



# The Patriot

## General J. P. Holland Chapter

Military Order of World Wars  
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March—April, 2016

## Quilt of Valor for 1st LT Andre LeCault

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The Quilts of Valor Foundation was formed to recognize and celebrate the service of those who defend our country's freedom and have been "touched by war".

Andre' LeCault richly deserves such recognition through the award of a Quilt of Valor that is a tangible way to thank him for his dedication, service, and valor.

Andre' was certainly "touched by war" in Vietnam – in a profound and personal way. His Bronze Star and Purple Heart attest to that fact.

As a young Ranger officer he was thrust into the heat of battle shortly after commissioning and assignment to his first unit in Vietnam. His service "in country" was somewhat unique and shall we say "character building".

After returning to the States, after his wartime service, he became very involved, as he still is today, in service to other veterans by his active participation with several Veterans organizations.

Andre', please accept this Quilt of Valor. Enjoy it, use it, and remember it is a symbol of how grateful we at Quilts of Valor are for your sacrifice, dedication, and service to our country.

Attached is the Bronze Star Citation and a transcript of a 2012 interview by Elizabeth Himchak of Pomerado News. Those documents will be shared with those attending this ceremony today.

**(continued on page 7)**



*Andre LeCault with wife Dorene*



Tom Lettington and Carl Swepston hold up the Quilt of Valor for Andre LeCault



# For the Good of the Order

## Old Bold Pilots

### Oceanside, CA



*“Courage is doing what you're afraid to do. There can be no courage unless you're scared “ (Rickenbacker)*

The Old Bold Pilots group meet for breakfast at the Oceanside Denny's off El Camino Real every Wednesday at 0700. The group was founded by four P-47 Fighter Pilots in 1984.



**Tom at age 6 years**

**This months “Old Bold Pilot” is Tom Miller.** Tom was born in Hammond, Indiana, just south of Chicago. When he was 6 years old, he would buy used magazines for 5 cents to read stories about WWI aviators. It was then that Tom knew he wanted to be a Pilot. Tom even wore a mock up of a aviator's uniform, when he was 6 years old. After high school, Tom got a job working with Douglas Aviation, working on the C-47 aircraft. After war was declared by President Roosevelt, Tom's older brother joined the Army Air Corps and Tom wanted to join the Navy to become a pilot. His employer, Douglas Aviation would not release him from his job, because he was in a critical position. He was told his only other option was to quit, and if he did, his name would be turned over to the Draft Board. It took Tom just a moment to make his decision. He quit Douglas and signed up for the Navy V-5 Program (Aviation Cadet) in September, 1942.

After his fateful decision was made, Tom was out of a job and waiting to enter the V-5 Program. He decided to go back to Douglas and ask for his old job back, while he waited to report to the Navy. His old boss realized Tom's worth and got him on the B-17G assembly line.

Tom finally reported for the V-5 Program in January of 1943. His first duty was at the “University of Southern California for instruction in Navy terminology and drilling.” After three months of navy indoctrination, Tom went to Thatcher, AZ. For Basic Flight Training. He received some unsuitable marks from his instructor, and had to take three flights and a flight check from a FAA examiner. After the check ride, Tom remembers the examiner said, “you're no Rickenbacker,” but he got a thumbs up and enough flight hours to apply for a private pilot's license. Next came Pre-flight Training at Delmonte, GA. Here, Tom and other potential aviators, exercised eight hours a day, for three months, to prepare for the riggers of Navy Flight training.



Tom, reported to Hutchinson, KS for flight training in the N2S Stearman Bi-plane, from October to December 1943. During a solo flight and a Split-S maneuver, an canvas engine cover came loose in the back of the fuselage. The cover got lodged in the flight cables and caused the loss of vertical (rudder) and horizontal (elevators) control. The canvas cover also, protruded from the aft fuselage and acted like a drag chute. Tom thought it was smart to bail out under these flight limitations, but recalled what happened to another student who bailed out the week after performing a Split-S and stalling the aircraft. The student was released from flight training and sent to the Fleet as a Seaman 2nd Class.

(continued on page 3)



# For the Good of the Order

## OLD BOLD PILOTS *(Continued from page 2)*



Tom decided to stay with his trustee steed to bring him down for a safe landing. He spotted a outlying practice field straight ahead and made the landing. There was only one mechanic at this field, but Tom was able to explain his problem and get the canvas safely stored back into the aircraft. Tom than took off and landed back at the main base, and never said a word to anybody about the problem. Later a 1st Class maintenance supervisor thanked him for not reporting the incident to maintenance. The 1st Class explained that if he reported the incident, he would have lost his position and a stripe. The problem never happened again. Tom also completed formation and cross-country flights in this squadron.

