

THE SCUTTLEBUTT

ALL GAVE SOME, SOME GAVE ALL



The Official Publication of the
Stanly County Detachment 1021
Marine Corps League
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Editor
L. D. Roush

February, 2018

2016-2017 OFFICERS

Paul L. Hummel, Commandant

Senior Vice Commandant	William T. Pressley
Junior Vice Commandant	Russell T. Aronis
Past Commandant	Edgar S. Watson
Judge Advocate	John M. Smith
Adjutant-Paymaster	Gary L. Bryan
Chaplain	Eli E. Galloway
Sergeant-at-Arms	Larry L. Shoe
Historian	Lawrence D. Roush

COMMANDANT'S COMMENTS

Marines, the schedule for the new year has been made. My thanks for all your support last year and I hope the next year is even more rewarding.

Please review the committees appointed and if you're not on the lists and you want to participate, please let me know. The officer nominations need to be submitted to the Sgt. At Arms prior to the next meeting. If anyone has a desire to fill a position, your time is now at hand. We welcome interested Marines to get more involved with the management of our fine organization. Our committees will be seeking help with the projects, such as painting our bunker, etc.

I again appreciate the opportunity to serve our Detachment and working with our Marines.

SEMPER FI.

Paul Hummel
Commandant

MARINE CORPS LEAGUE STANLY COUNTY DETACHMENT 1021 MINUTES OF REGULAR MEETING 29 JANUARY, 2018

OPENING – Commandant Hummel called the meeting to order and appropriate customs and form were carried out.

ROLL CALL OF OFFICERS – All officers present. Members in attendance 24, and DVC D. Mathias.

A prospective new member, John A. Johnston a former MP with tours on Okinawa and Iraq, was in attendance

APPLICATION FOR MEMBERSHIP – There were no applications for membership.

BALLOTING ON APPLICATIONS FOR MEMBERSHIP N/A

MINUTES OF PREVIOUS MEETING – A motion was made to accept the minutes of the last meeting as published in "The Scuttlebutt" and seconded. The motion passed.

PAYMASTER'S REPORT – Paymaster Bryan presented the following report.

RECEIPTS:

50/50	\$	46.50
Refund from Marine Shop		
Order	\$	7.15
Donation	\$	45.00
TOTAL RECEIPTS	\$	98.65

DISBURSEMENTS:

Parade Candy & MC Birthday Snacks (D. Pressley)	\$	266.07
Marine Corps Emblems (G. Bryan)	\$	13.95
Quarterly Breakfast	\$	177.19
MC Ball Cake (P. Hummel)	\$	40.00
Department Officers Breakfast Mtg.	\$	40.00
Marine Shop, Mourning Bands & Gloves	\$	209.88
National Dues (Tyner & Smith)	\$	200.00
Department Dues (Tyner & Smith)	\$	15.00
TOTAL DISBURSEMENTS	\$	707.48

Certificate of Deposit (Bank of North Carolina)	\$10,000.00
Checking Account Balance	\$17,487.29
Cash on Hand	\$ 16.60
Outstanding Checks	\$ <u>90.00</u>
TOTAL	\$27,593.89

SPECIAL ACCOUNTS

SCHOLARSHIP FUND	\$ 0
CONTINGENCY FUND	\$ 6,245.54

MARINE CORPS BALL

\$ 0

A motion was made to accept the report, it was seconded and the motion was passed.

MEMBERS/FAMILIES IN DISTRESS: We were glad to have Marine Tucker in attendance after having his appendix removed.

The flu season has hit and Marine Bryan is recovering. We are glad to see Marines Epps and Brooks looking well after their recent medical treatments.

Marine Smith brought up the situation of Sherri Colson, a waitress at Piney Point Golf Course. Ms Colson has been diagnosed with cancer and is facing severe medical costs. There will be a spaghetti dinner fund raiser that he has tickets for, but the waitresses at Piney Point have always pooled their tips and given them to Toys for Tots. Commandant Hummel mentioned that he had made a donation to the fund, but a motion was made from the floor that the Detachment makes a donation to Ms. Colson of \$100.00. The motion was seconded and passed. (Including Detachment donation a total of \$326.00 was raised)

STANDING COMMITTEES:

Toys for Tots – Associate Member D. Pressley reported that in the 3rd year Toys for Tots had collected \$2954.05 during the local campaign, and received \$6,927.00 from the Toys for Tots Foundation. Over 2,830 toys were distributed and 1237 volunteer hours contributed.

