

The LIBERTY LEGIONNAIRE

4th Quarter 2004



P.O. Box 417

Liberty, MO 64068

roberthbakerpost95.com

Family Dinner Planned

Again this year, Post 95 is holding a family Christmas Dinner. The event will be held on Tuesday, December 21st at 6:30 P.M.. The Post will provide the meat dish, while members are asked to bring a covered dish. This is a chance for the ladies to show-off their favorite Holiday dish.

Legionnaires are asked to bring pictures of their time in the service and wear your old service cap (we doubt that anything else would still fit). This event is always a lot of fun.

If you know of anyone that is home and still on active duty or reserve status, bring them along

**Published by Veterans
for Veterans like:**

. We want to say "Thank You" to them for helping keep our Great Country Strong.

To get an accurate count on how much meat to order, we need you to **R.S.V.P. by December 19th. to Dale at 415-0567 or to Paul at 792-5785.** Come on out and spend a little time with your Post 95 Legionnaire Family.

Membership soars!!

Post 95 membership has exceeded its membership goal of 138 members. And it was done very early this year. This is great since last year we achieved only about 95% of our goal. At press time we are at about 115%.

This is largely due to the transferring of Liberty and Kearney Legionnaires who were members at large in Missouri; or Post 1000 as it is called.

The Post 1000 dues are \$30/year while Post 95 remains at \$20. And some of this money stays in the Community and supports such programs as Boy's and Girl's State; America's Veterans; Flag Etiquette; and other youth programs.

We still have some members to renew for 2005, so if you have not send your membership in, please do so ASAP. Post 95 should receive several awards this year. Thanks to ALL of its Members.

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COMMANDERS CORNER

The commander wants to take this space of the newsletter to announce we are over the top in membership. This is the earliest in recent history of Post 95 to achieve this distinguished mile stone. Thanks to all who renewed early. We also have several new members who have transferred from Post 1000, we are glad to have you as part of our organization. I am looking forward to meeting you at the next meeting.

I am proud of all members who worked toward this goal. To all who have signed up new members, and helped on renewals, thank you.

I would like to single out two individuals who made this possible, Vice Commander Dale Moses and Adjutant Robert Emery. They have worked very hard to make our Post grow. Their dedicated effort in all phases of the American Legion is something we all should admire and strive to be like.

Through their leadership they bring out the best in the rest of us. I am not minimizing any work done by other members

because good work is done by a lot of members to make Post 95 successful.

Dale and Robert are always available to step in and share the workload. They do this out front where they can be seen and behind the scenes also. They have secured equipment for us (file cabinets envelopes, etc) they have taken inventory of materials and bought supplies when needed, just to mention a few. When you see these men pat them on the back and say thank you for job well done.

From your Commander thanks Dale and Robert for serving Post 95 so outstanding. I appreciate all that you do.

Post 95 meets the 3rd Tuesday of each month at 7:00 PM.

Meetings are held in the Memorial Building at the junctions of Hwys H and B, just past William Jewell.

Give a meeting a try, you'll be surprised what a few proud Veterans can do to make our Community better.

Obituary

With all the sadness and trauma going on in the world at the moment, it is worth reflecting on the death of a very important person which almost went unnoticed last week. Larry La Prise, the man who wrote "The Hokey Pokey", died peacefully at age 93.

The most traumatic part for his family was getting him into the coffin. They put his left leg in.... and then the trouble started...

American Legion Scholarships

The American Legion has numerous scholarships available for High School Seniors.

This can be found on the National website if you have a computer at:
www.legion.org, search for "scholarships".

If you don't have a computer, you can call Vice Commander Dale Moses at 415-0567 and he can obtain some information for you.

Requirements vary, but most require the applicant to be a descendent of a Veteran. Worth checking in to!

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The military has contributed many words and phrases to our vocabulary over the years. In the passage of time, however, we forget how the phrases originated. Here are a few from the Air Force and the aviation industry:

Balls to the wall

It's not what you're thinking! Instead, think fighter planes or steam engines! The "balls" are knobs atop a plane's throttle control. Pushing the throttle all the way forward - to the wall of the cockpit - is to apply full throttle. Digging deeper into the phrase's history, early railroad locomotives were powered by steam engines with a mechanical governor. The governor had two weighted steel balls. As the engine speed increased, the assembly rotated at a faster speed and centrifugal force caused the weighted balls to rotate with their connecting shafts parallel to the ground, thus nearly touching the sides, or walls, of their metal housing. An engineer driving his steam locomotive at full throttle was going "balls to the wall." The expression came to be used to describe something going full speed.