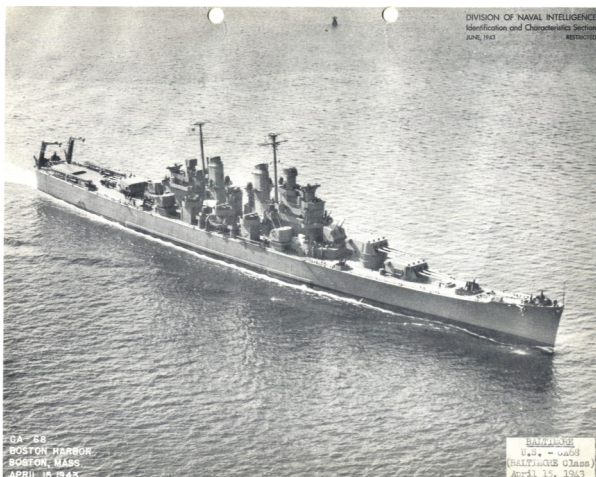
Flight training continued in Corpus Christi, TX, in the “Vultee-Vibrator,” which was a heavier aircraft with flaps, and a single wing, similar to the SNJ. The training lasted three months, and Tom flew his first night flights.

Tom than reported to his last Training squadron to receive Seaplane flight training in Pensacola, FL. The first seaplane he flew was a N3N, Seaplane version. Tom remarked that “the toughest thing about it was the to handle the plane on the water due to the wind and waves.” After mastering the N3N, Tom advanced to the OS2U (“Old, Slow and Ugly”).



The first thing he learned in the OS2U was gunnery. He would fly “casually” in the back seat during gunnery practice on a towed “sleeve.” “Each pilot flew in the back seat to (see) learn, how flying gunnery practice affected the pilot’s ability to hit a target.” “The pilots contributed to a jackpot, which went to the pilot who scored the most hits.” Next, the training was to learn glide bombing and strafing with the pilots 30 cal. machine gun. “Then we flew off the USS Absequan (run a ground seaplane tender) for their shipboard qualifications.”

The **Fleet Seaplane** he would learn to fly was the **SC-1**, in Alameda, CA. Training was done from the hand-book (NATOPS) and lectures. Training with wheels came first, than float configured to fly off the ship. Tom



left alameda to fly to Livermore, CA, and than reported to the USS Boston (CA-69) in Long Beach, CA. On the flight to Livermore, Tom “learned the importance of the yellow sheets (MAFS).” After take off, he had to add 10 degrees of rudder to balance the aircraft and flew that way all the way to Livermore. “If I had read the yellow sheets, I would have noticed that the rudder trim tab was missing.” The Boston would be the first and last ship Tom would work on. Before leaving port, the Boston received radar, 20mm guns, and 40mm guns. The guns were installed to protect the carriers in the Battle Groups. The Boston already had 5 inch guns. ***The ship also had 12 foot Drones that were radio controlled, and used to train the gunners mates.*** (continued on page 4)



# For the Good of the Order

## Old Bold Pilots

(continued from page 3)



Tom lands in the smoother water



Tom hooks the sled pulled by the ship to bring it closer.



LTJG Earles attaches cables and lines to prepare for hoisting.



LTJG Tom Miller deployed on the USS Boston in December of 1944. The Boston deployed with 5 pilots and 4 SC-1's Seahawks. Two SC-1's were set on the catapults and two were stored in the ships below deck hangar. The SC-1's on the USS Boston were assigned night bombing of bridges and small boats. Tom said, "the Captain of the USS Boston was junior to most Captains in the Fleet, so they received mostly small missions."

The SC-1 was also used to direct the naval gunfire of Boston's 8" guns. During one mission the Senior Aviator and senior LT of the Boston flew observation from one of the carriers and two other pilots flew two aircraft to the Supply Task Force to get them off of the catapults. The SC-1's electronics would be destroyed if the aircraft were left on the catapults when the 8" guns were fired. Tom was the only remaining pilot onboard, with no aircraft to fly.