Purple Heart Signs – Marine Burris reports that that he only has five signs left that have not been spoken for. DVC Mathias said that there are now two versions of the parking signs. There is the Purple Heart version, and now there is a sign that just indicates Veteran Parking and is not suitable to replace Disabled Parking Signs. Following a discussion period a motion was made to order 5 more Purple Heart and 5 Veteran Parking Signs for the Detachment. The motion was seconded and passed.

Marine Corps Ball – Marine Smith reported that the dates for the Ball are already committed at CHS Stanly so we cannot have the Ball there this year. Members are asked to suggest alternate locations for this year's Ball.

Scholarship – Marine Watson reported that the Scholarship Committee will be ready to report to the membership shortly on the proposed amount and number of scholarships after evaluation of the detachment's funds. The forms were reviewed last year and they should be good to use again this year.

SPECIAL COMMITTEES – Commandant Hummel reported on the recent Officers financial planning meeting. We have a very active year coming up and to get ahead of all the necessary activities.

The Commandant has assigned responsibilities to members to plan and conduct the necessary duties to accomplish these tasks. The assignments are:

Scholarship Committee- Marines Watson, Batten,

Smith, Bryan and Tucker

Golf Tournament-Marines Hummel, Shoe, Smith, D. Burris Jadlocki, and Butler

Detachment ByLaw Rewrite-Marines Watson, Bryan, and Batten.

Memorial Board-Marines D. Burris, Bryan, and Tucker

Storage Container-Marines Hummel, Shoe, and Pressley

Community Outreach-Marines Pressley, Bryan, and Burris

Committee members should coordinate and select a member to report on their progress at future meetings.

NEW BUSINESS – Members will be considering the election of Officers in a few months. Your involvement in the Detachment only makes us stronger and all of these positions come with a great sense of satisfaction. If you have a nominee, or want to put your own name forward, for Commandant, Senior Vice Commandant, Junior Vice Commandant, or Judge Advocate please let Sergeant at Arms Shoe know. We must hold elections at the April 30th meeting, so give this some consideration.

OLD BUSINESS – Commandant Hummel reported that a storage building/Conex box has been purchased a cost of \$2,200.00 and it has been placed to the left of the VFW. The box cost \$200.00 more than was originally authorized, but there wasn't one locally in good enough condition and the delivery from Charlotte ran up the cost. A motion was made to increase the original authorization to \$2,200.00 to cover the full cost. The motion was seconded and passed. There will be some work required to configure the box with shelves, and some maintenance. Commandant Hummel asked Marines Wooten and Brooks to evaluate the shelves and he will get a start on the other issues.

GOOD OF THE LEAGUE – Marine Lambert was presented with his Life Member card.

Marine Bryan reported that the Detachment has purchased Mourning Bands and White Gloves for members to wear at funerals and wakes of members who have died. In an effort to sharpen our remembrance, and in keeping with Marine tradition, he offered a 'straw man' proposal of how we should conduct ourselves. This is only an offering to the membership and any comments or suggestions would be wonderful.

Remarks from DVC Mathias: The Honor Flight out of Charlotte will be in May if you are interested contact DVC Mathias.

