



# Catalina Mountains Patriot

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Editor  
James I. McArthur

## Preamble

“..... to transmit all these ideals to  
posterity.....”



**Commander:**  
Jean Nelson



**Adjutant:**  
LTC Richard Nelson



**Treasurer:**  
CWO Robert Ozier



**Asst. Treasurer:**  
LT James McArthur



**Chaplain:**  
Jean Nelson



**Judge Advocate:**  
COL Pedro Najera

## Commander's Comments

“We, the People;” the first three words of the Constitution of the United States of America.

September 17, 2019 marked the 232nd anniversary of the signing of this historic document. From May to September in 1787 delegates from all the states met to form a cohesive self-government. It was six years after the War for Independence and the states were doing fairly well. There were many who feared the Union would founder without a new constitution. Miracles do not happen by chance and what happened in Philadelphia took a lot of work, vision, and dedication to a cause bigger than themselves.

Many years ago, I read a book called "Miracle at Philadelphia" by Catherine Drinker Bowen. It is an historical work, and it is so well researched the events portrayed can be taken as truth. I strongly recommend the book to those who would enjoy learning what it took to come up with this remarkable document.

After the delegates signed the Constitution it took many months to be ratified by all the states.

(Continued on page 2)



## Chaplain's Corner

Psalm 89:1-2

*"I will sing of your steadfast love, O Lord, forever; with my mouth I will proclaim your faithfulness to all generations.*

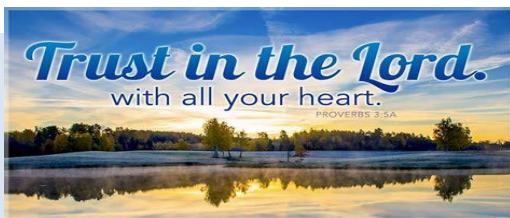
*I declare your steadfast love is established forever; your faithfulness is as firm as the heavens."*

Throughout scripture we learn of God's covenant with his people. We learn of his promise of love and grace. The God who gives us life tells us to be rich in faith: to place our faith in God who is faithful to us. God tells us to be strong in spirit and trust in God to be our guide in life.

We can always count on God to walk with us in both easy and difficult times. May we forever walk in faith and trust and give praise and glory to the Lord our God.

Grace and peace to all,

Chaplain Jean



## Commander's Comments

(Continued from page 1)

It is an amazing testament to the vision of the forefathers that the document still stands today as a symbol of freedom and democracy even as our country goes through changes and difficulties.

I will end with a quote from the author.

" The Federal Convention, viewed from the records, is startlingly fresh and new. The spirit behind it was a spirit of compromise, seemingly with no noble flag to rally round. Compromise can be an ugly word, signifying a pact with the devil, chipping off the best to suit the worst.

Yet in the Constitutional Convention the spirit of compromise reigned in grace and glory; as Washington presided, it sat on his shoulder like a dove. Men rise to speak and one sees them struggle with the bias of birthright, locality, statehood--South against North, East against West, merchant against planter. One sees them change their minds, fight against pride, and when the moment comes, admit their error. If the story is old, the feelings behind it are as new as Monday morning."

Our next meeting is October 5 at Casa del Rio at 11:30. I was so pleased to have so many at the meeting last month. I hope to see more of you this month. Thank you.

Commander Jean



# September Luncheon

We had a great turn-out for our September luncheon. A good way to start our new fiscal year.

Our speaker was Daniel Hill who was one of the delegates we sent to the AZYLC this summer. He did a great job describing some of his experiences and impressions from the week long conference. (We discovered that he is a bugler in the Maranna High School band,, and he has agreed to play at iur upcoming Massing of the Colors.) Daniel's father was also with us.



Daniel Hill

We had a number of other visitors: CWO Ted Falter, retired, Coast Guard; Ann Hollis, Maranna; Willa and Alan Swartz from Okemos, Michigan (Willa is Ted Cogut's sister); and LtCol Patrick Stolze, MOWW Department of Arizona Commander.