The Marines looked forward to the forward bombardment mission of the SC-1, as they invaded the islands. The Marines' usual comments to their aviation support was, "what ever you do, make it long." The SC-1 was supposed to be an observation plane at 33,000 feet and Air/Sea rescue aircraft. Tom said "though we never trained to conduct Sea/Air rescues, just air bombardment.

Before the atomic bomb was dropped on Hiroshima, the USS Boston was ordered North toward Japan to use its 8" guns to destroy steel mills along the coast. Before they arrive on station, several pilots onboard became concerned about the air-worthiness of their SC-1's. The senior pilot and LTJG refused to fly the ship's aircraft and a third pilot died earlier, while landing along side the Boston. His right wing float hit a wave, breaking it off and causing the pilot to lose control of the aircraft, and it eventually sunk. Tom and LTJG Buster Earles said they would fly the SC-1 onboard the ship. LTJG Tom Miller was now the Senior pilot onboard the Boston, in Command of another Pilot and the maintenance crew.

The USS Boston continued to steam North toward Japan to complete its bombardment mission. But, before they arrived near Japan, the two atomic bombs were dropped and the Boston had no further missions to execute. Therefore, Tom did not fly the SC-1 again off the USS Boston.





# For the Good of the Order

## Profile of the SC-1

By CDR Billy Jack “BJ” Long, USNR (Ret)



The single-piloted *Seahawk* was the largest, fastest, most powerful and heavily armed floatplane ever procured by the Navy for operation from battleships and cruisers. It was conceived and built for multi-requirements: scouting, ASW, directing Naval gunfire, storage in cruiser below-deck hangars, using existing catapults and recovery systems. It had no high altitude mission requirements.

I flew the SC-1 in 1945 as 22 year-old ensign (as assigned to *USS Santa Fe (CL-60)*) but my experience involved no combat or heroics. The exposure, however, served as a valuable prelude to test work I later did on the *Sea Dart*. The XSC-1's first flight was in February 1944; 566 SC-1s and 10 SC-2s were built with the final delivery in the fall of 1946. The planes were flown from the Columbus, Ohio plant with fixed landing gear to West Coast air stations where floats were installed.



The battle cruiser *Guam* received the first *Seahawks* in October 1944. The battle ship *Missouri* had two *Seahawks* on the fantail catapults during the Japanese surrender in Tokyo Bay, September 2nd, 1945. Despite the large number produced, only 22 SC-1s on seven ships saw combat.

Powered by the Wright R-1820-62, it had a four paddle blade prop which enabled the SC-1 to achieve spectacular water takeoff and climb performance. Its combat radius was 290 miles at 110 knots.



Pilots had to be careful on water takeoff because of the *Seahawk's* powerful torque. Aerodynamic stability and control were excellent in flight even when strafing with two 50 caliber guns, and bombing. The cockpit and canopy were spacious and comfortable with good visibility. Controls, instrumentation and electronics were state of the art. The folding wings had full span leading edge slats, aerodynamically actuated which with the trailing edge flaps provide excellent flight characteristics during approach and touchdown at 65 knots.