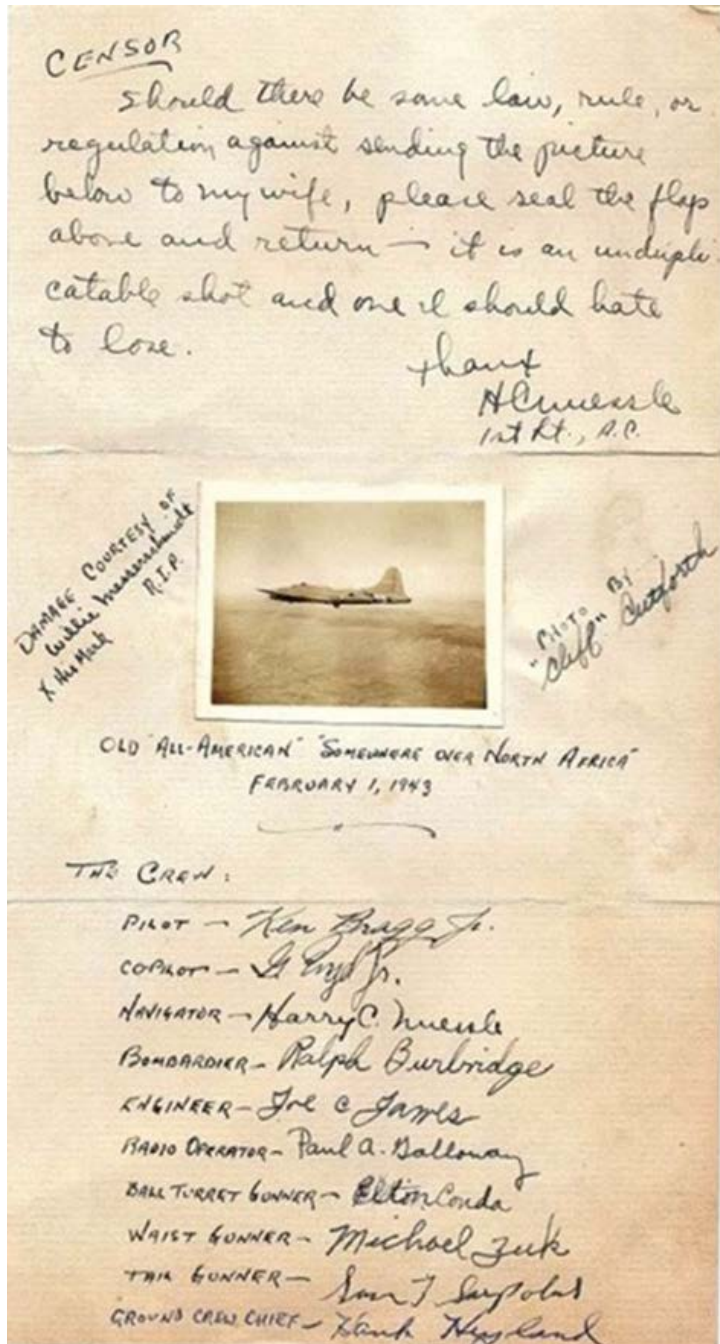
Marine Week is scheduled to be held in Charlotte September 2nd thru the 9th, 2018. It is not clear what this will involve, but Marine Week is held once a year in different cities to highlight the Marine Corps. This is a Headquarters Marine Corps event, not Marine Corps League. Any suggestions on how we as a Detachment might capitalize on the publicity leading up to, or during this event, would be appreciated.

Closing – The appropriate customs and form were carried out and the meeting was closed until 26 February.

Marine Epps Provided the following true tale from WWII:

This has been around before but it never gets old. ... and these were basically kids flying this thing. The greatest generation.

A real miracle



B-17 "All American" (414th Squadron, 97BG) Crew
Pilot- Ken Bragg Jr.
Co-pilot- G. Boyd Jr.
Navigator- Harry C. Nuessle
Bombardier- Ralph Burbridge
Engineer- Joe C. James
Radio Operator- Paul A. Galloway
Ball Turret Gunner- Elton Conda

Waist Gunner- Michael Zuk
Tail Gunner- Sam T. Sarpolus
Ground Crew Chief- Hank Hyland



In 1943 a mid-air collision on February 1, 1943, Between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of WW II.

An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Flying Fortress named "All American", piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.



Artist Rendition

When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak.

The vertical fin and the rudder had been damaged, The fuselage had been cut almost completely through connected only at two small parts of the frame, and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16-feet long and 4 feet wide at its widest; the split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator

cable still worked, and the aircraft miraculously still flew!

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane.

The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target. When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane.

When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home.

The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the *All American*. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the *All American* as it crossed over the Channel and took one of the pictures shown.



They also radioed to the base describing that the appendage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used", so five of the crew could not bail out. He made the decision that if they could not bail out safely,

then he would stay with the plane to land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured.

No one could believe that the aircraft could still fly in such a condition.

The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.



For You Airplane Buffs

The B-17 was primarily employed by the United States Army Air Forces (USAAF) in the daylight strategic bombing campaign of World War II against German industrial and military targets. The United States Eighth Air Force, based at many airfields in central and southern England, and the Fifteenth Air Force, based in Italy, complemented the RAF Bomber Command's nighttime area bombing in the Combined Bomber Offensive to help secure air superiority over the cities, factories and battlefields of Western Europe in preparation for the invasion of France in 1944.^[8] The B-17 also participated to a lesser extent in the War in the Pacific, early in World War II, where it conducted raids against Japanese shipping and airfields.

These missions, however, carried a high price. Half of the U.S. Army Air Force's casualties in World War II were suffered by Eighth Air Force (more than 47,000 casualties, with more than 26,000 dead. (Source Wikipedia)

FYI: U. S. Marine WWII casualties: 24,511 killed;
68,207 wounded. (source; nationalww2museum.org)