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Flying by the seat of your pants

Before airplanes had sophisticated instruments and flight control systems, they were piloted by feel. Pilots can feel the reactions of the plane in response to their actions at the controls. Being the largest point of contact between pilot and plane, most of the feel or feedback comes through the seat of the pants. Therefore, if you are "flying by the seat of your pants," you are responding to the feedback received.

Pushing the envelope

This expression originated with the U.S. Air Force test pilot program of the late 1940s. The envelope refers to a plane's performance capabilities. The limits of the plane's ability to fly at speeds and altitudes and under certain stresses define what is known as its performance envelope, in that it contains the ranges of the plane's abilities. "Pushing the envelope" meant flying an aircraft at, or even beyond, its known or recommended limits.

Wing and a prayer

During World War I, airplanes were still a novelty and untested in war. A "wing and a prayer" was first uttered when an American flyer came in with a

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badly damaged wing. His fellow pilots and mechanics were amazed that he hadn't crashed. He said he was praying all the way in, to which another pilot stated that "a wing and a prayer brought you back."

The whole nine yards


Nothing seems certain about the origin of this phrase; there are many interpretations. One possibility is that it may have come from WW II fighter pilots in the Pacific. When arming their airplanes on the ground, the .50-caliber machine gun ammo belts measured exactly 27 feet, or nine yards, before being loaded into the fuselage. If the pilots fired all their ammo at a target, it got "the whole nine yards" or "the complete job"

Robert H Baker Post 95 wishes all who read this a very Merry Christmas and a Happy New Year. Remember our Service Men and Women in your Holiday Prayers; where would we all be if they didn't have the watch over the Holidays?

God Bless our Troops!

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FOLDING OUR FLAG

Editor's Note: Last issue I put in the story of the Tomb of the Unknown Soldier and the "Old Guard". As I found out from the District Commander, Gary Reno, who was for a time, a member of the Old Guard, all the facts were not true. I hope the following is, but it isn't it still is good to have some meaning to the folds. – "Mose"

Have you ever noticed the honor guard pays meticulous attention to correctly folding the United States of America Flag 13 times? You probably thought it was to symbolize the original 13 colonies, but we learn something new every day!

The 1st fold of the flag is a symbol of life.

The 2nd fold is a symbol of the belief in eternal life.

The 3rd fold is made in honor and remembrance of the veterans departing the ranks who gave a portion of their lives for the defense of the country to attain peace throughout the world.

The 4th fold represents the weaker nature, for as American citizens trusting in God, it is to Him we turn in times of peace as well as in time of war for His divine guidance.

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The 5th fold is a tribute to the country, for in the words of Stephen Decatur, "Our Country, in dealing with other countries, may she always be right; but it is still our country, right or wrong.

The 6th fold is for where people's hearts lie. It is with their heart that They pledge allegiance to the flag of the United! States Of America, and the Republic for which it stands, one Nation under God, indivisible, with Liberty and Justice for all.

The 7th fold is a tribute to its Armed Forces, for it is through the Armed Forces that they protect their country and their flag against all her enemies, whether they be found within or without the boundaries of their republic.

The 8th fold is a tribute to the one who entered into the valley of the shadow of death, that we might see the light of day.

The 9th fold is a tribute to womanhood, and Mothers. For it has been through their faith, their love, loyalty and devotion that the character of the men and women who have made this country great has been molded.

The 10th fold is a tribute to the father, for he, too, has given his sons and daughters for the

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defense of their country since they were first born.

The 11th fold represents the lower portion of the seal of King David and King Solomon and glorifies in the Hebrews eyes, the God of Abraham, Isaac and Jacob.

The 12th fold represents an emblem of eternity and glorifies, in the Christians eyes, God the Father, the Son and Holy Spirit.

The 13th fold, or when the flag is completely folded, the stars are uppermost reminding them of their nations motto, "In God We Trust."

After the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who served under General George Washington, and the Sailors and Marines who served under Captain John Paul Jones, who were followed by their comrades and shipmates in the Armed Forces of the United States, preserving for them the rights, privileges and freedoms they enjoy today.

There are some traditions and ways of doing things that have deep meaning. In the future, you'll see flags folded and now you will know why. Share this

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with the children you love and all others who love what is referred to, the symbol of "Liberty and Freedom"

Maybe the Supreme Court should read this explanation before they render their decision on the pledge of allegiance. Forward it; maybe someone with the necessary power, or political and financial influence, will get it to them. In the meantime, may god protect us always.