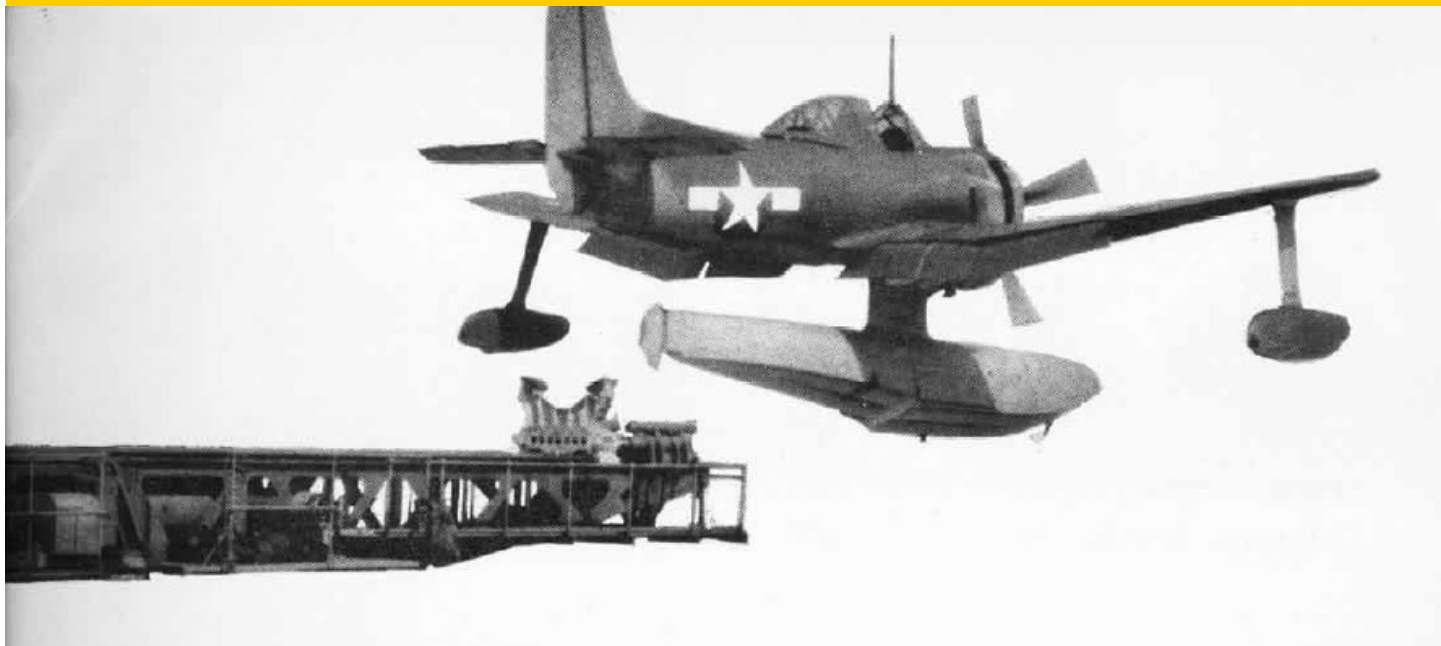
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# For the Good of the Order

## Profiles of the SC-1

(continued from page 5)



Catapult launches and recoveries, especially without a rear seat crewman to assist with ship-crane hookups, were challenges. There were four recovery techniques. **Able:** After landing in the water, the aircraft was towed by motor whale boat into pickup position. **Baker:** The taxied under the crane, engine cut, and hoisted aboard. **Charlie:** The ship executed a 90 degree turn across the wind line, creating a slick for touchdown and taxi to the sled which the Seahawk engaged with a hook at the bottom of the main float. The aircraft was maneuvered beneath the crane for hookup and hoisting. **Dog:** With this method the ship made no course change regardless of wind or sea conditions. This required good piloting and seamanship to land and catch the sled.

When the ship wasn't underway the Seahawk was lowered into the water with the engine off. The pilot unhooked from the crane, started the engine and proceeded to taxi and takeoff.

There were some problems with the SC-1s. These included turbo supercharger impellers disintegrating causing extensive in-flight damage and auto pilot hydraulic servo system failures which caused fatal accidents. The system was subsequently disconnected which made viewing the APS-4 radar cockpit scope more difficult and potentially dangerous. One bomb rack was under each wing center section; the right one could carry a radar or a bomb. Initial main float opening bays for bombs, depth bombs, or auxiliary tanks, were later secured with only one auxiliary tank retained. Rescues at sea were tough and dangerous without an air crewman to help. There was a canvas cot in the aft fuselage to accommodate up to two people.

The pilot seat armor could be tilted forward by the pilot, on the wing root, to provide access. "We didn't have an onboard ladder, but used a line instead. A folding medal ladder came along later. The SC-2, in fact, incorporated significant changes.

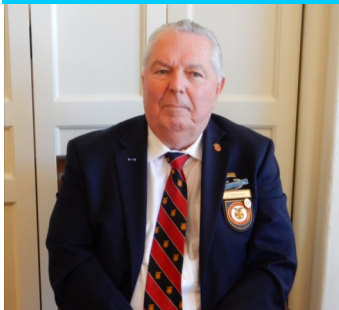




## For the Good of the Order

# Quilt of Valor For LT Andre LeCault

(continued on page 1)