Winners of the lottery were Ken Robinson and Ted Cogut.



LtCol Patrick Stolze Ddepaetmnet of Arizona Commander and Commander Jean



# Kamikaze

("divine wind" or "spirit wind"),

The tradition of death instead of defeat, capture and shame was deeply entrenched in Japanese military culture. One of the primary traditions in the samurai life and the *Bushido* code was loyalty and honor until death.

Late in 1944 the Japanese initiated the program of suicide pilots who would crash their aircraft into allied ships, giving their lives for their country. These would become the *Kamikaze* warriors. It was claimed by the Japanese forces at the time that there were many volunteers for the suicidal forces. Captain Motoharu Okamura commented that "there were so many volunteers for suicide missions that he referred to them as a swarm of bees", explaining: "Bees die after they have stung."

These attacks, which began in October 1944, followed several critical military defeats for the Japanese. They had long since lost aerial dominance as a result of having outdated aircraft and enduring the loss of experienced pilots. Japan was losing pilots faster than it could train their replacements. These combined factors, along with Japan's unwillingness to surrender, led to the use of *kamikaze* tactics as Allied forces advanced towards the Japanese home islands.



Getty Images



DODLive

On 25 October 1944, during the Battle of Leyte Gulf, the *Kamikaze* Special Attack Force carried out its first mission. By day's end 55 *kamikazes* had hit seven carriers, as well as 40 other ships (five sunk, 23 heavily damaged and 12 moderately damaged)

The peak period of *kamikaze* attack frequency came during April–June 1945 at the Battle of Okinawa. On 6 April 1945, waves of aircraft made hundreds of attacks. Suicide attacks by planes or boats at Okinawa sank or put out of action at least 30 U.S. warships and at least three U.S. merchant ships, along with some from other Allied forces. The attacks expended 1,465 planes. Many warships of all classes were damaged, some severely, but no aircraft carriers, battleships or

cruisers were sunk by *kamikaze* at Okinawa. Most of the ships lost were destroyers or smaller vessels, especially those on picket duty. The destroyer USS *Laffey* earned the nickname "The Ship That Would Not Die" after surviving six *kamikaze* attacks and four bomb hits during this battle.

As the end of the war approached, Allied losses began to diminish despite having far more ships and facing a greater intensity of *kamikaze* attacks. Vice Admiral Matome Ugaki, the commander of the IJN 5th Air Fleet based in Kyushu, participated in one of the final kamikaze attacks on American ships on 15 August 1945, hours after Japan's announced surrender.



www.2Today.com

According to a U.S. Air Force webpage: Approximately 2,800 *Kamikaze* attackers sank 34 Navy ships, damaged 368 others, killed 4,900 sailors, and wounded over 4,800. Despite radar detection and cuing, airborne interception, attrition, and massive anti-aircraft barrages, 14 percent of *Kamikazes* survived to score a hit on a ship; nearly 8.5 percent of all ships hit by *Kamikazes* sank.

*The above are excerpts from Wikipedia.com*

# Ted's Page

## *Aerial Gunnery at Oscoda*



“My plane’s shot up!” The lieutenant caught me in the middle of analyzing a weather map, and I didn’t quite know how to respond. On this day in 1951 at Oscoda AFB, Michigan, an F-86 base later named “Wurtsmith AFB,” he had just landed an F-51 and rushed into Base Weather to tell me what had happened. Like others in his squadron, among whom were some returned heroes of the ongoing Korean War, I’m sure the lieutenant was



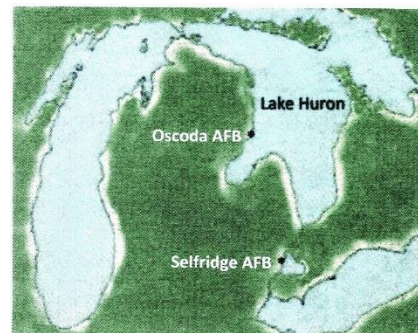
*P-51 or F-51 Mustang (in 1947, P for “Pursuit” was changed to F for “Fighter”). Bob Nordstrom photo.*

a fearless fighter pilot when he flew his F-86,\* but target-towing in an F-51, which he had just done, as F-86s shot at the target, might have been unnerving. Exactly why he told me about it did seem strange for it had nothing to do with weather; but in a certain sense it was logical. Like a pilot engaged in gunnery, more often than they liked to admit, forecasters sometimes had to accept a less-than-desired result with equanimity even though being disappointed when that happened; also, forecasters were eager listeners, especially when a pilot recounted a flight just completed.