The Duckworth Chant

"Jody calls" or "Jodies" are those little chants that soldiers often sing as they march or run double-time in formation. There are few better ways to build motivation and esprit de corps. Jody calls have been sung for more than 50 years. The story goes that a formation of exhausted troops was returning to its barracks at Fort Slocum, NY in May 1944 when a rhythmic chant arose from the columns and the step was picked up. Private Willie Duckworth, and African-American soldier on detached service with Fort Slocum's Provisional Training Center, sang out the first-ever rendition of "Sound-off":

Sound-off; 1-2;

Sound-off; 3-4;

Count cadence; 1-2-3-4;
1-2 – 3-4!

Other soldiers in the formation joined in and their dragging feet picked up momentum.

Pvt. Duckworth may simply have been revising the pattern of former slave songs that were typically four-line stanzas alternating with four-line choruses. What gave the distinctive African character to most of the slave songs was the call-and-response pattern. It was generally accompanied by the percussion of hand clapping and foot tapping and a stick beating a drum-like rhythm on a wooden floor. With Pvt. Duckworth, it was the persuasiveness of the marching boots that accompanied his chant.

At a time when black soldiers' achievements were just being acknowledged by many in the Army, the "Duckworth Chant," as Duckworth's cadence came to be called, received notice. Col. Bernard Lentz, Fort Slocum's commander, recognized it as a way to keep his soldiers in step while boosting unit pride and camaraderie. It also distracts them from the drill and pushes them to reach new limits.

Duckworth's Chant built on a musical tradition that began just after the Revolutionary War. At that time, American marching troops took special pleasure in singing "Yankee Doodle," the song the British had used to taunt them, back to the defeated Redcoats. In the late 19th and early 20th Centuries, "Over There" and "The Caisson Song" were popular among marching troops. The official Army song, "The Army Goes Rolling Along," even urges soldiers to count off cadence:

Then it's Hi! Hi! Hey!

The Army's on its way.

Count off the cadence loud and strong (TWO! THREE!)

For where e'er we go,

You will always know

That The Army Goes Rolling

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"LIFE'S ULTIMATE HANG - UP"

by Rev Donna L Warren

Sometimes we find ourselves in very difficult situations in life. This reminds me of a young newspaper reporter and photographer. The editor of the paper aroused the young man out of his bed in Los Angeles and told him to get to the airport quickly. A fire was raging out of control in the foothills of the mountains surrounding the city. There would be a chartered plane waiting for him to take him up so that he could get those spectacular photos for the paper - the ones that win prizes.

The young man jumped into his car and sped to the airport, and zoomed out onto the runway itself. Sure enough there was the airplane. Leaping from his car he dashed in to the fuselage and shouted at the pilot, "Okay, let's go!"

At about 5000 feet, he began getting out his camera. He told the fellow flying the plane to take him over the fire so he could begin shooting pictures.

From the other side of the cockpit, there was a deafening silence. Then he heard the flyer say, "O Lord, aren't you the instructor?"

Many times, I think, we feel that way, we are in the sort of quagmire, not knowing what to do and where to turn. We need directions. We want the instructor. And I think we want The Instructor, Jesus Christ, most when it comes to what may be life's toughest question, "WHY AM I HERE?" We want an answer because so often, we may be like that photographer, racing thru life, darting here and there, never really stopping to ask any questions, until one day in a tough time, it hits us, "WHY AM I HERE, ANYWAY?"

Only when you begin to deal with this question of WHY AM I HERE? Can you begin to live a fuller, more satisfying life.

Why are we here? To begin with, we are here to love God. All right, you say, preacher I can accept the task, that we should love God. But preacher that's easy for Jesus to say, I may be here to love God, but how do I do that? Can anyone ever really love God with heart, soul, mind and strength?" How can it be done?

Let me suggest that the "how" of loving God is expressed at our trying to have toward God total commitment of mind, body, and soul. The starting point for a new

life is commitment to God that is complete. And by the way it cannot be 50% or 75%.

A story is told of a college professor being ferried across a river. He smugly asked the boatman, "My good man, do you understand philosophy?" "Nope, never heard of it." Then ", said the professor, one-quarter of your life is lost. Do you understand geology?" "Nope never studied that neither." "Then, one-half of your life is lost. Do you understand astronomy?" "Not a bit." "Well, now you are really in trouble!" said the professor, "for three quarters of your life is lost."

