

## National Anthem Day

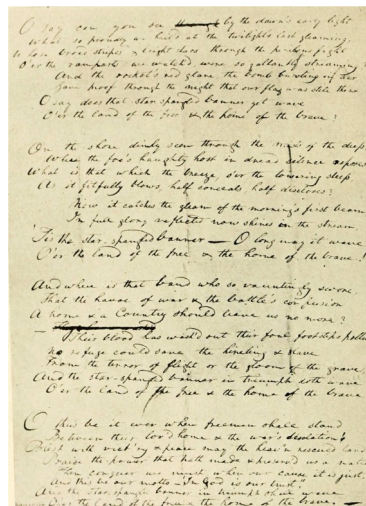
America's well-known national anthem came about in a time of war. More specifically, during the War of 1812 when English troops invaded portions of the United States, even setting fire to the Capitol building. After the actions in Washington DC, the British moved toward Baltimore and Fort McHenry. They seized leading citizens along the way, holding them as hostages on British warships to prevent American attacks. One of the captives was Dr. William Beanes. Beanes' friends prevailed upon young Baltimore attorney Francis Scott Key and John Skinner, the US government liaison agent, to negotiate for Beanes' freedom. The pair secured his release. But because the British were about to launch their attack on Fort McHenry, all three were temporarily detained on board a British ship. The British navy, with superior weaponry, placed 16 of its ships inside the harbor around Fort McHenry, safely beyond the reach of its guns but within the range of their own. For 25 hours, the British carried out a relentless bombardment on the fort. The three



Americans couldn't tell if the firing had stopped because the fort had fallen or because the British had given up. Rising well before dawn the morning of September 14, 1814, they strained to see what had befallen the fort. Was the American flag still waving? Key pulled a letter from his pocket, and on the back started to scribble a poem about what he was experiencing at that moment. It began with a simple question he asked as he peered through the early morning darkness: "O, say can you see, by the dawn's early light, What so proudly we hailed at the twilight's last gleaming?" But the fort had not surrendered. In fact, the smaller American



flag that was flying in the rain when the battle began was replaced by the massive garrison flag that now waved proudly atop the 90' flagpole! The three were soon released from the British ship. After reaching his hotel room, Key completed his poem. The last verse summarized what Americans so strongly felt: **Praise the Power that hath made and preserved us a nation. Then conquer we must, when our cause it is just, And this be our motto: "In God is our trust."** Key's poem, called "**The Defense of Ft. McHenry,**" was soon published. It was sung to the melody of a popular British tune and was eventually titled the "**Star-Spangled Banner.**" On March 3, 1931, President Herbert Hoover signed a federal law making it our official National Anthem. Thus, each year on March 3rd, we should pause to honor our national anthem and to study the inspiring story behind it! **Now you know the story.**



## President's Corner

### SETTING THE SEA AND ANCHOR DETAIL FOR OPERATION OUTREACH



Greetings fellow Chapter members in this my first President's Message. It is indeed an honor for

me to serve as President for the next two years. Thank you for your confidence and support. One of the most important evolutions when a ship is about to get underway is the setting of the sea and anchor detail. This is an all hands effort to make the ship ready to sail. MOAA SWVA is getting underway for 2024, so we are setting the sea and anchor detail with new incentives and new challenges for all hands. At our first Board of Directors Meeting in January, I announced a new initiative - **OPERATION OUTREACH.** Using the 7 priorities outlined by MOAA President LT GEN Kelly which were presented by our December speaker, MOAA Vice President Jim Carmen, OPERATION OUTREACH encompasses those priorities concentrated in 3 OUTREACH areas.

**First - OUTREACH WITHIN MOAA SWVA.** Our efforts should focus on ways to recognize the efforts of our existing members while increasing participation in chapter activities. Just as important, we must cultivate new leaders through

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**Presidents Corner** Cont'd from page 1

effective succession planning. We must seek ways to continually grow the chapter membership by not only recruiting new members but ‘re-upping’ members who may have drifted away from the chapter.

**Second - OUTREACH IN THE COMMUNITY** Our chapter already supports numerous activities in our community, in particular, our awards and scholarship programs recognizing our future leaders within JROTC, ROTC and CAP units. Our participation in local ceremonies, events and programs show our support and recognition of veterans. As such, we need to highlight our successful sponsorships and support to local charities both as individuals and as an organization. However, we should also seek ways to increase our community presence and our name recognition through increased partnerships with other like-minded organizations.

**Third - OUTREACH AT THE STATE AND NATIONAL LEVEL** As important as it is for us to have a community presence, it is equally important that we communicate with local, state and national legislative representatives who are responsible for the laws that determine our benefits and courses. There are numerous ways to inform our representatives of our position on issues affecting both active duty and retired veterans (Legislative Action Center on the MOAA website). At the same time, our outreach should include regular and relevant communication (as our former President, Matt Haag, called it), “the Mother Ship”. In addition to our required reporting, we should seek ways to increase communication and working relationship with MOAA national and the Virginia Council of Chapters. All this sounds like a lot of effort, but we are all accustomed to working together to achieve a mission. Over the coming weeks and months, we will be sharing ways each of us can contribute to the Operation Outreach mission as we continue to build on our existing successes. Likewise, if you have any ideas on how we can further our organization, share them. Remember that we are all representatives of our organization, we are all recruiters. I’m looking forward to a successful way ahead and I have every confidence that we will continue to succeed. Thanks for your support and as we cast off, remember to **Never Stop Serving.**

Gary S Powers  
CAPT USN (Ret)  
President

**OUR MISSION**

As the community face of the Military Officers Association of America, the Southwest Virginia Chapter’s mission is to advocate for a strong national defense, be an influential provider and supporter of programs, benefits and services for our military community, and a source of social fellowship for our members.

**OUR VISION**

To Be An Influential Military Organization in Southwest Virginia.

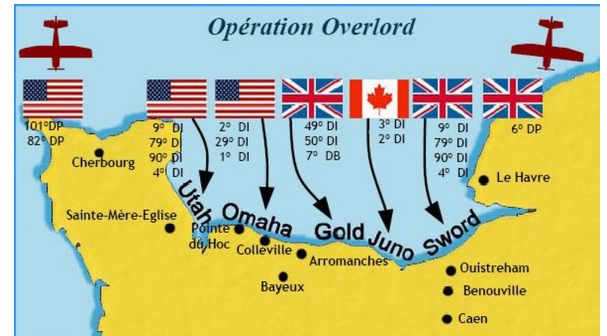


## “6 JUNE 1944 WAS D-DAY”

On Thursday 18 January 2024 Mr. Frank T. Stritter, Professor Emeritus at the University of North Carolina at Chapel Hill presented a program titled “6 June 1944 Was D-Day”. The day was Tuesday, 6 June 1944. It was D Day, the day of the Allied invasion at Normandy in France. The codename of the top-secret mission was “**Operation Overlord**”; Its goal was to begin driving our enemy, the German military, out of France back into Germany and then to defeat it ending World War Two in Europe. This was the largest air, land, and sea operation undertaken before or since that day. It included 6,900 ships and landing craft, 3,300 planes and gliders and approximately 160,000 Allied soldiers. One thing for sure – it was not just a walk on the beach. We were told to attack this beach, but we needed a plan before we could begin the attack.



So, we developed a plan. First, we were to drop American and British Airborne paratroop and glider units during the night before the actual landing. They were to come down on both ends of the beachheads to protect the flanks, as well as to open roadways to the interior. Then, early on the morning of 6 June, we were to land American forces on Omaha and Utah assault beaches, British on Gold and Sword, and Canadian on Juno - all five on the Normandy coast. Finally, these forces would eventually link up, establishing a coordinated beachhead from which we could push further inland. Next, we needed inspiration from our commander, General Dwight Eisenhower, the Supreme Commander of the Allied Expeditionary Force which he gave us on the evening of 5 June 1944. If we had been there, we might have parachuted onto the western side of Normandy at 0100 hours with the 101st Airborne Division, or we might have landed on Omaha Beach at 0630 hours with the 29th Infantry Division. Those were just two of the many tasks that had to be completed on that day. **Let’s take a walk down the beach and meet some of the heroes who were there that day doing that work.**



**Meet Angelos Chatas.** Chatas was a frogman with the US Navy. He was a member of Underwater Demolition Team #6 or just UDT and had landed on Utah Beach at 0612 hours. He was wounded by German artillery fire but refused evacuation, so he could continue the UDT’s mission of clearing the beach of German demolitions and obstructions. The frogmen went into battle with nothing more than Navy issued swim trunks, a facemask, a knife, a pistol, and a clipboard with a charcoal pencil. UDT teams landed on Utah and Omaha beaches about 20 minutes before the first wave of landing craft. The frogmen swam on to a reef or a beach to destroy any obstacle before landing crafts arrived. They worked in frigid waters to clear obstacles with explosives. Some of the obstacles had mines attached to them just waiting for an unsuspecting frogman to be careless. UDT teams worked, to not only blow the obstacles while under fire, but also convince Allied infantry to stay away from the blast radius. Recalling his work that day Chatas said: *“We could hear the Germans talking and laughing while we put charges on the buoys and waited for them to blow up.”* Later, he and a fellow frogman paddled out in a raft to place explosives on a floating German mine. He said: *“We attached the explosives, set the three-inch fuse and paddled like mad. We reached the beach a few hundred yards away just as the mine exploded.”* The heavy German resistance imposed a heavy cost, killing or wounding many frogmen. UDTs suffered 91 casualties out of 175 frogmen that landed that day or 52 percent of their force.

**Next we encounter Waverly “Woody” Woodson,** a US Army medic. He first completed Officer Candidate School in Anti- Aircraft Artillery but was then told that there were no positions available for Black officers. Instead, he was assigned to combat medic training and then to the 320th Barrage Balloon Battalion, a segregated unit tasked with placing large balloons above the beachhead to prevent enemy aircraft from strafing the ground troops. The 320th was the only all Black unit to land. The landing craft carrying Woodson and his unit to Omaha Beach was hit by artillery fire, shrapnel ripping through his buttocks and thigh. After receiving first aid, he reached the shore, set up a trauma station and provided care to over 200 wounded men that day. Ignoring his own wounds, Woodson dragged maimed soldiers from the killing zones. He then did it all - bandaged wounds, gave injections, dispensed blood plasma



*Continued from Page 3 "6 June 1944 Was D-Day"*

extracted bullets, amputated a foot, and even resuscitated four British soldiers who he pulled from the water on the verge of drowning. Woodson spent 30 straight hours on the beach tending to the wounded before he eventually collapsed. He was then evacuated to a hospital ship where he was treated for his wounds and exhaustion. Woodson then asked to return to the battle-field. In the racially segregated U.S. military of that era, black soldiers were not likely to receive recognition for valor. Despite recommendations from white officers that he be awarded the Medal of Honor, the War Department awarded Woodson only the Bronze Star and the Purple Heart.

**Then along came Harold Schultze of the Coast Guard.** Schultze entered the Coast Guard at 18 years of age and was trained to be a coxswain on a Higgins Landing Craft. He recalled that, ***"We boarded the attack transport ship in England. We crossed the Channel and anchored off Normandy. Then I launched my landing craft and headed for Utah Beach with a load of troops."*** Schultz said: "We didn't really take it too seriously until those big German 88s would go off. As the driver, I would try to get to the beach with bullets hitting all around us, the ramp and everywhere. I thought - a guy can get hurt out here. It was hard watching those young men drop off into the water. They had 80-pound backpacks and were trying to hold their rifles over their heads, all while under heavy fire. Often, they couldn't get their footing and many of them drowned before getting to the beach. These were some of the bravest men I have ever seen. We were one of the first landing crafts at the beach. We hit a sand bar and the lieutenant in charge of the troops told me to **'Drop the ramp.'** I said, **'No, we can't drop the ramp here.'**" The lieutenant kept yelling at me to drop the ramp and I said, 'No, no, we are in 10 to 15 feet of water.