At those times, the pilot would animatedly engage, answering with equal eagerness my questions about the weather he had flown through.

Target towing over Lake Huron already had a long history. It began in the 1920s when Major Carl Spaatz searched for a place to practice aerial gunnery. Spaatz would much later become a general and first Chief of Staff of the USAF, but he was then CO of the 1st Pursuit Group at Selfridge Field on the outskirts of Detroit and about 200 miles south of Oscoda. With 140 miles of due east open water extending from Oscoda to Ontario, Canada, he would have found Lake Huron with Oscoda as a base a perfect place.

I was stationed at Oscoda from 1951 to 1953 when that base was home to the Air Defense Command’s 63<sup>rd</sup> Fighter Interceptor Squadron. Oscoda had by 1951 been expanded to be a full-fledged air base; and I was sent there from Saudi Arabia, then a tech sergeant forecaster. But two years earlier when I was a staff sergeant forecaster at Selfridge AFB, Michigan, Oscoda’s airfield was only a satellite of Selfridge and had no weather station. We did have a young airman weather observer on the spot there, however, who advised pilots of his (the observer’s) determination of Oscoda’s ceiling and visibility.

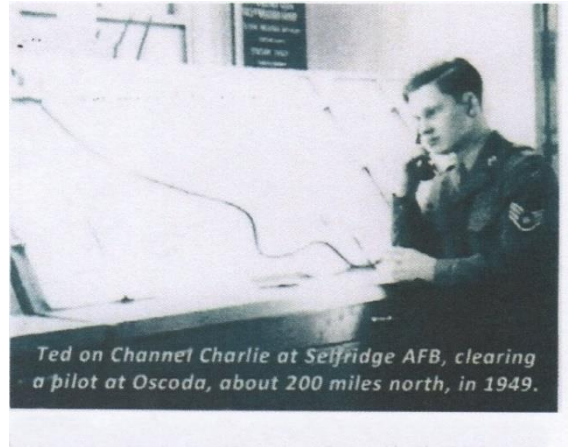


Selfridge’s pilots would fly to Oscoda, take gunnery practice over Lake Huron, and land at Oscoda. For takeoff clearance back to Selfridge, as they sat in the cockpit on Oscoda’s runway they’d call me, then at Selfridge, via Channel Charlie radio-telephone; and I would brief them and clear their takeoff. It was the only time I ever knew of a pilot’s clearance being conducted with a pilot about 200 miles away and not standing at Base Weather, face-to-face with the forecaster.

In the 1951 event, the lieutenant’s intense gaze telegraphed he thought he was due a response, some sort of acknowledgement that what had happened was bad and shouldn’t have happened to him. “Sorry about that,” wouldn’t do. And of course I couldn’t say they should give the pilots gunnery training, after all, they were doing gunnery training. I wanted to finish my map analysis and thought he might simply turn and walk away after his outburst, but he remained standing there, waiting for a reply.

After about a minute of getting no response, he further described the incident. His plane was not badly shot up. As I recall, there were two holes in it. But one of them, he heatedly explained, was just a foot or two behind where he sat. I decided I had to try to cheer him up though in a strict military sense, in spite of the great rapport between pilots and forecasters, it was not what was expected.

In the Air Force of those days the humorous quip was an often used conversational expedient. Reaching back for one of the maxims of my earliest days in the AAF, the advice wise-acre recruits gave to even newer recruits (never volunteer), I said: "Next time, when they ask for a target-tow pilot, don't



*Photo by Sgt. George Popadines*

volunteer." I thought that might be an acceptable answer. It was not.

