the RAF during World War I. As the war raged on and pilots became scarce, the RAF was to bring in pilots who didn't fit the mold of a 'proper English gentleman'. The RAF decided to make piano lessons a mandatory training exercise for the new pilots as a way to improve dexterity and instill gentlemanly tendencies. An unfortunate incident at a squadron clubhouse caused a significant fire; enough to destroy a piano. The piano lessons stopped, and soon other squadrons were using the same solution.

Regardless of true origin, at Dobbins ARB, the tradition is being continued as a way to honor the fallen airmen from previous years. Two losses of previous members of the squadron were particularly tough last year, including Lt Col (Ret). Richard Lester, who was a big supporter of the 700th and a helicopter pilot in Vietnam, and MSgt Tony Metcalfe, who died around a month after he retired. "With both of those losses we wanted to honor them the right way," Castaneda said. "We decided to combine both events to honor the people that we've lost more recently as well as during our 80-year history."

The piano was a donation from a Georgian who worked at Dobbins for 13 years. "It originated from a Pennsylvanian company that shares its namesake with one of the airmen lost in 2022, Lester Piano Company, and was produced in the 1940s, which is the same timeframe of the 700 AS activation," Castaneda said. "The top of the piano was saved and gifted to the wife of the late Lt Col Lester." Castaneda added that now, the burn is planned to be an annual tradition commemorating those who lost airmen from Dobbins who died in the previous year. "Dobbins ARB, the 700th Airlift Squadron and the 94th Airlift Wing have a rich history of 80 years of service to the community, the nation and Allied countries," Colonel Carl Magnusson, 94th Airlift Wing Commander, stated. "The piano burning tradition honors that history and continues to deepen the camaraderie of our airmen, allowing us to remember and celebrate those who have given their lives to preserve our freedoms."

(This article has been edited from original text and format. Originally published in the Marietta Daily Journal, April 7, 2023)

Editor's Note: Captain Jolly played four songs while the piano burned. He was able to accomplish the task by having a 20 MPH wind at his back, keeping the flames away from him. We like to say he kept playing until the keys melted, forever sealing his legacy in the squadron.

Songs played in order: Great Balls of Fire, Desperado, and The Air Force Song.



NEW MEMBER... Continued from Page 1

1978. In 2003, he founded International Loss Management in Annapolis, MD, concentrating on aviation and marine accidents and claims. He has investigated more than 5,000 general and commercial aviation accidents and claims.

In 1979, he was graduated from the Woodrow Wilson College of Law, specializing in insurance.

Harry has been married to his wife, Leslie, 45 years. They have two adult children and a grandchild.

In 1993 he was elected a fellow in the New-York-based Explorers Club and has led 10 expeditions to coral reefs

in Oceana, Indian settlements in the Peruvian Amazon, and WWII Marine Corps battlefields in the Pacific, including Makin Atoll. At Makin, he was instrumental in recovering the remains of 19 Marines who were left behind in 1942 after the 2nd Marine Raider Battalion, led by LTC Evans Fordyce Carlson, withdrew. Harry was named an honorary Marine Raider. In 2014, he won the Explorer Club's Sweeney Medal for exemplary service.

His interests also include Civil War history. He has led tours of the 20-22 Jul 1864 battles of Atlanta.

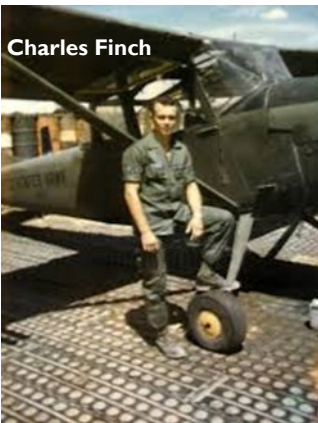
THIS BATTLESHIP HIT VIETNAM IN TWO WARS



BB-62

USS New Jersey (BB-62) is probably the only U.S. Navy battleship to have fired on what is now Vietnam in two different wars.

As part of Admiral Marc Andrew "Pete" Mitscher's Task Force 58, she lambasted shore targets in Saigon and Cam Ranh Bay during Operation Gratitude 10-20 Jan 1945 as WWII ground to an end in the Pacific Theater. Those targets were part of French Indochina then.



Charles Finch

In his riveting book, *A Hundred Feet over Hell*, Jim Hooper describes Atlantan Charles Finch, and other Army aviators, directing gunfire from *New Jersey* onto enemy targets near the DMZ between North and South Vietnam. The ship arrived off the coast of South Vietnam on 29 Sep 1968.

New Jersey, the second of four *Iowa*-class battleships, also served during the Cold and Korean wars and saw action in Middle East conflicts. The other *Iowa*-class battleships were the *Iowa* (BB-61), *Missouri*

(BB-63), and *Wisconsin* (BB-64). (Note: More to follow on BB-63 in the September issue of The BCR).

Construction began on *New Jersey* 16 Dec 1940 and she was launched 07 Dec 1942. She is now moored at Camden, NJ, as a museum ship.