If we drop the ramp now, you will all drown!' He apologized and didn't ask me again until we got off the sandbar and moved to shallow water."Schultz remembered seeing the beach when he dropped the ramp. "It was a tangle of barbed wire and cement and all kinds of things to keep us from getting on the beach. You couldn't see any Germans; they were all up on the hill firing down on us." He ignored the carnage and returned time after time to deliver fresh troops and pick up loads of the wounded. He said the worst part of his job was "removing the dog tags from the dead soldiers floating in the water. You eventually became numb to the sight and had to carry on, but you could never forget." Schultze worked for 72 hours without sleep before he was relieved.

**Then along came a general - Brigadier General Theodore Roosevelt, Jr. of the US Army.**

He had already fought in World War One, returned to the Army in 1940, was awarded the rank of Brigadier General. Roosevelt was assigned to help organize the D Day invasion and planned to land with the 4th Infantry Division. He was denied approval to land due to his poor heart condition. General Omar Bradley, field commander of all US troops during the attack, finally approved his petition and assigned him to lead both the 8th Infantry Regiment and 70th Tank Battalion of the 4th Division in landing on Utah Beach. At 57, he was the oldest and one of only two generals to land that day. One hundred yards from the beach, Roosevelt dropped into the water from the landing craft, walking stick in one hand and silver-plated .45-caliber pistol in the other. The 4th Division encountered several unforeseen conditions and was forced to land its 20 landing crafts over a mile west of their objective. Roosevelt immediately recognized the problem. After landing he crouched behind a sand dune with a few of his officers to discuss the situation. ***"Hey, this doesn't look like what they showed us,"*** one captain said, referring to the tabletop model the officers had trained on back in England. Roosevelt told him to sit tight and calmly walked back to the beach to assess the situation. While still under fire, Roosevelt held a hasty council of war in a fox hole with three of his senior officers. Without hesitation he made a quick decision. ***"I'm going ahead with the troops,"*** he said. ***"Get word to the Navy to bring the boats in. We'll start the war from here."*** Following his command and example, that is exactly what the Americans forces did. Roosevelt then organized the landing, exhibiting total disregard for his own safety. He paced back and forth from seawall to surf, guiding troops in the right direction. The Germans never got the chance to make the landing on Utah a problem, because Roosevelt never gave them time to stop him. True to his word, he had started the war where he had decided to start it. General Bradley, when asked to describe the most heroic act he had witnessed replied, "General Roosevelt on Utah Beach." Roosevelt died of heart attack in France a month later. He was awarded a Distinguished Service Cross that was later upgraded to the Medal of Honor.



Continued from Page 4- “6 June 1944 Was D-Day”

**Next came Sgt. Leonard “Bud” Lomell, 24-year-old First Sergeant of the US Army.**

On D-Day, a force of 225 men from the U.S. Army’s 2nd Ranger Battalion, often referred to as Rudder’s Rangers, commanded by Lt Col. James Earl Rudder, landed four miles west of Omaha Beach at a place called Pointe Du Hoc. After coming ashore, the Rangers scaled 100-foot cliffs to assault one of the most threatening German defensive positions in Normandy. Lomell led a platoon, climbing hand-over hand by rope, up the sheer 100-foot cliffs. Already wounded on the beach by a German machine gun, he scaled the cliff under heavy gunfire and a shower of grenades from the Germans on top of the cliff. He and the Rangers finally reached the top. The 2nd Rangers objective was to take out a cluster of five German 155 mm guns that threatened the entire American landing force on both Omaha and Utah beaches. Allied intelligence had indicated that the guns could decimate the landing force, turning the entire landing into a disaster. They were shocked to find that the artillery battery they were to attack was not there. There were no big guns where the reconnaissance photos had put them. Lomell and another sergeant then stumbled across the five artillery pieces that had been camouflaged in an apple orchard almost a kilometer inland. He saw that the guns were surrounded by ammunition and unmanned. He then saw the German gun crews sheltered near a French farmhouse 100 yards away. Lomell quickly put three of the guns out of action with incendiary grenades. He then crawled back to his platoon to pick up more grenades and returned to put the other two out of action. It was not yet 0900 hours and Lomell and the 2nd Rangers had become the first allied unit to accomplish their objective. By the time Lomell had reached those guns, 12 of his 22-man platoon were dead or wounded. Of the 225 men in the three companies of the 2nd Ranger Battalion who scaled Pointe du Hoc that day, only 90 were still standing. Lomell received the Distinguished Service Cross for his action.



**And then there’s Hazel H. Mickelson – US Army.** She had earned a degree in nursing and soon thereafter responded to the call to serve; by enlisting in the US Army Nurse Corps followed by assignment to the 42nd Field Hospital. The 42nd Field Hospital was separated into three platoons while in England waiting to cross the Channel. Mickelson’s platoon landed three days ahead of the other two on 7 June, the day after the initial invasion. Crossing the channel between France and England, her ship, struck two mines, exploded and sank. Other ships came to their rescue, picked up all on board and transported them to Utah Beach with only minor injuries. Mickelson landed on the beach in the first recorded landing of nurses in France during the invasion with nothing more than her helmet and the clothes on her back. Since the rest of her unit had not yet landed, she joined the 261st Amphibious Medical Battalion in setting up and operating a medical aid station until the rest of the 42th landed on 10 June and were then able to set up their hospital. Its mission called for the 42nd to be located close to the front lines, so close that incoming artillery fire often hit their area. Mickelson said: “*We processed 1100 wounded men on the beach without a break, and most of them needed a lot of care. We did not rest for a minute.*”



**And then another general, Norman “Dutch” Cota, US Army** a 51-year-old serving as Assistant Commander of the 29th Infantry Division. Cota correctly warned his troops about the terrible confusion they would encounter in landing on Omaha beach. Landing craft landed them in the wrong place and the German defenses were stronger than anticipated. Cota rallied his demoralized troops by fighting right beside them. He immediately made order out of chaos by setting up a command post on the beach and issuing orders. Two of his staff officers were killed within feet of him. He then strode upright across the beach toward a group of his soldiers crouching next to a sand dune. He then uttered what may have been his most famous command that day: “Gentlemen, there are two kinds of people on this beach – those who are already dead and those who are going to be. I suggest we move off it – now!” Next, when meeting the commander of the pinned down 5th Ranger Battalion, Cota asked; “**What outfit is this?**”; Someone yelled, “5th Rangers, Sir!”; Inspiring the Rangers to advance, Cota replied, “Well, God damn it then, Rangers, you are supposed to lead, so lead the way Rangers, lead the way” became the Rangers’ motto after that, -- but it was Dutch Cota who led the way that day. On Day + 1 the Allies began to broaden the beachhead, fanning out to vulnerable spots. Cota came upon a group of infantry pinned down by a small German unit barricaded in a farmhouse. Cota asked the captain in command why his men weren’t trying to take the house. “Sir, there are Germans in there shooting at us” the captain said.



Continued on Page 6 “6 June 1944 Was D-Day”

*Continued from Page 5- "6 June 1944 Was D-Day"*

"Well, I'll tell you what, Captain, said Cota, unbuckling two grenades from his jacket. You and your men start shooting at the house. I'll take a squad of my men while you and your men watch carefully. I'll show you how to take a house full of shooting Germans." Cota crawled as close as possible to the house. He then suddenly jumped up, yelled, and ran toward the house. His men followed, yelling as well. Some of them tossed grenades into the windows while Cota and another soldier kicked in the front door. They threw grenades inside, waited for them to explode and then ran into the house firing their weapons as they went. Germans who survived the explosions ran for their lives out the back door. Cota returned to the captain. "We have just shown you how to take a house full of shooting Germans, Captain"; said Cota. "Do you think you can do it now?"; Cota was awarded the Distinguished Service Cross for his leadership during the invasion and promoted to Major General.

**Robert L Watson – US Navy.** Bob Watson was 18 years old when he enlisted in the Navy. He was assigned to Company B of the Sixth Naval Beach Battalion that was in the first wave to land on Omaha Beach. The battalion consisted of 445 men called Beach masters – that is sailors who coordinated logistics, traffic, police, medical facilities, communications, engineering, hydrographic and underwater demolition. They had to keep everything – troops, materiel, equipment and vehicles – moving off the beach and inland. About 1,000 yards from the beach, Watson's landing craft holding 71 troops and four sailors – hit a mine and exploded. 55 men were killed instantly, body parts were flying everywhere, and Watson was thrown into the water. After submerging with his heavy pack on his back, his flotation device brought him back to the surface. Well after 0900, Watson's unit got their people together and assigned tasks. Just after 1000 hours his company commander sent Watson to take over a bulldozer from a wounded driver. He had never been on one before, but jumped up on the running bulldozer, thinking he could learn to operate it on the fly. Watson did learn quickly and then bulldozed various obstacles off the beach to make a path for the incoming troops and vehicles. On one occasion an officer asked Watson to push a disabled landing craft back into the sea. Watson agreed, but only if it could then be loaded with wounded and towed to a hospital ship. Watson constructed a medical aid station by pushing timbers found on the beach on top of sandbags on the dunes. A German artillery shell then destroyed his bulldozer, so he found a second bulldozer that he drove until it ran out of fuel. As he headed toward the fuel dump, he hit an anti-personnel mine, knocking the bulldozer over and sending Watson flying. He landed upside down, bruised and very sore, but without major injury. On D+2, Watson was assigned to move prisoners of war. Driving a Jeep with an Army corporal manning a .30 caliber machine gun, Watson and four Coast Guardsmen escorted 200 to 300 prisoners at one time to the beach. Watson was also tasked with helping to communicate with supply ships regarding his battalion's needs on the beach. At one point his company commander asked Watson his rank. He replied, "Seaman first, Sir." The commander replied, "OK! Now you're a coxswain." Thus, Watson received a battlefield promotion for his efforts. Watson worked on Omaha Beach for 28 straight days before being sent back to England where he turned 19 years of age. Watson's 6th Naval Beach Battalion had a 27% casualty rate that first day, but it was awarded both the Navy and Army Presidential Unit Citations for its accomplishments. Watson was awarded two Purple Hearts.



**Father Francis L. Sampson. US Army.** Ordained a priest in June 1941, Father Sampson was commissioned a first lieutenant in the Army in 1942. Answering a need for chaplains in airborne divisions, he completed airborne training and was named regimental chaplain for the 501st Infantry Regiment of the 101st Airborne Division. Thirteen chaplains were among the 13,000 paratroopers jumping on D Day. Father Sampson, better known as the "**Parashootin Padre**" or just "**Father Sam**," was one of them. He later wrote: "It will always remain a mystery to me how any of us lived."