"That's not how it's done! They don't ask for volunteers. They give the job to the pilot with the worst gunnery score!"

He then turned to leave, walking away while looking back at me sidewise and in a lost sort of way. It seemed he suddenly thought he shouldn't have said anything at all about the bullet holes in his F-51.

My map analysis was complete. He walked toward the alert hangar where he and the other pilots would wait for the klaxon's deafening command. Should the Soviet Union's

bombers come over the top (North Pole area) intent on bombing Detroit, WWII's Arsenal of Democracy and in 1951 still a manufacturing marvel, they'd scramble, intercept, and shoot them down.

*\* World's 3<sup>rd</sup> jet ace, later Catalina Mountains Chapter MOWW member Ralph Gibson, was one of them.*



## **Massing of the Colors and Service of Remembrance**

Sunday, November 10

2:00 at the Tucson Women's Club

6245 E. Bellevue Street

(Mark it on your calendar)

For info contact Past Commander Rich Nelson [nlshnmstd@msn.com](mailto:nlshnmstd@msn.com)

# **Benefits to Surviving Spouses of Service Members**

(Submitted by Joy Ozier)

Dear Mrs. Ozier:

Thank you for contacting me about S. 622, the Military Widow's Tax Elimination Act of 2019. I always appreciate hearing from Arizonans about issues facing our state and country. It is important that we have conversations about topics that matter to you and your family, and I hope you will continue to reach out to me and share your perspectives and suggestions.

The Department of Defense (DOD) and Department of Veterans Affairs (VA) provide two separate benefits to surviving spouses of servicemembers. The DOD provides a subsidized Survivor Benefit Plan (SBP) under which a retired servicemember may pay a premium from retirement pay to provide an annuity - or fixed annual payment - to surviving dependents upon that servicemember's death. The VA's Dependency and Indemnity Compensation (DIC) annuity pays eligible surviving spouses of a servicemember or veteran who died from a service-related cause. The DIC basic monthly rate is currently set at \$1319.04 per month.

The law establishing the SBP includes a controversial offset provision prohibiting surviving spouses from receiving both SBP and DIC in full. Under current law, SBP annuities must be reduced by the amount a surviving spouse receives from DIC. This may result in eliminating a surviving spouse's annuity entirely, and refunding premiums the servicemember paid from retirement compensation without interest.

Senator Doug Jones (D-AL) introduced S. 622, the Military Widow's Tax Elimination Act of 2019, on February 28, 2019. I am a cosponsor of this legislation; it repeals the required offset affecting as many as 67,000 surviving spouses nationwide, permitting them to receive both SBP and DIC benefits. S. 622 was referred to the Senate Committee on Armed Services, where it may be considered.

Servicemembers, veterans, and their families deserve our gratitude and respect for the sacrifices they make to protect our freedom. I joined my colleagues in support of S. 622 because I believe the SBP offset unfairly reduces benefits for which military families already paid premiums at a time when surviving spouses need our support the most. We can find budget savings through modernizing DOD's acquisition processes, reducing waste, fraud and abuse in overseas construction projects, and retiring outdated and unnecessarily expensive weapons systems. I will continue to work across the aisle with my colleagues in the United States Senate to protect military benefits.

Thank you for sharing your view on this issue with me. Please do not hesitate to contact our office with any future questions or comments. Additionally, if you would like to stay connected to our office with the latest news, legislation, and other useful information, please visit our website, [sinema.senate.gov](http://sinema.senate.gov).