America's first battleship was the *USS Texas* launched 28 Jun 1892. She saw action in the War with Spain and was sunk as a gunnery target 12 Mar 1922.

Another notable early battleship was the *USS Maine* (BB-10). She was launched 18 Nov 1889 and sank 15 Feb 1898 in Havana harbor giving rise to a naval blockade of Cuba and the slogan, "Remember the Maine", the rallying cry for the War with Spain, 25 Apr-10 Dec 1898.

Construction on our last battleship, *USS Kentucky* (BB-66), was suspended in 1947. Still unfinished, She was sold for scrap in 1958.

No U.S. battleships have been lost at sea, although four were damaged or sunk in the 07 Dec 1941 attack on Pearl Harbor, HI. Only two of these—*USS Arizona* (BB-39) and *USS Oklahoma* (BB-37) were not restored to service.

And, yes, there was an *USS Georgia* (BB-15), a *Virginia*-class vessel constructed at the Bath Iron Works in Bath, ME. She was launched 11 Oct 1904, joined the Atlantic Fleet, and performed convoy escort duties in WWI. *Georgia* was sold for scrap in 1923.



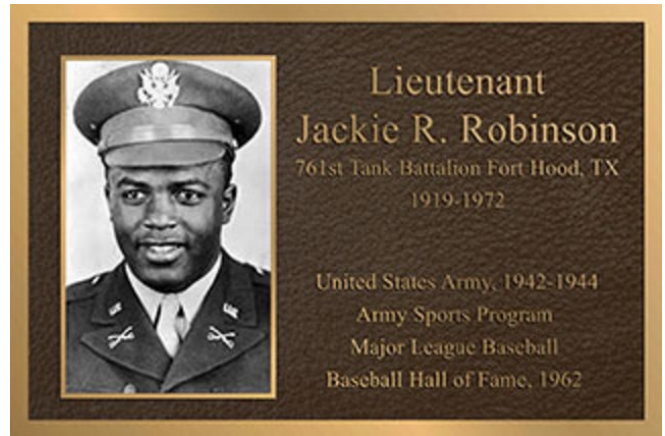
BB-15



JACKIE ROBINSON REFUSES TO MOVE TO THE BACK OF A MILITARY BUS



On July 6, 1944, Jackie Robinson, future Major League Baseball legend, refused to move to the back of a military bus while serving at Fort Hood (now Fort Cavazos), Texas, in the 761st Black Panthers Tank Battalion. After visiting a hospital to get an injury looked at, Robinson boarded a military bus and sat next to an officer's wife. The driver of the bus confronted Robinson, telling him to move to the back. Robinson refused. Once the bus reached the base, the driver notified police and had Robinson arrested. Robinson quarreled with the investigators over the incident, who recommended Robinson be court-martialed for his behavior. His commander refused to approve the charges, so officials moved Robinson to an alternate battalion, whose commander approved the court-martial. Nine white officers acquitted Robinson of all charges in 1944. However, because of his court proceedings, Robinson was prevented from serving overseas with his original battalion—one of the first all-black units to see World War II combat. In November 1944, Robinson received an honorable discharge. He would become the baseball legend who broke Major League Baseball's color barrier.



Incidentally, on July 26, 1948, just over a year after Robinson made his trailblazing appearance in the Major Leagues, Executive Order 9982 was issued by President Harry S. Truman, abolishing racial discrimination in the armed forces.

From The History Channel Calendar

Herman Anderson — Commander
herman1@bellsouth.net 770-547-7347


John Ottley — SVC
jkottley2@gmail.com 404-918-6864

Arnold Wall — JVC
arcosign10@yahoo.com 678-530-0588

George Hooten & Victor Mahoney
FOUNDING EDITORS

Todd Copley & John Ottley, Jr. — BCR Editors

Next Meeting — July 13, 2023

Sun	Mon	Tue	Wed	Thu	Fri	Sat
2	3		5	EC	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Regular Meeting—Induction Of New Post Officers
Atlanta Athletic Club
1930 Bobby Jones Drive
Johns Creek, Georgia

2023-2024 Post Officers

<i>Commander</i>	Herman Anderson	<i>Finance</i>	Bryant Roland*
<i>Sr. VC</i>	John Ottley, Jr.*	<i>Adjutant</i>	Mike Fallaize, Sr.*
<i>Jr. VC</i>	Arnold Wall*	<i>Historian</i>	Walter Conway*
<i>Chaplain</i>	Rev. J. R. McAliley III	<i>Service Officer</i>	Rev Larry Robert

Executive Committee Members

Herman Anderson (2023-2026)	Mike Poynor (2023-2025)
John Ottley, Jr.* (2023-2024)	Arnold Wall* (2023-2025)
Walter Conway* (2023-2025)	Fred Viele* (2023-2026)
Sam Steger** (2023-2024)	James Poulin* (2023-2024)
Bryant Roland* (2023-2026)	J. R. McAliley III (2023-2026)

(Post Officers and EXCOM serve from July 1—June 30 of the CY)

Past Commanders *
Ex Officio **