*Continued on Page 7 "6 June Was D-Day"*

*Continued from Page 6 "6 June 1944 Was D-Day"*

I collapsed part of my chute to come down faster to avoid German machine gun fire. From then on I placed myself into the hands of my guardian angel." Father Sam nearly drowned when he landed in a deep drainage ditch with water over his head and his 120-pound pack containing his combat and religious gear holding him under water. He cut away his pack but was dragged into shallower water by a gust of wind blowing his chute before he could unbuckle it. Then he could say Mass. Father Sam then came upon a farmhouse housing an aid station where he helped to care for US paratroopers who had been wounded, blown up, burned, or otherwise disabled, and giving last rites to those who had already died. German troops soon surrounded the house and captured him. One German soldier pointed his pistol into the chaplain's stomach and fired. The bolt clicked and misfired, but then a German sergeant fired over his troops' heads to stop them. Father Sam identified himself to the sergeant as a Catholic priest and the sergeant then saluted, made a slight bow and showed him a Catholic cross pinned inside his uniform. The German sergeant then insisted that Father Sam look at photos of his young child. "It was touching to witness the universality of the Church that day," Father Sam wrote in his memoirs, about being saved by a Catholic brother who happened to be his "enemy." Father Sam continued to tend 14 seriously wounded Americans throughout a night-long artillery barrage. One artillery shell destroyed the house, but the chaplain pulled survivors from the debris and continued to administer medical care, including dispensing blood plasma. Finally, the night was over, but Father Sam continued to be an angel to the wounded until American medical personnel relieved him the following day. The priest then accompanied the wounded to the division hospital. Six hundred wounded men lie in the hospital. As the injured continued to arrive, Father Sam assisted the division chaplain in spiritually administering to both American and German casualties. The next day, he went to the division cemetery, where several hundred bodies lay wrapped in parachutes. He read the internment ritual and remained for the burials. Father Sam was in combat for another three weeks, working with medics to rescue the wounded, offering Mass, hearing confessions, anointing the dying, and praying for the dead. After the war, Father Sam was named the Army's Chief of Chaplains. He continued in that position until he retired in 1971. He received the Distinguished Service Cross for his heroism at Normandy. There is currently a movement to have his DSC upgraded to the Medal of Honor for his long night of caring for wounded paratroopers.

**A final thought:** The individuals I have described today are examples of common people doing uncommon things. But they were just a few of the many who stepped up on D- Day. There were many more. In the final analysis, if we could talk to these heroes, each one would undoubtedly say: ***"I was just doing my job. There were many others who did as much, if not more, than I did that day."*** So yes, all of this is true, what each of these individuals did fits my definition of what a hero does, but their doing so did not make the Allies' task any easier or their goals any more accomplishable that day. It was one unbelievable day. D Day was over, but the initial air attacks and landings from the sea had mixed results. On Utah Beach, resistance from the Germans was slight and US troops were off the beach and inland by midday. But, on Omaha Beach, the Germans pinned US troops down on the beach for most of the day, slowing their advance and resulting in a high casualty rate. So, what were some of the tangible results? By the end of the day on 6 June, 160,000 Allied troops had landed on the five Normandy beaches. Only two of the five attacked beaches, Juno and Gold, were linked on the first day. All five beachheads were not connected until six days later, but the Allies slowly pushed their way inland allowing more troops to land. By 17 June, over half a million troops had landed and the tide had begun to turn. By the end of June, over 2 million Allied troops had landed. By the end of August 1944, German forces had been pushed out of northwestern France, effectively bringing Operation Overlord to an end and by the spring of 1945 the Germans were defeated. But our landing was costly to both Allies and Germans alike. Allied casualties totaled at least 10,000 with 4,414 confirmed deaths. German casualties were estimated at 9,000 with 6000 killed. The Allies had also taken 15,000 German prisoners by 15 June. Historians often refer to D-Day as the beginning of the end for not only Germany, but most of all – Hitler and his Third Reich. D-Day enabled the Allies to gain the valuable foothold in western Europe that they needed to gradually expand until they could end World War Two in Europe. ***"I was just doing my job. There were many others who did as much, if not more, than I did that day."***

*Continued on Page 8 "6 June 1944 Was D-Day"*

Continued from Page 7 "6 June 1944 Was D-Day."



Chapter President CAPT Gary Powers, USN (Ret) presenting the Chapter "Cup" to Professor Frank Stritter in appreciation for his excellent and personal presentation on "6 June 1944 was D-Day" highlighting some of those who were there on that day.



## CHAPTER MEMBERS RECOGNIZED BY MILITARY OFFICERS ASSOCIATION

At the 18 January 2024 Southwest Virginia Chapter membership meeting Colonel Thomas J Dalzell, USMC (Ret) was presented the Military Officers Association of America “PRESIDENTS AWARD”. The citation reads: *“For Exceptional Leadership and Meritorious Service in Support of the Objectives and Programs of the Military Officers Association of America and for your selfless contributions to the MOAA, Southwest Virginia Chapter. Your extraordinary contributions as a chapter*



*board leader, program chair, and news editor have been essential to the success of the Southwest Virginia Chapter. Your unwavering commitment since 2006 paved the way for the chapter’s recognition with the esteemed Colonel Marvin J. Harris Communications Award, confirming the immense impact of your communication strategies on a wide audience. Your dedication to community service shines through your meticulous organization of chapter volunteer initiatives, from local endeavors with Roanoke Area Ministries, Valley Rescue Mission, and Meals on Wheels to your impactful missionary work abroad. Your tireless efforts in mobilizing volunteers for the Renovation Alliance and your seamless coordination of activities with the Virginia Tech Corps of Cadets award ceremonies have left an indelible mark on your community. Your unflagging enthusiasm extends far beyond chapter boundaries, as evidenced by your active involvement in external events like the Veterans Day parade, the Southwest Virginia Wreath Laying Ceremony, the Memorial Day Ceremony, and your unwavering support for veterans who have experienced brain injuries. Thank you for your commitment to serving our veterans and their families.”* Lt Gen Brian T. Kelley, USAF (Ret). President and CEO.

Chapter President CAPT Gary Powers, USN (Ret) presents COL Thomas J. Dalzell USMC (Ret) with the MOAA Presidents Award.

On 15 February 2024 during the monthly Chapter Membership Meeting LTC David P. Gilleran, USA (Ret) was presented the Military Officers Association of America prestigious “LEADERSHIP AWARD” to recognize his service within the MOAA, Southwest Virginia Chapter. The citation reads as follows: **“As president from 2017**



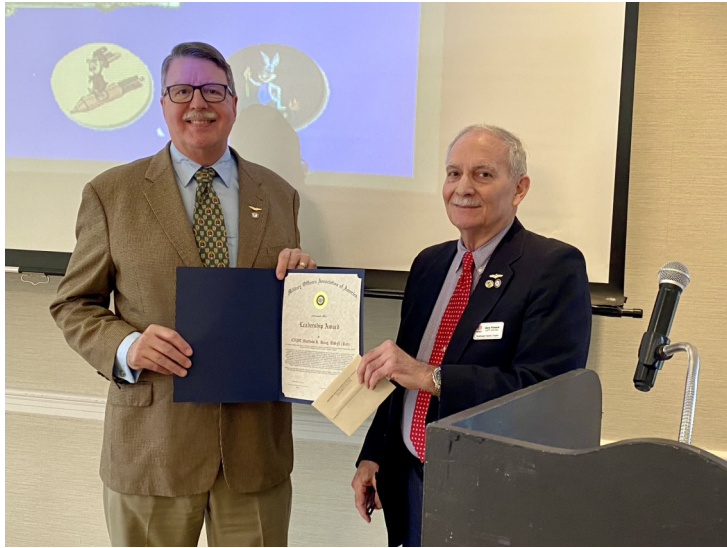
**-2019, your remarkable leadership, unwavering dedication, and tireless efforts shone brightly. As the chaplain, your uplifting prayers at chapter events provided solace and inspiration, becoming a source of comfort for all. Furthermore, your empathetic presence and support extended to offering solace to members and their families during times of distress, demonstrating your unwavering commitment to their well-being. Your active participation in presenting awards at numerous JROTC ceremonies in several local high schools truly exemplified your commitment and support for the chapter's endeavors. Your profound dedication to veterans' causes was evident in your vigilant monitoring and consistent updates on critical matters such as veterans' health benefits and their entitled privileges. Your legacy stands as a testament to your exceptional service, embodying the values of compassion, dedication, and unwavering support for veterans and the community. Thank you for your selfless leadership within the MOAA, Southwest Virginia Chapter. I hope you'll wear the enclosed**

Chapter President CAPT Gary Powers, USN (Ret) presents LTC David Gilleran, USA (Ret) with the MOAA Leadership Award

**lapel pin with pride, symbolizing your dedicated leadership. I appreciate your commitment to "Never Stop Serving!"** Lt Gen Brian T. Kelley, USAF (Ret). President and CEO. *Continued on Page 10 “Chapter Members Recognized*

*Continued from Page 9 "Chapter Members Recognized"*

On 15 February 2024 during the monthly Chapter Membership Meeting CAPT Matthew K. Haag, USN (Ret) was presented the Military Officers Association of America prestigious **"LEADERSHIP AWARD"** to recognize his service within the MOAA, Southwest Virginia Chapter. The citation reads as follows: *"As president from 2021-2023, your outstanding leadership, unwavering dedication, and tireless commitment have been exemplary. In addition to your chapter duties, you served as the chapter representative to the Virginia Council of Chapters, where you showcased your ability to engage with state legislators. Additionally, your representation of the chapter at the Roanoke Valley Veterans Council highlighted your selfless dedication to the greater veteran community. your leadership was instrumental in spearheading the chapter's*



*participation in the Affinity Care of Virginia veterans honor program, where you graciously presented pins and citations to deserving veterans, exemplifying a profound commitment to honoring their service. Your unwavering presence and active involvement were felt across numerous significant events, including the Salem Veterans Administration town hall, Brain Injury Awareness events, local Veterans Town Hall meetings, and your invaluable support of the PACT Act. Your contributions extended to presenting awards at Virginia Polytechnic Institute and State University ceremonies and several esteemed local high schools.*

*Thank you for your selfless leadership within the MOAA, Southwest Virginia Chapter. I hope you'll wear the enclosed lapel pin with pride, symbolizing your dedicated leadership. I appreciate your commitment to "Never Stop Serving!" Lt Gen Brian T. Kelley, USAF (Ret). President and CEO.*

Chapter President CAPT Gary Powers, USN (Ret) presents CAPT Matthew K. Haag, USN (Ret) with the MOAA Leadership Award

## WELCOME

WELCOME to our newest member Amanda Marko. She is an economic development professional with extensive leadership experience having served on a range of economic development advisory and chamber of commerce boards in Roanoke and Pennsylvania. Since coming to Roanoke, Amanda is active as a Commissioner on the Roanoke-Blacksburg Regional Airport, the Mill



Mountain Advisory Board and volunteers in numerous organizations. Amanda is also president and chief connection officer of her own company, Connected Strategy Group. Amanda received her Bachelor of Science in Journalism (BSJ) from Ohio University in 1999 before attending the Naval War College and earning her MA in national security and strategic studies in 2008.

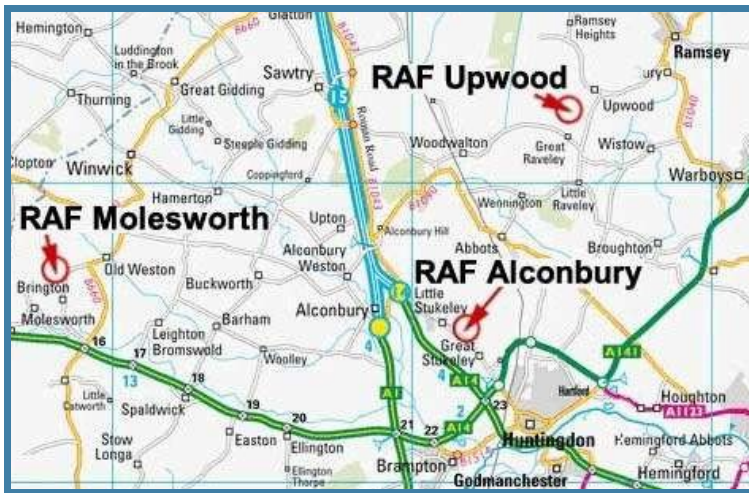
Amanda served in the United States Navy as a Public Affairs Officer with highlights including multi-national exercises and prominent international news events including commissioning of an aircraft carrier and state funeral services for U.S. Presidents. Amanda also served as Press Secretary for U.S. Senator Mike DeWine from Ohio.