### *Bronze Star*

#### *Awarded for actions during the Vietnam War*

The President of the United States of America, authorized by Executive Order 11046, 24 August 1962, takes pleasure in presenting the Bronze Star Medal with Combat "V" to First Lieutenant (Field Artillery) Andre LeCault (ASN: 0-5425520), United States Army, for heroism in connection with ground operations against a hostile force in the Republic of Vietnam. First Lieutenant LeCault distinguished himself by valorous actions on 18 February 1968 as fire direction officer of a howitzer battery in support of an allied task force near the village of Trang Bom. His unit's position was attacked by an estimated battalion size force of Viet Cong firing mortars, rocket propelled grenades, and small arms. One of the initial rounds struck the battery executive officer's post, and Lieutenant LeCault moved across open ground to check the condition of its occupants. He then ran through exploding incoming mortar rounds and rockets to help repulse an assault on the unit's defensive perimeter. The enemy had broken through the protective outer wire and was moving toward the battery's personnel bunkers. Lieutenant LeCault moved from position to position, directing the defender's fire at the enemy and aiding the wounded. When a communications truck was struck by an insurgent grenade and began burning, he ran to the vehicle and helped remove its valuable equipment. He then returned to the defenders. When they could not engage the closing attackers with small arms fire due to cover provided by a dike, he fought them with hand grenades. His courage and outstanding leadership contributed immeasurably to the successful defense of his unit's position. First Lieutenant LeCault's personal bravery and devotion to duty were in keeping with the highest traditions of the military service and reflect great credit upon himself, his unit and the United States Army.

**General Orders:** Headquarters, U.S. Army Vietnam, General Orders No. 2992 (June 22, 1968)

**Action Date:** February 18, 1968

**Service:** Army

**Rank:** First Lieutenant

**Company:** Battery B

**Battalion:** 2d Howitzer Battalion

**Regiment:** 35th Artillery, 54th Artillery Group

**In addition to the Bronze Star, Andre also was awarded the Purple Heart for suffering wounds in action against the enemy.**

(continue on page 8)



## For the Good of the Order

### Quilt of Valor for 1st LT Andre LeCault

(Continued from page 7)

By Elizabeth Marie Himchak (Pomerado News November 2012)

Since retiring in 2005, Rancho Bernardo resident Andre LeCault has become more active in veterans' organizations, something he said is important to help younger war veterans. "I recognize the value of these clubs," LeCault said. "When I got out of the military there was nothing for a Vietnam veteran. I want to make sure there is something for current veterans coming out so they find as many avenues (as possible). "He belongs to Veterans of Foreign Wars Post 7766, Military Order of World Wars Gen. J.P. Holland Chapter, Military Order of the Purple Heart Association, Disabled American Veterans, U.S. Army Ranger Association and Counterparts — an association of advisers in Southeast Asia and their foreign counterparts. Through these he has spent countless hours performing community service. He plays bingo with patients at the Veterans Administration hospital, helps with fundraisers benefiting veteran causes and projects, gives JROTC presentations and he and his wife, Dorene, help each year at Stand Down near Balboa Park, which over three days helps more than 1,000 homeless veterans. "It's sad to see so many who need help," LeCault said about Stand Down. "I'm glad to be able to do something to help out. I wish the effort could go on all year long." LeCault was born a Canadian but as a teenager moved to the United States in 1959 with his parents and became a citizen as a young adult. He said he chose to join the U.S. Army at age 22 because he "saw the merits" of the war in Vietnam. After basic training he was selected to attend Officer Candidate School. Upon being commissioned a second lieutenant, he received additional training in Fort Carson, Colo., attended Ranger school and later jungle warfare training in Panama before heading to Vietnam in 1967 for his tour. LeCault said at first he was a forward observer, but later military officials decided to put his ability to speak French to use and he was reassigned to be a military adviser with the Regional Force in Vietnam."

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## For the Good of the Order

### Quilt of Valor for 1st LT Andre LeCault

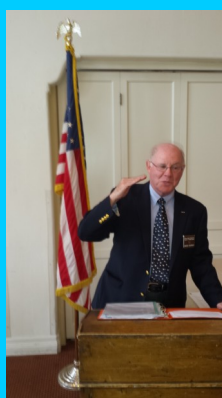
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“Between my English and French and broken Vietnamese and my counterpart’s Vietnamese, broken French and broken English, we got along in French,” LeCault recalled. “We had no artillery support, no air support, no reinforcement and we totally depended on the local Regional Force/Popular Forces for security. We were expected to live off the local economy, and we did, but we did an awful lot of scrounging for food.” When his military service concluded LeCault came home to a country that provided no follow-up treatment for veterans and he did not know his benefit options. “A lot of Vietnam veterans were ignored for a long time,” he said. LeCault said now more is done for those with post-traumatic stress disorder and it is important today’s troops be made aware of their options and benefits. “For these returning heroes, not paying attention to them is not a good thing,” he said. While LeCault had a 35-year career at software engineering firms with Navy and Air Force contracts, he said some employers are hesitant to hire veterans because of misconceptions. “Veterans really make good employees,” he said. “They have faced tremendous challenges and tasks as warriors. When they apply for a job you can trust they will be on time because it is all part of their training. ... Not all suffer from PTSD.” As for Veterans Day, he said it gives everyone an opportunity to give thanks to all veterans for their services to the country and sacrifices they made. This also sets an example for future generations who volunteer for military service. This is what our Companion Dave Epstein said about LeCaults assignment in Vietnam: **“He was assigned to a remote Vietnamese village with barely a US Army squad for security. The village was home to a South Vietnamese Regional Forces (militia) platoon, minus those who had made an informal deal with the VC to live and let live. U.S. support was far away, sanitation was close to non-existent, water was a sure laxative and most Americans didn't last a month. He was on his own.”**