Just then the boat tipped over and both men were tossed into the river. "Can you swim?" shouted the boatman to the professor. "No, I never studied it." screamed the professor. "Then," said the boatman, "all of your life is gone!"

You can't partially study God, friends. You cannot partially give yourself to the Lord and to someone or something else. To do so runs the risk of losing everything.

From the Glendale Bugler - Military Lexicon: Aviation

Contributed by Paul Ellison

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Stroke?

This might be a lifesaver if we can remember the three questions! Is it a Stroke?

Perhaps, you hadn't either and would like to file it away in the back of your head. Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer brain damage when people nearby fail to recognize the symptoms of a stroke.

Now doctors say any bystander can recognize a stroke by asking three simple questions: Ask the individual to smile. Ask him or her to raise both arms. Ask the person to speak a simple sentence. If he or she has trouble with any of these tasks, call 9-1-1 immediately and describe the symptoms to the dispatcher. After discovering that a group of non-medical volunteers could identify facial weakness, arm weakness and speech problems, researchers urged the general public to learn the three questions. They presented their conclusions at the American Stroke Association's annual meeting last February.

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Heart Attach Self HELP

Let's say it's 6.15 P.M. and you're driving home (alone of course), after an unusually hard day on the job. You're really tired, upset, and frustrated.

Suddenly you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw. You are only about five miles from the hospital nearest your home. Unfortunately you don't know if you'll be able to make it that far. You have been trained in CPR, but the guy that taught the course did not tell you how to perform it on yourself.

HOW TO SURVIVE A HEART ATTACK WHEN ALONE

Since many people are alone when they suffer a heart attack, without help, the person whose heart is beating improperly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very

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vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest.

A breath and a cough must be repeated about every two seconds without let-up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital.

"I think animal testing is a bad idea; they get all nervous and give the wrong answers." —
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LST-325 By Sam Chapman

I may be more interested in the LST 325 which was brought back from Greece three years ago by a skeleton crew of old WW II LST veterans, who were an average age of 73 years, than other members of the post because I served on a couple of the old Large Slow Targets. For those not familiar with the LST it is a sea going ship, 326 feet in length with a beam of 50 feet. It is about 4000 tons displacement.

The old crew ignored their own safety after our Coast Guard warned them that the ship was not safe and crossed the Atlantic in December anyway. They made it in spite of engine troubles among many other problems. An indication of the shaky situation is that when it was put in dry dock after returning, at Mobile, Alabama, to clean the bottom of the years of accumulation of barnacles it revealed many holes in the bottom in the enginerooms, which had to be repaired by welding on steel plates. This was on a bottom, which was 7/8 inch thick steel plate. The barnacles seemed to be all that kept it from sinking while making the Atlantic crossing!!

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The elected Captain, Bob Jornlin, a semi retired farmer from Illinois, has spent most of his time since the return supervising the repair of the ship and traveling to line up large donors to contribute to the restoration. Last summer the ship made a trip up the Mississippi and Ohio rivers stopping at many ports including St. Louis and at ports where the LSTs were built during WW II. Thousands of visitors toured the ship and contributed a very large amount of money. The towns where the ships were built really turned out in force. Negotiations are currently underway at several ports for a permanent home for the ship. The plan in the future is to make summer visits to ports on both coasts to familiarize the public with these ships. Next summer a trip up the east coast is planned.

The LST 325 has been docked near Mobile since it's return. Docking expenses of nearly \$3000 per month take a big bite out of the income. Some LST veterans are on board 24/7 to protect the ship and direct volunteers who come to work on the restoration.

One interesting project has been the restoration of the

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antique radio and radar equipment. While the ship has been totally rewired from stem to stern, and modern navigation instruments have been installed, one old volunteer has found old radio tubes etc and all of the original electronic gear is now in working order.

During the recent hurricane, which touched Mobile there was great concern for the safety of the ship. Only one local veteran stayed aboard to "do all I can to protect my ship. He had the ship moved up the river a bit and placed in a narrow stream. He had it secured with all the lines available to trees on each side.

His ship came through with no damage in spite of the high winds. It was ironic that Captain Jornlin was in the hospital at the time and could not be there to supervise. He was recovering from very severe life threatening injuries he received from a tractor accident on his farm. My guess is that had he been physically able he is one Captain who would have been present aboard his ship come you know what and high water.

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