Amanda and her husband, Dr. Nicholas Marko, a neurological surgeon with Lewis Gale, live in Roanoke.

## HISTORY OF THE 303 BOMB GROUP (H) AND THE ROYAL AIR FORCE MOLESWORTH, UK



On Thursday 15 February 2024 Chapter President CAPT Gary Powers, USN (Ret) presented a program titled **“The History of the 303 Bomb Group (H) and the Royal Air Force Molesworth, UK”**. The presentation was a snapshot of his Navy career, pretty much all over the world but a lot of time in the European theater. It was during his final tour at EUCOM at RAF Molesworth that he had the privilege of serving at such a historic site. He was assigned to the Joint Analysis Center at RAF Molesworth, UK. They were the J2 or Intelligence Branch for European Command headquartered in Stuttgart Germany. RAF Molesworth is located about 70 miles NW of London near Cambridge, about an hour by train. It is part of a tri-base with RAF Alconbury (support services) and RAF Upwood (nearest medical facilities) for me. RAF Mildenhall & RAF Lakenheath are less than a 45 minute drive

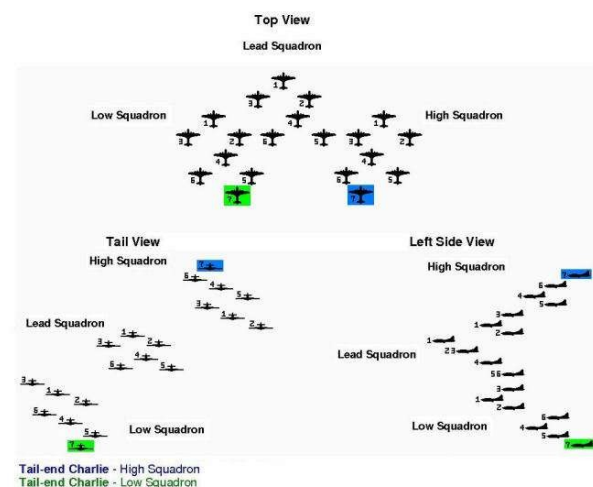


During WWII, RAF Molesworth was one of over 200 airfields in Britain occupied by American flight crews. Usually each base would house over 2500 American men many times more than the population of the nearest village. 8,960 men who served in the 303rd Bombardment Group (H) during World War II. The 303rd Bomb Group was an Eighth Air Force, B-17 Bomber Group stationed at Molesworth, England from 1942 to 1945. Their Motto: Might in Flight, was earned on each of their record 364 combat missions. Their place in history and the legacy they left behind was unmatched. In February of 42 - the component squadrons of the 303BG were activated and combat training commenced at Gowen Field - The United States Army Air Corps leased Boise's field and built a major training base for B-17 and B-24 heavy bomber crews. Then in June of 42, the group moved to Alamogordo Bombing and Gunnery Range now Holloman Biggs AAF. Then to Biggs Field at El Paso, Texas. Each phase was aimed at developing effective unit operation, the goal of the entire program. It included extensive exercises in high-altitude formation flying, long-range navigation, target identification, and simulated combat missions. By the end of August the group was deployed to the European Theater of Operations, assigned to the VIII Bomber Command in England.

*Continued on Page 12 “History, 303rd Bomb Group, Molesworth UK.”*

Continued from Page 11 “History, 303rd Bomb Group, Molesworth UK.”

Leaving El Paso the group went to Battle Creek, Michigan where they picked up 9 new B17s. Flying on to Gander, Newfoundland, to Prestwick, Scotland before arriving in the British Islands at RAF Molesworth in the Midlands of England arriving in October of 1942. The ground echelon had arrived earlier in September aboard the Queen Mary. Upon arrival, the group went thru extensive training in radio procedures, air-sea rescue, debriefing techniques weather and escape/evasion techniques. They then began formation flying as well. Below is a typical 16 ship formation. Notice in the tail, and side views how there was staggering all with the intention of providing broad field of fire protection. **B-17 CREW**—Typical crew consisted of a pilot/copilot, Navigator/bombardier, Radio operator who also manned top turret, Ball current gunner, waist guns left and right sides and a tail gunner.



From the time they arrived in Molesworth in September, the 303BG flew their first mission on 17NOV 42 to St Nazarie, France where the target was the German U-boat pens. After arriving on target, they were weathered over so they returned to base. No encounters with fighters, Left with 16, returned with 16. They returned the next day 18 NOV and had a successful mission with bombs on target. Subsequent missions were on occupied France, where the Krauts had their

submarine bases, St. Nazaire, Brest, and Lorient. The first mission into Germany did not occur until Mission 12 to Wilhelmshaven on Jan 27/43 where the target was a power station. Considered a successful mission even though they encountered ME109s, many crews claiming destroyed fighters. **MISSIONS.** As war pressed on, so did the casualties. The worst being Mission 248 on 28SEP44. The target was railroad marshalling yards at Magdeburg Germany with 28 aircraft taking off that morning. Out of 28, 11 failed to return as they were attacked by an estimated 40 FW190s and ME109s. 13 aircraft returned heavily damaged. 68 men were killed in action, 23 become POWs, Inadequate fighter support. The 303rd flew their last mission 3 years later on 25 April 45 - their 364th mission representing over 10,721 sorties. **ACHIEVEMENTS**—No of missions: 364. Tons of bombs on enemy: 25,346. German Aircraft Destroyed; 318 Probable Aircraft destroyed: 104 Aircraft damaged: 182 THE COST—841 young American men were killed 764 POWS. Two members of the 303BG distinguished themselves during bombing missions and their actions resulted in them being awarded the Congressional Medal of Honor. They were 1st LT Jack Mathis and T/Sgt Forest Vosler. Capt Powers read the Medal of Honor citations. **1st Lieutenant Jack Mathis** was assigned to the 303d Bombardment Group of the Eighth Air Force in England, where he flew 14 missions.

Continued on Page 13 “History, 303rd Bomb Group, Molesworth UK.”

*Continued from Page 12* “History, 303rd Bomb Group, Molesworth UK.”

**Citation:** For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy over Vegesack, Germany, on March 18, 1943. 1st Lt. Mathis, as leading bombardier of his squadron, flying through intense and accurate antiaircraft fire, was just starting his bomb run, upon which the entire squadron depended for accurate bombing, when he was hit by the enemy antiaircraft fire. His right arm was shattered above the elbow, a large wound was torn in his side and abdomen, and he was knocked from his bomb sight to the rear of the bombardiers compartment. Realizing that the success of the mission depended upon him, 1st Lt. Mathis, by sheer determination and willpower, though mortally wounded, dragged himself back to his sights, released his bombs, then died at his post of duty. As the result of this action the airplanes of his bombardment squadron placed their bombs directly upon the assigned target for a perfect attack against the enemy. 1st Lt. Mathis undaunted bravery has been a great inspiration to the officers and men of his unit. For his actions was posthumously awarded the Medal of Honor.



**TSGT Forest Vosler** was a radio operator and aerial gunner on B-17s assigned to the 8th Air Force 358th Bombardment Squadron, 303rd Bomb Group, RAF Molesworth. On December 20, 1943, Sergeant Vosler left on his fourth combat mission. His



airplane, on its 28th combat flight, was a B-17F named the “Jersey Bounce Jr.” The plane and crew reached the target area of Bremen, Germany, just before noon. For his actions that date, TSGT Vosler received the Congressional Medal of Honor. **Citation:**

For conspicuous gallantry in action against the enemy above and beyond the call of duty while serving as a radio operator-air gunner on a heavy bombardment aircraft in a mission over Bremen, Germany, on 20 December 1943. After bombing the target, the aircraft in which T/Sgt. Vosler was serving was severely damaged by antiaircraft fire, forced out of formation, and immediately subjected to repeated vicious attacks by shell exploded in the radio compartment, painfully wounding T/Sgt. Vosler in the legs and thighs. At about the same time a direct hit on the tail of the ship seriously wounded the tail gunner and rendered the tail guns inoperative. Realizing the great need for firepower in protecting the vulnerable tail of the ship, T/Sgt. Vosler, with grim determination, kept up a steady stream of deadly fire. Shortly thereafter another 20-mm. enemy shell exploded, wounding T/Sgt. Vosler in the chest and about the

face. Pieces of metal lodged in both eyes, impairing his vision to such an extent that he could only distinguish blurred shapes. Displaying remarkable tenacity and courage, he kept firing his guns and declined to take first-aid treatment. The radio equipment had been rendered inoperative during the battle, and when the pilot announced that he would have to ditch, although unable to see and working entirely by touch, T/Sgt. Vosler finally got the set operating and sent out distress signals despite several lapses into unconsciousness. When the ship ditched, T/Sgt. Vosler managed to get out on the wing by himself and hold the wounded tail gunner from slipping off until the other crewmembers could help them into the dinghy. T/Sgt. Vosler’s actions on this occasion were an inspiration to all serving with him. The extraordinary courage, coolness, and skill he displayed in the face of great odds, when handicapped by injuries that would have incapacitated the average crewmember, were outstanding.

This was a costly mission for the 8th Air Force, a total of 27 bombers were lost including the Jersey Bounce Jr. after it ditched in the North Sea. President Roosevelt presented him the Medal of Honor at the White House on September 6, 1944. Technical Sergeant Vosler continued to receive treatment at various hospitals until October 17, 1944, when he was honorably discharged from the service.

**MOLESWORTH HANGAR 84**—Molesworth was bombed one night in July 1944 during the Second World War - but not by the Luftwaffe. It was two or three days before the 6 July 1944, visit of the King and Queen and then Princess Elizabeth to Molesworth. The 303BG was doing some night flying, so all of the runway lights were on as well as lights around the control tower. The Royal Air Force has a bombing range about 15 miles to the north. They were conducting some night bombing practice and apparently a British Bombardier had mistaken Molesworth Identification lights in front of the tower as their night bombing range target. The first RAF practice bomb hit behind the tower and a little toward the main hanger. The second bomb went through the roof of the main hanger. Immediately called the RAF Operations people called the Brits and advised them of the rather serious deviation from course of their aircraft.

*Continued on Page 14* “History, 303rd Bomb Group, Molesworth UK.”

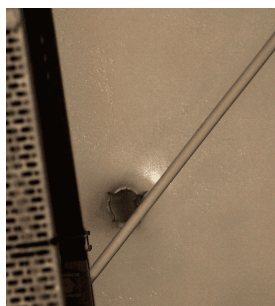
*Continued from Page 13 "History, 303rd Bomb Group, Molesworth UK."*

They apologized and sent someone to investigate the incident two days later on the same day when the King and Queen were visiting the base. If you visit Hangar 84 today, the hole still showing in the inner roof with a rubber plug in it, the bent roof beam that the bomb glanced off, and the small area of broken concrete on the floor where it hit that has been left intact over the years.

**B-17 VARIANTS FLOWN BY 303G**



**EARLY B-17F - NO TRIANGLE "C" TAIL INSIGNIA - YELLOW LETTERING**



**B-17F - FUSELAGE LETTERING CHANGED FROM YELLOW TO GRAY**



**B-17G - OLIVE DRAB AIRCRAFT - RED TRIANGLE "C" TAIL INSIGNIA  
GRAY FUSELAGE LETTERING - YELLOW LETTERING ON TAIL  
NOTICE THE B-17G HAS A "CHIN" TURRENT**

The 358th B-17F **"Hell's Angels"**, from which the Group later named itself, completed its 25th mission on 13 May 1943. It became the first 8th Air Force B-17 to complete 25 combat missions. The Memphis Belle, a 91st BG(H) B-17, sometimes reputed



to claim the first 25-mission feat, completed its 25th mission on 19 May 1943, six days after the Hell's Angels. The Memphis Belle was, however, the first 8th AF B-17 to complete 25 missions and be returned to the United States. The crew that accompanied the Memphis

Belle was a makeup crew of men who had completed 25 missions. Hell's Angels went on to complete 48 missions and delayed returning to the United States for its own "Flag-Waving Tour" until 20 January 1944.