# For the Good of the Order

## Pictures from January Meeting





# For the Good of the Order

## Pictures from February Meeting





# For the Good of the Order

## Commanders Corner



*Dear Companions and Friends of the Chapter*—This is the month we talk and take action to support the San Diego Youth Leadership Conference (SDYLC). March 5th, the CEO and President of the SDYLC, and Holland Chapter member, Travis Putnam, will address the details of the SDYLC for 2016. We depend on the generosity of our Companions and Friends to raise the money to send our young men and women to the Conference.

A MOST important part of our Preamble is “To promote and further patriotic education in our Nation.” I also believe that being involved in, promoting Patriotic Education is one of the most important events this Chapter can and must undertake. I ask each and everyone of our Companions and Friends of the Chapter to open up their hearts and give what they can to make this year a great success. Last year we helped six students to attend this most dynamic and inspiring Conference. Let us strive to increase this number to seven or eight. I also invite our membership to attend some portion of the Conference to see for yourself, the Love and Respect of our country and flag that Travis and Debbie Cash (Former CINC) inculcate and stimulate in these students.

## This Day in History

### March

3rd Star Spangled Banner Made Unites States

National Anthem (1931)

7th US Troops invade Germany over Ludendorff Bridge at Remagen (1945)

19th Operation Iraqi Freedom began (2003)

### April

4th NATO Founded (1949)

6th US enters World War I (1917)

6th Persian Gulf War Ends (1991)

11th Persian Gulf War Official Cease Fire (1991)

30th Vietnam War ends (1975)

## Calendar of Events

### General Meeting-MAR 5th

GSP – COL Steven Pisanos, Double ACE in WWII, shot down over France and worked with the French Underground.

Staff Meeting—March 11th, 0900, Dennys MCAS

### General Meeting-APR

GSP– Gerdy Ungerer, POW at age 13, for 4 years.

## Birthdays

### March

8th Eileen Baum

16th Gary Wilson

April—4th Royce Williams

### April

11th Earl Wentworth

15th—Pat Craig

26th—John Cantor

29th Jim Oster

## Anniversaries

*Tom & Wendi Morgan  
March 12th*



# For the Good of the Order

## Guest Speakers for March and April Meetings

### Guest Speakers for March



**Interned! A story of life and survival in a WWII Japanese Internment Camp.** Gerdy Uyleman Anthonijs, married to Daniel Ungerer, is a coal miner's daughter. Her father was a production coal mine engineer in the small town Sawahlunto on the island of Sumatra (today Indonesia). Gerdy was born in Sawahlunto on June 11, 1928 and had three older brothers. Don't miss this unique opportunity to hear an

incredible story of an extraordinary thirteen year-old Dutch girl taken from her home and interned for four years in two Japanese Internment Camps during WWII. Gerdy was interned in Padang and Bankinang in the Dutch East Indies on the island of Sumatra. Her remarkable stories of terror and triumph will make you laugh and make you cry.



### Guest Speaker for April



Steve Pisanos (born November 10, 1919 as Spiros Pisanos) is a USAF Colonel (retired) who served successfully as a fighter pilot with the British Royal Air Force (RAF) and the United States Air Force (USAF) 4th Fighter Group in World War II, having been credited with 10 victories and thus considered a double ace. By the end of his career in 1974, he received 33 decorations and distinctions. He is author of the

book *The Flying Greek*, published in April 2008, where he has meticulously recorded all of his personal adventures and detailed war fighting experiences. During the war Steve was shot down over France and hidden from the Germans by the French Resistance. Steve remained with the French Resistance, working with OSS agents until the Germans were forced out of Paris.