Kyrsten Sinema  
United States Senator

## Britain's Secret Auxiliary Units

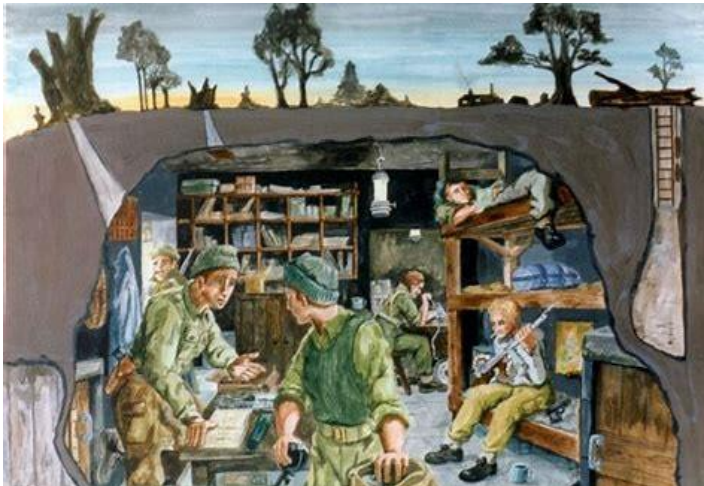
What if Germany had succeeded with an invasion and occupation of Britain in WWII?

In 1940, things were looking bleak for England. The remnants of the British Expeditionary Force and the Free French Forces had been pushed off the mainland, and the possibility of a German invasion of Britain seemed imminent. Plans had to be made for that eventuality.

Winston Churchill ordered the creation of a secret, underground army that were known simply as the Auxiliary Units. This program remained secret until the 1990s.



Around 3,500 members were recruited from the civilian population (many were farmers and landowners) and trained in a variety of tasks, including assassination, stealth killing, explosives, unarmed combat, and sabotage. They were equipped with the best weapons available, including Thompson submachine guns and PIAT anti-tank rockets. They were also given silenced pistols and rifles, sticky bombs, Commando knives, and single-shot cartridges that could penetrate steel at almost 300 ft.



Elaborately concealed underground Operational Bases were built, usually by the Royal Engineers, in local woodlands, with a camouflaged entrance and emergency escape tunnel. These bunkers would hold 6-8 men each, as well as weapons and food for about two weeks. It is thought that 400 to 500 such bases were constructed.

They wore Home Guard uniforms but were not part of that group. In the event of an invasion, they would not participate in the conventional phase of their town's defense. Instead all Auxillary Units would disappear into their operational bases and would become activated once the home defense forces had been driven back. The plan was to attack German communication lines, railways, airfields, fuel and supply dumps, and senior German officers. Perhaps most chillingly of all, they had orders to kill any British person collaborating with the occupying German forces.

They were not envisaged as a continuing resistance force against long-term occupation. Service in the Auxiliary Units was expected to be highly dangerous, with a projected life expectancy of just twelve days for its members. They had orders to either shoot each other or use explosives to kill themselves if capture by an enemy force seemed likely.

Fortunately, the Auxiliary Units never had to go into action.

*Excerpts from Wikipedia.com*

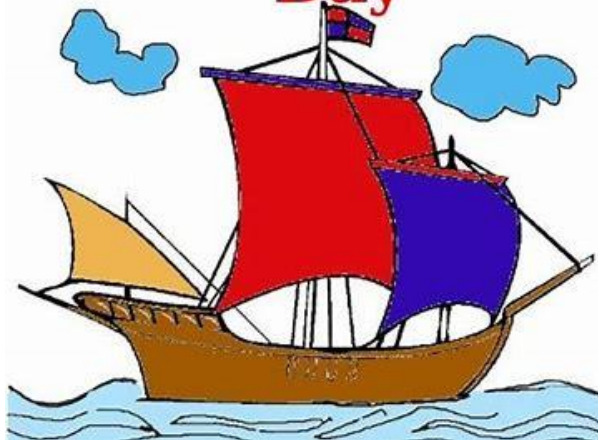




# MOWW Luncheon

Join us for our luncheon at 11:30 on Saturday,  
October 5, at the Casa Del Rio Restaurant  
1060 South Pantano Road  
(22<sup>nd</sup> and Pantano)

## Happy Columbus Day



Monday October 14

MOWW Newsletter: 8621 E. Pembroke Dr., Tucson, AZ 85715