## “CHAPTER GENERAL LIABILITY INSURANCE POLICY”

The Military Officers Association of America (MOAA) recommended that all chapters have general liability coverage. A General liability insurance policies typically covers members and the chapter for claims involving bodily injuries and property damage resulting from your activity, services or operations. MOAA recommended an insurance broker to secure coverage. The Southwest Virginia Chapter (SWVC) followed that recommendation and secured coverage from Mercer Health & Benefits Administration LLC for 2020-2021 renewed for 2021-2022 and 2022-2023. In 2023-2034 coverage was provided by New Hampshire Insurance. For 2024-2025 coverage was secured through Philadelphia Indemnity Insurance Company. The Chapter General Liability Insurance Policy is a very basic general liability policy as our activities expose us to minimal risk. Cost is \$323.20/year effective 1 March 2024 to 1 March 2025.



"We can insure your home and property for damages caused by hurricanes, earthquakes, wind, fire, floods, tornadoes and tidal waves — but not cats."

## VITTLES FOR VETS

Vittles for Vets is a non-profit 501 C-3 organization that was founded in December 2014 by veterans for veterans. Their primary purpose is to distribute gift cards for nutritious food to qualifying veterans. They also conduct special drives to meet the needs of veterans and their families who have qualified for their program through Virginia Veteran Services. Qualifications for assistance from Vittles For Vets are: The veteran must be properly vetted by a VA Medical center staff member, a member of the clergy or a veteran's organization such as "The American Legion" or The VFW. The veteran must have been discharged from the military with a discharge other than dishonorable. The veteran must be drug free and not dependent on alcohol and must be at or below the Federal poverty level.



On 18 January 2024 the Southwest Virginia Chapter signed a **MEMORANDUM OF UNDERSTANDING** between The Military Officers Association of America Southwest Virginia Chapter (MOAA-SWVC) and Vittles For Vets (VFV). The Parties of this MOU are both non-

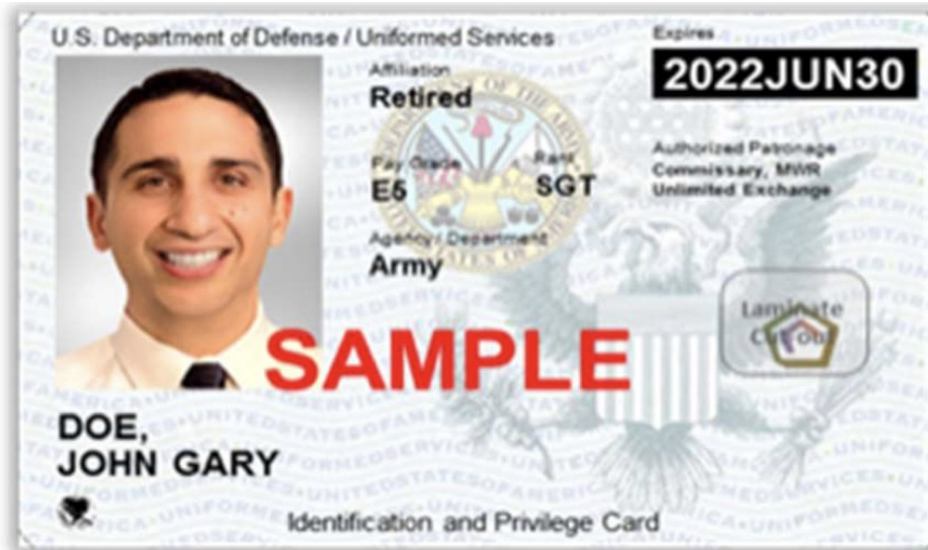
profit 501.c.3 organizations and are collaborating in their intention to serve United States military veterans in Southwest Virginia, principally through financial support in providing food and essential support items to qualified veterans. The Parties intend for this MOU to provide the cornerstone and structure for any and all future agreements being considered by the Parties and which may be related to the intended mission. It is envisioned that both Parties can enhance their support to military veterans by forming a cooperative partnership. The MOAA SWVC partnership with Vittles For Vets (VFV) enables both organizations to provide food for veterans in need. There are many such veterans in our region, especially in the Roanoke area. **Two MOAA SWVC members, CAPT Gary Powers, USN (Ret), and CDR Lee Ensley, USN (Ret), have joined the VFV Board of Directors.** VFV conducts a number of fund-raising events throughout the year, and the SWVC will be promoting them through our newsletter, website, and Facebook page. On February 22, VFV held a BOD meeting at the Radford Public Library. THE VFV website is: <https://vittlesforvetsradfordva.com/>



Vittles For Vets Board of Directors L to R: Marie Rorrer, Sandra McCann, President Bill McCann, Reg Crockett, CDR Lee Ensley, USN (Ret), CAPT Gary Powers, USN (Ret), and Sonya Edens. Not in the picture: January Gerow

## NEW DOD ID CARD FOR MILITARY RETIREES

At the January Board of Directors meeting, I mentioned there is a new **DOD ID card** underway and I got a lot of blank stares. So I quickly determined that I needed to contribute more by putting together info for our newsletter. The DoD plans to phase out and cancel the existing paper ID card forms in 2026 when all existing cards with an actual expiration date will have expired. After that, only the USID card will be accepted for installation and benefits access. The USID format for military retirees and dependents represents the first change to those identification cards in nearly 30 years; the last update was in 1993. The new design closely resembles the Common Access Card, or CAC, format issued to active-duty troops and department civilians.



**The Defense Manpower Data Center (DMDC)** is piloting new services that do not require in-person visits to Real-time Automated Personnel Identification System (RAPIDS) sites, including implementation of an online USID card renewal capability. With this new capability, select card recipients will have the ability to request renewal of their USID card online, via **ID Card Office Online (IDCO)** and have the new card mailed directly to them. After approving online requests from eligible card recipients DMDC will produce the USID card and mail it to the card recipient. I completed the online application process on February 23, 2023 and received my new card in the mail just 5 days later! The online application system works! In order to order your new card, the following requirements must be met:

- Has an active email address in DEERS that the card recipient has authorized DoD to use for communications (Check your email address authorization under “My Profile” at the IDCO website, under “Email Addresses”)
- Has a photo saved in DEERS taken in the last 12 years
- Has a mailing address present in DEERS that is in the continental US. Note: USID cards cannot be mailed to Post Office Boxes

Here is the process I followed to register for a new card: **Log onto the ID Card Office Online (IDCO): <https://idco.dmdc.osd.mil/idco/>** If you do not already have a DS Logon, click on the tab at the bottom “**Create New Account**”. On the next screen, click on Email Registration and proceed to the Registration page and use the ID number on your existing ID card. Once your Submit, return to the Logon page which will direct you to the below page:

*Cont on Page 17 “New DOD ID Card”*



Continued from Page 16 “New DOD ID Card”



Welcome to the RAPIDS ID Card Office Online. Select an option below to update your CAC, manage sponsor or family member ID card information, or find a RAPIDS ID Card Office.

<p><b>ID Card Office Locator &amp; Appointments</b></p> <p>Find a RAPIDS ID Card Office</p> <p>Make an Appointment</p> <p><a href="#">More Info</a></p> <p><b>CONTINUE</b></p>	<p><b>Common Access Card</b></p> <p>Update Email Address</p> <p>Add Joint Data Model Applet</p> <p>Extend Academy Student Certificate</p> <p><a href="#">More Info</a></p> <p><b>CONTINUE</b></p>	<p><b>Family ID Cards</b></p> <p>View Sponsor/Family ID Card</p> <p>Nominate Family Member</p> <p>Renew Family Member ID Card</p> <p>Print Family List</p> <p><a href="#">More Info</a></p> <p><b>CONTINUE</b></p>	<p><b>My Profile</b></p> <p>Update Contact Information</p> <p>Update GAL Information</p> <p>Opt-in TSA PreCheck (DoD Civilians Only)</p> <p><a href="#">More Info</a></p> <p><b>CONTINUE</b></p>
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Click on the “**My Profile**” block and verify sponsor Contact Information and that of your family member requesting a card is all current and correct.

Under the Family ID Cards block, click on the “**Renew Family Member ID Card**” tab and complete the application process filling in the requested information. Once completed, you will receive a confirmation email that your application is being processed.

Once the request is successfully processed, the card will be created and mailed to the card recipient via U.S. mail. An email will be sent to the sponsor and card recipient once the card is shipped directing the sponsor to acknowledge the receipt of the card via IDCO website. Once the sponsor acknowledges receipt of the card, the new USID card will be activated and the prior card will be terminated. The prior card should then be returned to the government. Return instructions for the prior card will be sent with the new ID card.

If the renewal request is not approved or fails, the card recipient will receive an email. Depending on the reason for the failure the sponsor will be instructed to submit a new request in IDCO or to visit a RAPIDS site for issuance of the card.

The sponsor can track the status of request at any point via the IDCO website. If the card recipient does not receive the card within 15 days of notification that it was mailed, contact the DMDC Support Center at (800) 477-8227 and report the card as lost in transit in IDCO. Individual judgment should be used on reporting a card as lost in transit because it cannot be reversed if the card subsequently arrives. If the card recipient’s mail typically takes longer to arrive it may be advisable to wait extra time before reporting the card as lost in transit.

Additional information on the Online USID Card Renewals pilot is available at:

**ID Card Office Online (IDCO):** <https://idco.dmdc.osd.mil/idco/>

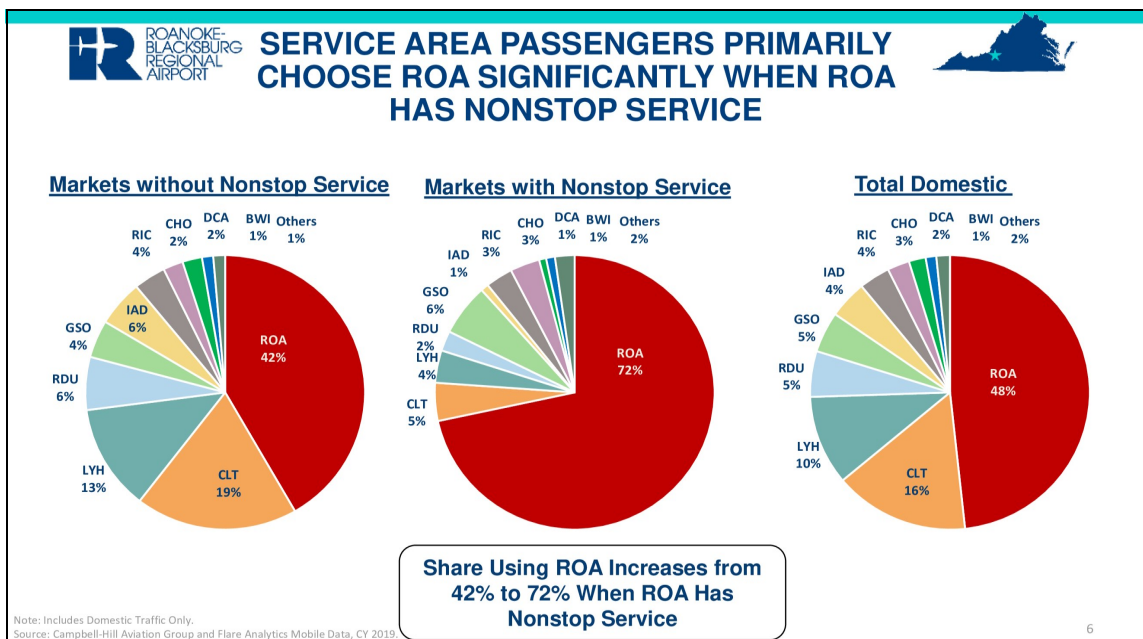
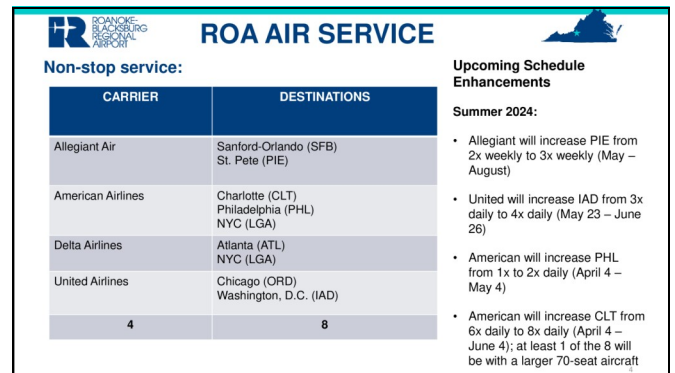
**Article written and submitted by CAPT Gary Powers, USN, (Ret)**