# For the Good of the Order

## Awards for February



### *Silver Patrick Henry Medallion*

*Presented to*

### *Commodore E. Royce Williams*

*United States Navy (retired)*

*The MOWW General J. P. Holland Chapter is proud to present you the Silver Patrick Henry Medallion for your Superior Achievements and Dedication to the Security of the United States of America, as a United States Naval Officer and Aviator. Your leadership, sacrifice, hard work, and dedication to our Country was exemplified with your superior performance as Commander, CVG-11, USS Kitty Hawk, CO, USS Eldorado, CINCPAC JC-3, Chief of Staff-COMFAIRWESTPAC, Assistant Chief of Staff, COMTRAPAC. The Companions and Friends of the General J. P. Holland Chapter wish you the very best in Life and May God Bless your future Service.*

## Region XIV 2016 Convention

The Region XIV 2016 Convention will be held in **Thousand Oaks on June 24** (dinner and social) & 25 (business in morning, perhaps Red, White & Blue Ball in evening. Any Companion interested in attending our Region's convention, please reply by March 7th. Please contact Ed Holt for more details. Your RSVP doesn't represent an unchangeable decision, just your best evaluation at this time.

**LT Ed Holt, USNR (former), Adjutant, Region XIV, MOWW**

295 Bethany Court

Thousand Oaks, CA 91360-2013

805-496-5286

## Navy Marine Mammal Program Tour

**The Tour of the Navy Marine Mammal Program is about to start.** This is where the Seals and Dolphins are housed. The mammals are trained on base, in the Bay and the open ocean. **March 18th, Friday, 1000am, - 17 Companions and Friends will take the one hour long tour. Arrive 15 minutes early.** The base is located on Pacific Coast HWY, about 1 mile north of the San Diego Airport, on the left hand side. Park across the street from the Pacific Fleet Training Center in the Starbuck's parking lot. Walk across the street to the entrance to the base. You will be escorted into the base by a member of the Chapter, who has a military ID card. **If you have a military ID card, you may enter the base and find parking to the left of the Guard House near the NMMP area.**



# For the Good of the Order

## CINC SOLICITATION

Dear Companions -

Each year we ask Companions for their generous financial support of our Military Order's activities. This is my first letter to you as the Commander-in-Chief (CINC) of your Order. As past CINC's have done, I ask that you step up to help "Your Military Order" achieve its 2015-2016 CINC Solicitation goal of \$90,000 to pay for activities such as:

- \* Materials for new chapters, such as MOWW flags (e.g., BG Ryder Chapter)
- Additional printings of the Officer Review YLC issue for each YLC Director to use in advertising
- ROTC and JROTC Awards of Merit (HQ funded over 1,000 awards given in 2014-2015)
- BSA Eagle Awards and GS-USA Gold Awards (HQ funded 35% of Eagle Awards and 75% of Gold Awards given)
- MOWW Membership Tri-fold brochures, and Patriotic Education, ROTC & Scouting brochures
- Service Academy (e.g., USMA, USN, USAF, USCG) and military college awards, e.g., Army War College
- Medals, ribbon bars, and certificates to Junior/Senior ROTC cadets, Boy Scouts Eagle Scout Award certificates, and Girl Scouts Gold Award certificates not supported by a chapter.
- Publishing 10 issues of *Officer Review* magazine annually. Officer Review is very well received and is MOWW's, principal way to communicate within the Order and with supporters
- Supporting chapters and Companions throughout the year with essential services and merchandise!

**MOWW continues to promote and sponsor many activities throughout America. These efforts can only happen with your donations. Please consider sending MOWW a tax-deductible donation today!**