# The Roanoke-Blacksburg Regional Airport - Current Status and The Future

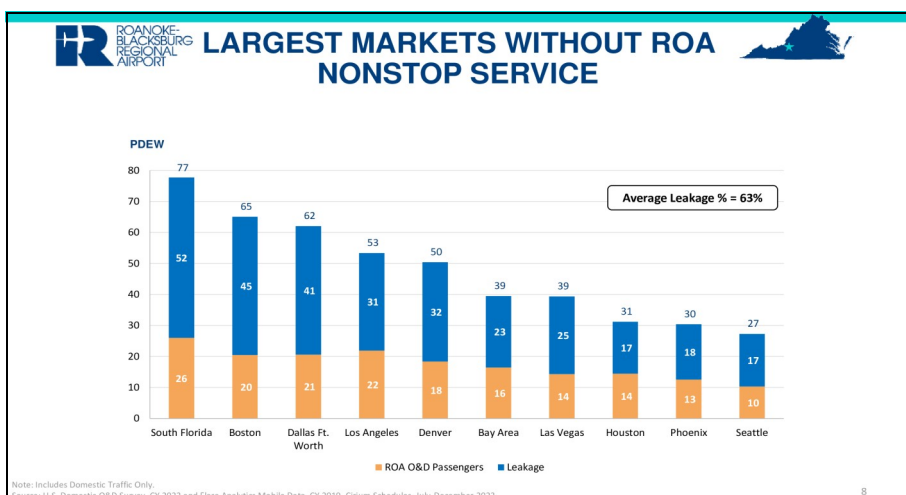
On Thursday 21 March 2024 Mr. Mike Stewart, Roanoke Regional Airport Commission (RRAC) Director accompanied by Ms. Alexa Briehl, Public Relations, Marketing, and Media Manager, presented a program on the Roanoke-Blacksburg Regional Airport. Mike Stewart began by showing the number of enplanements, (*passengers boarding a plane at a particular airport*), and explaining that tracking enplaned passengers is the most important air traffic measurement because the majority of airport revenues are generated directly or indirectly from enplaned passenger. Next was a slide that



showed current carrier service by the four major airlines providing non-stop service to and from Roanoke and upcoming schedule enhancements. The slide below shows areas served when non-stop service is provided from Roanoke to other popular markets.



Direct flights are more convenient and take less time, so some people are willing to pay more for them. The slide shows the market share without non-stop service, the market share with non-stop service and the total domestic market service. When nonstop flights are offered, passenger traffic shows ROA is the preferred airport for travelers in the service area.



This slide shows the largest markets without Roanoke non-stop service and loss of enplaned passenger due to what the airport managers call **“leakage”**. Leakage is what occurs when passengers from one airport's core market drive to another airport to catch a flight. In the vast majority of leakage situations, passengers from smaller cities drive to larger cities to fly. O and D (Origin and Destination), refers to the start and end points of each passenger's journey. The number of O&Ds also indicates the size and complexity of a carrier's route network, making them useful for analysis in fare management and yield management.

Continued on Page 19 “ROA Regional Airport”

Continued from Page 18 "ROA Regional Airport"



## SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM GRANT (SCASDP)

- U.S. Department of Transportation grants benefitting communities to assist with implementation of the air service initiatives proposed in their grant applications
- **ROA was awarded SCASDP GRANT in 2018**  
**Received grant extension through January 2025**
- Provides **\$750,000 Federal Grant**, matched by over **\$850,000 in local matching funds** and over **\$200,000** in fee and rent waivers from ROA to help incentivize an airline to initiate nonstop air service to Dallas or alternatively Denver

To assist communities the U.S. Department of Transportation established the Small Community Air Service Development Program (SCASDP) which provides funding to help small communities address air service in the form of grants that are disbursed on a reimbursable basis. The slide on the left is information on a SCASDP grant awarded to the ROA Regional Airport to help incentivize an airline to initiate non-stop service to Dallas or alternatively Denver.

**Connecting flights:** These slides illustrates how the Airport pursues new air

service for a specific route. Connecting traffic is one of the key components in making the business case for new air service through an airline hub as it leverages airlines' "hub and spoke" business model.

Connecting flights: Why are connections important? The point of connecting flights is to give people an easier and cheaper way to get from one place to another. It enables travelers to get to their final destination by taking a number of flights as opposed to having to take a single, more expensive non-stop flight. Additionally, it offers more freedom in terms of making travel arrangements because there may be a wider number of destinations to choose from. Consider Dallas Fort Worth and Denver and the connection with flights from Roanoke and the potential pool of passengers each day connecting beyond Dallas Fort Worth and Denver as shown on the charts to the left.



## WHY DFW?

WE ONLY HAVE AN AVERAGE OF 64 LOCAL PASSENGERS DAILY EACH WAY (PDEW) BUT CONNECTIONS BEYOND AMERICAN AIRLINES DFW HUB GROWS THE POTENTIAL PASSENGER POOL TO 570 PASSENGERS

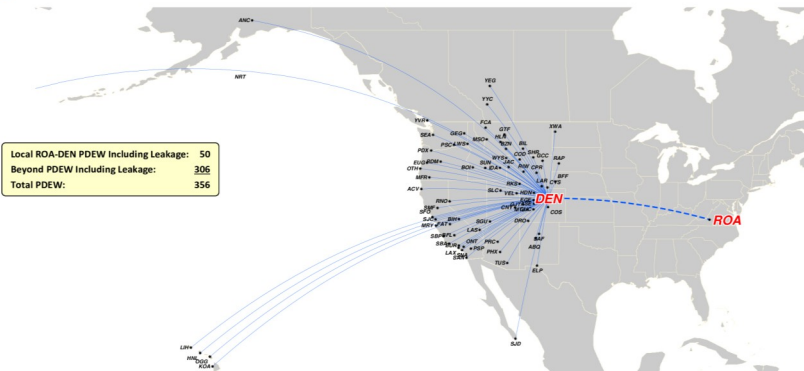


Source: U.S. DOT, O&D Passenger Survey, CY 2019; and Cirium schedules for summer 2023.



## WHY DEN?

ROA-DEN POTENTIAL PASSENGER POOL GROWS TO OVER 356 PASSENGERS PER DAY EACH WAY WHEN FACTORING CONNECTIONS BEYOND UNITED'S DEN HUB



U.S. Domestic O&D Survey YE Q2 2023 and CY 2019 leakage; Cirium schedules for fall/winter 2023/24.

Looking ahead to the future we are looking at initiatives such as providing better access to the ticket counters, TSA screening points, more concessions, larger baggage areas, the ability to accommodate larger aircraft, hanger and aircraft maintenance space, increase parking space with EV charging stations and runway expansions which has its own problems to address including property acquisition, land use impacts, terrain environmental impacts, crossing major roads such as Peters Creek Road, I-581, Thirlane road and frontage roads and the Valley View Mall impacts.

Continued on Page 20 "ROA Regional Airport"

Continued from page 19 "ROA Regional Airport"



## HOW CAN YOU HELP



- As always – Fly ROA!
- But when you feel driving makes the most sense, for whatever reason, and use another airport:
  - **TELL THE AIRLINE** that you would rather have flown from ROA.
  - Complete airline surveys after your flight. Tell them in the comments:
    - The flight would have been better if from ROA,
    - You are tired of driving and want non-stop ROA to where you went, and
    - You'd like lower fares
- Keep us informed about any changes to your business that could drive then need for more air travel



32

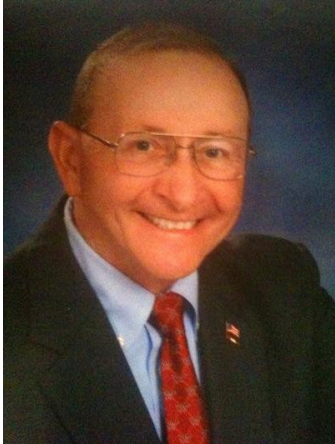


Southwest Virginia Chapter President CAPT Gary Powers USN, (Ret) on right, presenting the SWVC "MUG" to Mike Stewart, on left, in appreciation for his excellent presentation on the Roanoke Regional Airport .

## Remembering That It's One Country, Indivisible

By Major General James Archer, USA (Ret)

We have become accustomed to hateful and ill-informed rhetoric in our national political dialogue and, sadly, in everyday civil discourse. Listening is a dying skill and facts have often been rendered irrelevant. In Congress, even the art of compromise, the essential sauce for things to be accomplished, has been demonized and the surest way for a Representative to be 'primaried.' There would never have been a Constitution or a nation without compromise and we will not long survive without it. The ascendancy of partisan politics versus the collective desire to work for the common good has strained our branches of government to the limit.



Do you, my friend, really believe in our Constitution? How about the Pledge of Allegiance? What about the part that says "...with liberty and justice for all?" As a real American, do you believe that?

Before retiring, I served 36 years in the Army, mostly as a Citizen-Soldier. I was blessed that I was never in combat but knew hundreds of soldiers who were. In dialogue with my comrades, I find that some express fear or hatred that I did not observe when we served together. Like the pledge to our flag, the oath we took to support and defend the Constitution is something we knew was a life-long commitment. If called upon we would unflinchingly fight to honor that oath to preserve our way of life. More tangibly, we knew we would die for each other ... our Black, Native American, Asian-American, Hispanic and white brethren ... all of us, all, real Americans ... yes, we would die for each other.

Brothers (and Sisters) let's not be confused. We win when we are united. And, if we believe in the pledge, the Constitution, and the oath that we took to preserve it, we will recommit to standing together as Americans and not be afraid of different ideas, nor be whipped into a frenzied anger against those who would have a contrary point-of-view. For me, this would be arguing against would-be despots who would dismantle our Republic and our freedoms. We have these freedoms because of our unique system of governance and the equally unique American character that emerged to craft our institutions and our democratic values. This, and the diversity that these values encouraged is the source of American exceptionalism.

Because it is hard, those who are fearful hope that someone's divisive rallies give promise to better preserve what's the essence of America than the government our forefathers envisioned some 237 years ago. What are we thinking when we seriously consider abandoning the principles that we have defended with almost sacred reverence for all these years?

And to one who insists that a president needs absolute immunity to do his job, how have all other presidents served us without needing or demanding such protection? Perhaps the outlier should be examined more critically and held to account as is the expectation for each of us. Choosing fascism over democracy dishonors those we have known and respected as our Greatest Generation.

The Army Value, Personal Courage, is well known to those of us who have served. Further, Moral Courage, that which would have us stand up for what is right, is essential in all that we do. It compels us to recognize the scourge of hypocrisy and the demonstrated lack of respect for our fellow Americans that threaten our liberties and our standing in the world. We must speak out and most of all, each of us must vote, lest we lose the right to do so.

Our differences make us strong, and all Americans are guaranteed the right to be different within our system of laws. We should respect that. Do we possess the courage to do so? Our rights are most secure when we respect the rights of others! We are strongest and at our best when everyone can achieve his or her dreams. We should celebrate that and renew our vow to protect the democracy that allows us to be different, yet indivisible.

We must speak out and most of all, each of us must vote, lest we lose the right to do so. Our differences make us strong, and all Americans are guaranteed the right to be different within our system of laws. We should respect that. Do we possess the courage to do so? Our rights are most secure when we respect the rights of others! We are strongest and at our best when everyone can achieve his or her dreams. We should celebrate that and renew our vow to protect the democracy that allows us to be different, yet indivisible. *Reprinted from the Roanoke Times newspaper with consent from the author Major General James Archer USA (Ret).*



## CHARACTER

**Where Does Character Come From?** A deficit of character shows up every time somebody who knows the right thing to do neither defends it nor does it because doing so might mean a little discomfort or inconvenience. Far too many times we hear words like these: **“I know you’re right, but I can’t say so because it might reflect bad on my reputation.”** Perhaps we should ask, **“Where does character come from?”** or, putting the question slightly differently, **“Why is it that when we speak of character, we all seem to know what it is that we’re talking about?”** Theologians and philosophers can speak to this much better. There is something in the way that we humans are wired. Down deep within us we have a sense of what is right and what is wrong, what is good and what is bad. And when we ignore our wiring, something within us—that voice we call our conscience—cries out to us. In complex situations, the voice can be difficult to discern, and we can even learn how to dull that voice into submission, but we cannot really deny that it is there. It is simply the human experience. We can argue about its origins, but it *is* there.

When a person spurns his conscience and fails to do what he knows is right, he subtracts from his character. When he evades his responsibilities, succumbs to temptation, foists his problems and burdens on others, or fails to exert self-discipline, he subtracts from his character. When he attempts to reform the world without reforming himself first, he subtracts from his character. A person’s character is nothing more and nothing less than the sum of his choices. You can’t choose your height or race or many other physical traits, but you fine tune your character every time you decide right from wrong and what you personally are going to do about it. Your character is further defined by how you choose to interact with others and the standards of speech and conduct you practice. Character is often listed as a key leadership quality. I actually think character and leadership are one and the same. If you’ve got character, others will look upon you as a leader—not in the sense that they are eager to be subservient to you but in the sense that you are someone they admire and freely desire to emulate.

Ravaged by conflict, corruption and tyranny, the world is starving for people of character. Indeed, as much as anything, it is on this matter that the fate of individual liberty has always depended. A free society flourishes when people seek to be models of honor, honesty, and propriety at whatever the cost in material wealth, social status, or popularity. It descends into barbarism when they abandon what’s right in favor of self-gratification at the expense of others; when lying, cheating, or stealing are winked at instead of shunned. If you want to be free, if you want to live in a free society, you must assign top priority to raising the caliber of your character and learning from those who already have it in spades. ***If you do not govern yourself, you will be governed.***

Character means that there are no matters too small to handle the right way. It’s been said that your character is defined by what you do when no one is looking. Cutting corners because **“it won’t matter much”** or **“no one will notice”** still knocks your character down a notch and can easily become a slippery slope. **“Unless you are faithful in small matters,”** we learn in **Luke 16:10**, “you will not be faithful in large ones.” That’s a message that shows up in the teachings of many faiths. Even those of no faith should see the wisdom of it.

Chief among the elements that define strong character are these: honesty, humility, patience, responsibility, self-discipline, self-reliance, optimism, courage, a long-term focus, and a lust for learning. Who in his right mind would want to live in a world without these things?

Dishonest people will lie and cheat and become even bigger liars and cheaters in elected office. People who lack humility become arrogant, condescending, know-it-all central-planner types. Irresponsible citizens blame others for the consequences of their own poor judgment. People who will not discipline themselves invite the intrusive control of others. Those who eschew self-reliance are easily manipulated by those on whom they are dependent. Pessimists dismiss what individuals can accomplish when given the freedom to try. Timid people will allow their rights to be trampled. Myopic citizens will mortgage their future for the sake of a short-term “solution.” Closed-minded, head-in-the-sand types don’t learn from the lessons of history and human action.

Character cannot be developed in ease and quiet. Only through experiences of trial and suffering can the soul be strengthened, vision cleared, ambition inspired and success achieved. You gain strength, experience and confidence by every experience where You really stop to look fear in the face.... You must do the thing you cannot do. And remember, the finest steel gets sent through the hottest furnace. In LIFE, remember that you pass this way only once! Let's live life to the fullest and give it our extreme best. **"Failure is the pillar of successes!!!"**

# WELCOME

WELCOME to our newest member Col David Corman, USAF (Ret). He lives near Roanoke, in Botetourt County and is originally from Kansas, the son of a B-17 pilot. David graduated from the University of Kansas and earned his Doctorate in Dental Surgery from Creighton University. He joined the Air Force in 1981 and provided comprehensive general dentistry, increasing in military responsibilities and leadership. His early assignments included Hellenikon AB, Greece, Zweibrucken AB, Germany, and Wright-Patterson AFB, Ohio. He continued dental education with a 2-year residency at Wilford Hall Medical Center San Antonio, Texas. Next, he served at Yokota, Japan, and Aviano, Italy, where he led as Dental Squadron Commander. He returned to the USA at Kirtland AFB, Albuquerque, New Mexico, as Dental Inspector and Team Chief, Air Force Inspection Agency leading compliance inspections at military dental and medical facilities. He was promoted to Command Dental Surgeon, Headquarters Air Force Space Command and had oversight of dental programs and medical readiness at six Air Force Bases in addition to providing care at Peterson AFB. His final assignment was at Ramstein Air Base, Germany, serving as Commander leading a team of 33 dentists and 127 technicians. His professional military education included Squadron Officer School, Air Command and Staff College and Air War College. He currently works as a Contract Dental Consultant for the Defense Health Agency and pre-



authorizes civilian dentistry for remote military members and their families in Europe, Middle East, Africa, Latin America and Canada.

## “UPCOMING EVENTS”

**THE UNITED STATES OF AMERICA  
VIETNAM WAR  
COMMEMORATION** 50th

**National  
Vietnam War  
Veterans Recognition**

**April 6, 2024**  
1400-1530  
American Legion Post 3  
710 Apperson Drive  
Salem, VA 24153

Hosted by Vietnam Veterans Roanoke Valley Chapter 81 and AUSA

Join the Nation ... thank a Vietnam veteran!  
vietnamwar50th.com

**THE COMMUNITY SALUTES THE  
AREA'S "FUTURE SOLDIERS"**

April 12, 2024  
1800

Vinton War Memorial, 814 Washington Ave, Vinton

Special Keynote Speaker: US Army Recruiting Command Representative.

**AUSA** Questions 540-904-2887 **AUSA**

**BIKE  
NIGHTS**

FOOD & DRINKS FOR PURCHASE  
MUSIC- RAFFLES- VENDORS

ALL BIKES WELCOME  
OPEN TO THE PUBLIC

6-9pm  
710 APPERSON DR  
SALEM, VA 24153

April 18th- May 16th-  
June 27th-September 19th

**SOUTHWEST VA  
WOMEN VETERAN  
RECOGNITION**

**JUNE 8, 2024**  
**0900-1300**

SALEM VA MEDICAL CENTER  
1970 ROANOKE BOULEVARD  
SALEM VA 24153

OPEN TO ALL WOMEN THAT HAVE SERVED  
OR ARE CURRENTLY SERVING IN ANY  
BRANCH OF THE ARMED FORCES.

LIGHT BREAKFAST AND  
LUNCH PROVIDED.

RSVP TO  
JUANITA.COOK@VA.GOV OR  
840-353-8867

HOSTED BY SOUTHWEST VA WOMEN VETERANS PARTNERSHIP

**MISSION BBQ®**  
The American Way.

## TRICARE For Life, Star Act, Housing Help Will Anchor MOAA's Spring Advocacy Push

7 February 2024

The three issue areas comprising this year's Advocacy in Action (AiA) campaign show the range of MOAA's legislative priorities – not just for officers, not just for retirees, and not wavering on our commitment to long-term advocacy goals. Here's a quick look at each of the issues, which were approved by MOAA's board of directors Jan. 19. Want to get involved? [Click here for details.](#)

### **Concurrent Receipt**

**What's at Stake:** The Major Richard Star Act (H.R. 1282/S. 344) would end an unjust offset for combat-injured veterans who lose a dollar of service-earned retirement pay for every dollar of VA disability compensation. The bill has a supermajority of bipartisan support – more than 325 House co-sponsors and more than 70 in the Senate – thanks in part to past grassroots efforts from MOAA and partners in [The Military Coalition](#).

**MOAA's Mission:** We need to keep up this momentum and secure the bill's inclusion in the FY 2025 National Defense Authorization Act (NDAA). It's time for lawmakers to push this long-delayed step toward concurrent receipt for all past the finish line. **TAKE ACTION ONLINE:** [Ask Your Legislators to Support Combat-Injured Veterans](#)

### **Full Housing Allowance**

**What's at Stake:** The BAH Restoration Act (H.R. 2537/S. 1823) reverses DoD policy capping the Basic Allowance for Housing (BAH) at 95% of local rental and utilities costs – a policy that's placing a financial burden on servicemembers and families in the middle of a nationwide rental shortage and ongoing recruiting challenges. Restoring this benefit – it was cut by Congress incrementally beginning in 2015 – would make a difference in the quality of life for all who serve, but especially among junior enlisted members and their families, who rely on this allowance as a large percentage of their compensation.

**MOAA's Mission:** Language requiring an incremental increase reached the late stages of the FY 2024 NDAA process but ultimately was not included in the final bill. We must send a message to lawmakers that close isn't good enough – servicemembers deserve a full housing allowance, and more progress must be made this legislative session. **TAKE ACTION ONLINE:** [Ask Your Legislators to Support Combat-Injured Veterans](#)

### **TRICARE For Life**

**What's at Stake:** Protecting TRICARE For Life (TFL) remains a key issue for all MOAA members – those already covered by TFL and Medicare, along with those who'll use the benefit when they turn 65. MOAA remains concerned about a Congressional Budget Office (CBO) report suggesting two measures which would severely weaken the benefit – enrollment fees topping \$1,100 per family, and cost-sharing requirements including an \$850 deductible and up to \$4,675 in potential yearly medical bills.

**MOAA's Mission:** Legislators seeking solutions to budget gaps must hear a clear message: Maintaining TFL is not just a national obligation to those who spent decades in uniform, it's also critical to ensuring key influencers in the recruiting process aren't discouraged from recommending uniformed service to future generations. While TFL fees or cost shares aren't part of any current legislation, we must counter CBO's misguided options with our grassroots advocacy efforts. The next CBO release is slated for December of this year, following the elections; MOAA will update our members as soon as we get the report.

**Take Action Online:** MOAA's last online advocacy effort addressing potential TFL fees resulted in nearly 49,000 messages to lawmakers. Register for [MOAA's Legislative Action Center](#) today so you can be part of upcoming campaigns.

### **Get Involved**

Engaging with your lawmakers online using the links above is a great way to support our AiA efforts. But if you're ready to do more, here's how:

**Connect With Your Chapter:** Active members in one of MOAA's nearly 400 nationwide affiliates are ahead of the game – we rely on our chapters for support on these grassroots issues, with council and chapter leaders serving as key parts of our AiA efforts. Now is the perfect time to reengage with your chapter if you've missed some meetings lately, or to find your closest chapter if you've never reached out.