For the Good of the Order

***Ruth L. Hamilton***

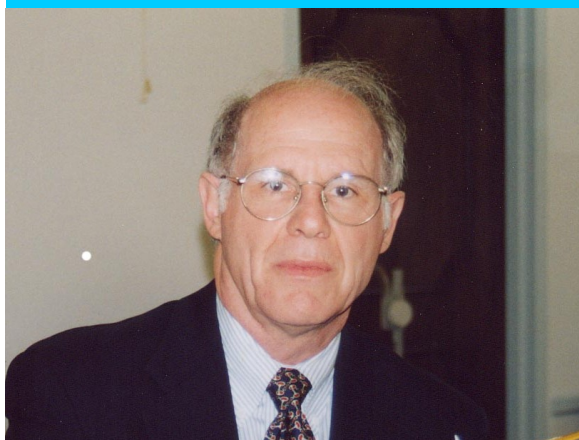
Ruth L. Hamilton, *LTC, USA (Ret)*

*Commander-in-Chief*



# For the Good of the Order

## Chaplain's Corner



**Rabbi Dr. Bruce H. Charnov,  
Ph.D. J.D. FRAeS**

### Picking and Choosing

Akiva ben Joseph (c. 40 – c. 137 CE) was a poor illiterate shepherd boy who rose to become the greatest rabbinic sage of his age before being martyred by the Romans. When asked for the most important principle in the Jewish Bible, he chose “you shall love your neighbor as yourself: (Leviticus 19:18). He believed that love was the most important value in human relationships.

(Scholarly note – there are two Bibles: The Jewish Bible, written in biblical Hebrew and Aramaic with loan words from other ancient languages, has been read and preserved by the Jewish People for over 3,000 years. The Christian Bible consists of the Christian translation of the Jewish Bible, called the Old Testament, and the New Testament, with the Old Testament not being identical with the Jewish Bible. For example, the Hebrew word “Sheol” denotes the underworld, a place of darkness to which both the righteous and unrighteous go after death. When the Hebrew Bible was translated into Greek in ancient Alexandria c. 200 C.E., “Sheol” became “Hades” and acquired the characteristics of Hell found in the Old Testament. But enough of scholarship . . . back to the interesting stuff)

There are those, however, in our time who would selected a verse from the very next chapter in Leviticus to justify their passionate demand that homosexuals be denied rights and even be put to death: “If a man also lie with mankind, as he lieth with a woman, both of them have committed an abomination: they shall surely be put to death; their blood shall be upon them.” (Leviticus 20:13) Those who would kill their fellow men based on this verse, however, are faced with a serious dilemma – are they also going to enforce the other Biblical verses that call for the death penalty, some of which *inter alia*, are:

“For every one that curseth his father or his mother shall be surely put to death: he hath cursed his father or his mother; his blood shall be upon him.” (Leviticus 20:9)

“If, however, this charge is true, that evidence of the young woman’s virginity was not found, then they shall bring the young woman out to the entrance of her father’s house and the men of her town shall stone her to death” (Deuteronomy 22:20)

“If someone has a stubborn and rebellious son who will not obey his father and mother, who does not heed them when they discipline him, then his father and his mother shall take hold of him and bring him out to the elders of his town at the gate of that place. They shall say to the elders of his town, “This son of ours is stubborn and rebellious. He will not obey us. He is a glutton and a drunkard.” Then all the men of the town shall stone him to death.” (Deuteronomy 21:18)



# For the Good of the Order

## Our Other Chapters' Events

### **CINC LTC Ruth Hamilton to Visit San Diego**

I invite you, LCDR Herbka and your Companions, and guests to our June 20 monthly meeting with our CINC, LTC Ruth Hamilton. She will be our guest speaker and installing our 2016-2017 Chapter officers. The following is a list of activities we have planned. Again, I invite you, your Companions, and guests to join us for all the activities.

*June 19 Informal reception as a local restaurant for dinner, details TBD*

*June 20 10:00 Western Seven Seas, 411 S. Hotel Circle, San Diego, staff briefing with CINC*

*11:30 Installation luncheon begins*

*TBD dinner at a nearby restaurant*

Please mark your calendar and invite your Companions. I look forward to your joining us in greeting CINC Hamilton.

### **Cal Vet Home Chula Vista**

**Mr. Bob Winkler** representing the Cal Vet Home in Chula Vista will be speaking at the Chapter's March Luncheon Meeting. Cost per person is \$25. Buffet by Buckboard Catering & Events. Santa Maria style Tri-Tip, Boneless/Skinless Chicken Thighs, Garden Salad with Ranch & Italian Dressing, Garlic Mashed Potatoes, Roasted Vegetable Medley with Tea and Lemonade.

**Saturday, March 19, 2016**

**11:15am to 1:30pm**

**Veterans Museum at Balboa Park**

2115 Park Ave, San Diego, CA 92101

PREPAID RSVP by March 11, 2016

Debbie Kash—Credit card payment call 760-494-0709, Make check to MOWW

1667 Reflection Street, San Marcos, CA 92078

### **The 60th Annual Massing of the Colors**

**Service of Remembrance**

**Saturday, October 22, 2016, 10:30am**

**Spreckels Organ Pavilion, Balboa Park**