**Watch for Details:** If you're not subscribed to the weekly version of The MOAA Newsletter, update your preferences today to receive the latest advocacy news on AiA topics and other priorities, including new messaging to pass along to your legislators and their staffs.

**Spread the Word:** MOAA membership isn't required to use our Legislative Action Center – share the links above with your friends and your professional network, and let them know their engagement can help push these critical issues to the forefront of their legislators' agenda.



## MOAA'S LEGISLATIVE PRIORITIES FOR THE 118TH CONGRESS

As the legislative slate is wiped clean for the 118th Congress, grassroots support becomes even more vital to achieving MOAA's advocacy objectives. MOAA needs your help to keep momentum for existing priorities such as the Major Richard Star Act, which would benefit tens of thousands of combat-injured veterans and had the support of two-thirds of Congress at the end of last session. We also need your work on behalf of new objectives and emergent issues, often via immediate action to keep up with the stop-and-go pace of legislation. To keep connected, ensure you are signed up for [The MOAA Newsletter](#) and [register as an advocate](#) at our Legislative Action Center.

Here is a look at MOAA's priorities, in support of the 50th anniversary of our all-volunteer force and to address the challenges facing our uniformed community. Note: Our advocacy team remains active on many other issues not listed here; our priorities will be shaped throughout the year depending on concurrent successes or emerging issues that warrant an all-hands approach. Additionally, we share many interests with The Military Coalition and other stakeholder groups, and leverage those relationships to expand our reach on Capitol Hill.

- Compensation and Service-Earned Benefits
- Military Housing
- Health Care for Currently Serving and Retirees
- Health Care and Benefits for Veterans
- Service Families
- Survivors
- Guard and Reserve

As protecting health care and service-earned benefits is a challenge, MOAA will press forward to engage Congress to shape outcomes in these vital areas. There are steep hills before us. Our nation has a rising debt of more than \$30 trillion and a deficit of more than \$3 trillion. Because of this, MOAA anticipates robust attempts to control federal budgets, reduce or eliminate unprogrammed expenditures, and reduce entitlements. MOAA needs you to be ready to reach out to your legislators and keep that engagement going as necessary to make sure your voice is heard. **Details at <https://www.moaa.org/content/publications-and-media/news-articles/2024-news-articles/advocacy/tricare-for-life,-star-act,-housing-help-will-anchor-moaas-spring-advocacy-push/>**

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## VIRGINIA COUNCIL OF CHAPTERS/JOINT LEADERSHIP COUNCIL 2024 INITIATIVES (Adopted at the September 20 and December 14, 2023 JLC meetings)

- JLC 2024-01 Expand Tax Relief for Surviving Spouses of Military Services Members "Killed in Action" to also include "Died on Active Duty".
- JLC 2024-02 Stop Unscrupulous Firms from Exploiting Veterans
- JLC 2024-03 Virginia National Guard Tuition Assistance Waiver
- JLC 2024-04 Enhanced Emergency Response Medical Protections

A summary of the approved 2024 JLC Initiatives Policy papers for each initiative can be accessed on the JLC webpage at: <https://www.dvs.virginia.gov/dvs/joint-leadership-council-veterans-service-organizations-2>



## MOAA Charities

Chapter members are encouraged to consider the following MOAA Charities in your planned giving.

- Support MOAA Charities by shopping with Amazon Smile
- Consider a bequest to The MOAA Foundation
- Consider a bequest to the MOAA Scholarship Fund
- Contributing cash and securities to MOAA Charities
- Setting up a Charitable Gift Annuity (CGA)
- Establishing a Designated Scholarship
- How Charitable Gift Annuities (CGAs) can provide income for life
- Donating via an IRA Charitable Rollover/Qualified Charitable Distribution

## DO YOU KNOW?

Did you know that the Southwest Virginia Chapter of MOAA undertakes annual MOAA Medal awards presented to distinguished JROTC Cadets/Midshipmen in 14 area high schools and the four ROTC Cadets/Midshipmen at Virginia Tech and Radford University? Did you know that these awards recognize the recipient's academic, community service and leadership qualities that demonstrate exceptional potential for leadership while a member of their respective JROTC/ ROTC Programs? These JROTC/ ROTC awards consist of a MOAA Medal Award and an appropriate Award Certificate. The chapter bears the cost of the MOAA Medal Awards, presentation folders and mailing costs.

Did you also know that the Southwest Virginia Chapter of MOAA has established two Leadership Awards presented to ROTC Cadets/Midshipmen at Virginia Tech and Radford University during each academic year? Recipients are to be juniors or who will be starting their final year in the coming fall of the academic year. The Leadership Awards were established to recognize the recipient's academic, community service and leadership qualities that demonstrate exceptional potential for military leadership while a member of the Virginia Tech and Radford University ROTC Programs. The two Leadership Awards each carry a \$500 monetary award and an appropriate Award Certificate. The chapter bears the cost of the two Leadership Awards, presentation folders and the two \$500 monetary awards.

The South West Virginia Chapter of MOAA was a strong supporter of the Military Family Support Center. However, the Military Family Support Center has gone out of operation. The Southwest Virginia Chapter is looking into new options to restart the mission to identify and provide for the morale, welfare, and informational needs of military families (of all branches and components) who reside outside of the established support networks. During 2024 the chapter signed a partnership agreement with Vettes For Vets (VFF) to be able to provide food assistance in the form of credit cards to needy military families.

The South West Virginia Chapter of MOAA also supports the Southwest Virginia Veterans Cemetery in Dublin, Virginia each year providing a MOAA Mobile Vehicle and with the Christmas Wreath Laying Program providing and placing wreaths on veterans' grave sites. The Chapter funded and dedicated a "Memorial Bench" at the Virginia Veterans Cemetery in Dublin, Virginia in honor of LTC James "Pat" Green, USA (Ret) who was the person most responsible for getting the cemetery located at Dublin, Virginia.

These programs are extremely important for the SWVC to continue as the community face of the Military Officers Association of America, to be an advocate for a strong national defense, to be an influential provider and supporter of programs, benefits and services for our military community, and to be a source of social fellowship for our members. The chapter has no regular financial stream except for chapter dues or donations. During the coming year we will be asking for your personal and financial support of our outreach programs and our monthly membership meetings.



## Chapter Website Up and Running

The Southwest Virginia Chapter website is now up and running. To access the site go to [moaaswva.org](http://moaaswva.org). The website is one of the primary means to keep in touch with the current membership, connect with potential members and keep members advised on current issues of importance to the active duty, retired and former military, their spouse and family. The Chapter also has a Facebook page at MOAASWVA

## WANT TO KNOW WHAT'S GOING ON AT MOAA?

- Legislative Accomplishments?
- Legislative TAKE ACTION Center?
- Publications and Reports?
- Military Officer Magazine?
- Newsletters?

**Log on to [MOAA.org](http://MOAA.org)**

**MOAA Southwest Virginia Chapter**  
**P.O. Box 3090**  
**Roanoke, VA 24015-1090**  
**Email: [info@moaaswva.org](mailto:info@moaaswva.org)**  
**Webpage: [www.moaaswva.org](http://www.moaaswva.org)**  
**Facebook: MOAA SWVA**

**The Military Officers Association of America (MOAA) and the Southwest Virginia Chapter (SWVC) of MOAA** are a nonprofit veterans' association dedicated to maintaining a strong national defense and ensuring our nation keeps its commitments to currently serving, retired, and former members of the uniformed services and their families and survivors. Membership is open to those who hold or have ever held a warrant or commission in any component of the Army, Marine Corps, Navy, Air Force, Coast Guard, Space Force, Public Health Service, or National Oceanic and Atmospheric Administration and their surviving spouses.

## UPCOMING MEMBERSHIP PROGRAMS

**18 April 2024** - Board of Directors meeting. Program by Christine Link-Owens, Volunteer Coordination Group Manager, Virginia Tech Transportation Institute on the **"Virginia Tech Transportation Institute (The Smart Road) and its many Divisions that engage to improve all types of transportation."**

**16 May 2024** - Chapter Membership BBQ meeting at the American Legion Post 3 shelter facility in Salem, Virginia catered by Mission BBQ in Roanoke. State and area legislators invited. Musical program by Richard Kiser. Bring your significant other and enjoy a delicious barbecue sandwich and use this opportunity to ask your elected officials about all things affecting the military, veterans and their families.

**A REMINDER THAT A GREAT LUNCH IS PROVIDED AT EACH MEMBERSHIP MEETING**

**FUTURE PROGRAMS BEING CONSIDERED - TBD:**

1. Ms. Sara Stanford or Ms. Carly Harris on the "Sports Nutrition Program For Athletes At Virginia Tech"
2. Mr. John Ketwig a retired automotive service and parts executive and the author of "And a Hard Rain Fell: A G.I.'s True Story of the War in Vietnam", and a book titled "Vietnam Reconsidered: The War, the Times, and Why They Matter".
3. Mr. Ron Boyd, President and CEO of Local Office on Aging (LOA) The Local Office on Aging is a non-profit, 501(c)3 organization dedicated to helping older persons remain independent for as long as possible administering over 25 community services that provide nutrition, education, advocacy and socialization.
4. Mr. Larry Johnson, CAPT USA (former), Vietnam veteran helicopter pilot on "Helicopters In The Vietnam War—A Personal Perspective".
5. CAPT Gary Powers, USN (Ret) on "The Role of Naval Intelligence During the Cold War".



**CHAPTER MEMBERSHIP  
as of 31 March 2024**

Regular Members 83  
Surviving Spouses 9  
Total Members 85  
Talk to a fellow officer about joining the Southwest Virginia Chapter!

**JOIN THE CHAPTER**

Looking to join the Southwest Virginia Chapter? Want more information on how to join and become involved? Check us out on the chapter website at **moaswva.org** or on face book at **moaswva** then Contact COL Bob Brown, USA (Ret), Chapter Membership Chair at (540) 904-2810 or email at **rbbrown68@gmail.com**.



**MILITARY OFFICERS ASSOCIATION OF AMERICA  
SOUTHWEST VIRGINIA CHAPTER - ENROLLMENT/RENEWAL FORM**

Name (First ,Middle, Last, Rank) \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_ Email Address \_\_\_\_\_  
Branch of Service \_\_\_\_\_ Retired \_\_\_\_\_ Active Duty \_\_\_\_\_ NG \_\_\_\_\_ Former Officer \_\_\_\_\_  
Date of Birth \_\_\_\_\_ Spouse Name \_\_\_\_\_ MOAA Membership ID No. \_\_\_\_\_

Annual Chapter Dues are \$30.00. Widows (ers) dues are \$15.00. Dues for those entering MOAA between 1 July and 31 December are \$20.00. Please mail dues payment to: **MOAA, Southwest Virginia Chapter, P.O. Box 3090, Roanoke, VA 24015-1090**

**Note:** The Chapter Newsletter *The Communique* is published quarterly and sent to the membership by email. Printed copies will be provided upon request. The next issue will be published at the end of June 2024.

*Featured in This Issuer*  
Presidents Corner  
National Anthem Day  
Chapter Members Recognized  
6 June 1944 Was "D-Day"  
History of the 303 B Bomb Group (H) RAF Molesworth  
New DOD ID Card for Military Retirees  
Roanoke Regional Airport—Update  
Remembering That It's One Country, Indivisible  
Character

Bring a fellow officer  
and their spouse to  
our next meeting.



**NEVER STOP SERVING!**



Military Officers Association of America  
Southwest Virginia Chapter  
P.O. Box 3090  
Roanoke, VA 24015-1090

