

THE

Hawk's



Cry II

HawksCryII@gmail.com

f Tuskegee Alrmen Hawk's Cry II

**September
2018**

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Reminiscing

Official Newsletter of the

DETROIT CHAPTER of TUSKEGEE AIRMEN INCORPORATED



TUSKEGEE AIRMEN CONTACT LISTING

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Marv K. Abrams—TAI Central Region President

abramsmk@aol.com

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[Detroit Chapter Tuskegee Airmen](#)

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WEBSITES OF INTEREST

[Detroit Chapter website](#)

[TA National Museum website](#)

[National Organization](#)

[TA National Historic Site](#)

[Detroit RedTail](#)



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Us*

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THE PRESIDENTS' PAGE



THE NEXT TWO CHAPTER MEETINGS

Thursday, 13 September 2018 & 11 October 2018 @ 1900 hours (7:00 p.m.)

Please Arrive between 6:45pm & 7:00pm. Gates Open at 6:00pm

At 1425 East Warren Ave, Detroit, MI 48207

Entrance off of Frederick Ave and Russell Street

REMEMBER: CHAPTER MEETINGS ARE ALWAYS THE 2ND THURSDAY OF THE MONTH

ATTENTION ALL MEMBERS

Please Wear Tuskegee Airmen Marked Clothing to Meetings to Show Uniformity

Good day fellow Airmen,

So far this season, "RedTail," the custom wrapped Tuskegee Airmen tribute car that you all have been wanting to financially support, has won seven (7) awards. Go to page 17 to engage the links to photo albums and videos of their adventures since early July. You'll be surprised at the amount of outreach they have done.

LtCol (Ret) Alexander Jefferson will be the **Grand Marshall of the Detroit Veterans Day parade** on November 11th (see page 5). He will be escorted by "RedTail." The chapter will register and participate also. Come out and join us.

VOLUNTEERS NEEDED: We need a POC and volunteers to help put together and carry out our Christmas Dinner. The date will be December 6, 2018. Remember, there will be NO museum dinner this year. So the Christmas Dinner will be our only opportunity to fellowship together over a hearty meal.

Young Eagles is still going strong. The next date is: October 14, 2018. Get the word out to all 8-17 year olds you know. Registration starts at 10am.

On Wednesday, August 15, we lost our beloved Maurice "Rip" Ripley, the region's First Vice President, Central Region Board Representative, and a truest of leader, mentor and friend, when he passed away in his sleep after a series of medical treatment procedures. In late July, the chapter lost chapter member Ross Fowler, a retired officer of the Coast Guard and a great military historian.

CMSgt USAF (Ret.) Oscar D. Teel, a member of the Tuskegee Airmen General Benjamin O. Davis, Jr., Chapter, San Diego was in the last class stationed at Keesler Field, (now Keesler AFB) Mississippi and was scheduled to go to Tuskegee. He entered the Army Air Corps in November 1945. But, Tuskegee closed in February 1946 so he did not go. He is looking for anyone else that may have been part of that class and wants to know if any of our members old enough to recall that class and the cadets in it?

The DIA and Oakland Community Health Network are hosting a FREE two day event for Veterans! This event consists of art creation and a guided tour through the DIA. The event will take place Friday September 14th and Friday September 21st, both days from 1:00 PM to 3:30 PM. Transportation is provided to and from the event! Transportation for Oakland County will be from the Rise Center in Pontiac. All Veterans who are interested in attending should pre-register via this link. See the flyer posted in this newsletter.

The results of the National elections can be seen here, on the national website, www.TuskegeeAirmen.org

We have nine (9) DOTA's in our Chapter and six (6) of them are very active. Have you visited a DOTA lately. If you are questioned, Detroit Chapter's current list of Documented Original Tuskegee Airmen (DOTAs) are as follows:

Alexander Jefferson

Harry Stewart, Jr

Frederick Henry

Preston Jowers

Matt Corbin

Russell Nalle

Dr. John Cunningham

Fletcher Williams

Cornelius Davis (Living in Florida)

Be Blessed and I shall see you Thursday at our Monthly meeting,

Miguel Thornton

President

Detroit Chapter

Tuskegee Airmen, Inc.

**DO NOT FORGET ABOUT
OUR CHANGE OF
MEETING LOCATION**





Tupper Powers the Tuskegee Airmen Detroit Airshow Again in 2018

Published on July 22, 2018

[Stephen Tupper](#)

DETROIT - If you think about it, the Detroit riverfront is both a great place and an awful place to have an airshow. Great because 150,000+ people already attend the GM River Days Festival during the weekend leading up to the Ford Fireworks and the event bring the excitement of aviation to the crowd. Awful because it's a tight box with skyscrapers on one side, an international border on the other side, Detroit Metropolitan Wayne

County Airport's busy Class B airspace above, and a busy international shipping lane below. Putting on the show in this place means petitioning the FAA for waivers of more than a dozen provisions of the Federal Aviation Regulations (e.g., minimum altitudes and low-level aerobatics) and complying with the 30 special provisions that the FAA requires as a condition to waiving those regulations. It also means coordinating with local, state, federal, and even international authorities to do things like clear the river and provide for emergency response if it's required. This year, the Tupper Law Firm continued a five-year tradition of providing all legal services underlying the show and the firm's principal shareholder, Steve Tupper, personally served as Air Boss, the person who briefs and controls the entire show. The 2018 show included three aerobatic performers, a four-ship formation demonstration, WWII warbirds, and formation fly-bys of U.S. Air Force T-6A Texan II Trainers and A-10 Thunderbolt IIs attack aircraft (known affectionately as "Warthogs"). This airshow is special because of its grassroots origin and composition. "Michigan is lucky to have several great airshows," says Tupper. "From Traverse City to Battle Creek to Willow Run to Selfridge, we have some great shows. But these shows frequently have few or no performers from Michigan. At the Tuskegee Detroit show, on the other hand, more than 80% of the aircraft and performers are from the Detroit and Windsor areas. This is an airshow in Detroit, by Detroit, for Detroit." Tupper procured the FAA waiver, contracted with all of the performers, managed insurance matters, and coordinated with the Detroit Riverfront Conservancy, Detroit Police, Wayne County Sheriff, the US Coast Guard, the Port of Windsor, NavCanada, the U.S. Air Force, and others. It's an effort that starts each year during the preceding December in Las Vegas at the International Council of Air Shows, the gathering of airshow organizers and performers. There, the airshow staff undergoes training and meets with potential performers. From there, the effort gradually ramps up to a fever pitch the week of the show itself. Tupper says, "the audience shows up and gets to see about four hours of flying over the weekend and then they go home. That's great and that's the way it's supposed to work. But, for the staff, we've put in hundreds of hours before the show and 18-hour days during the show weekend. And we literally start planning for the next year when we get up in the morning on Monday after the show." The show is organized by the Tuskegee Airmen National Historical Museum, a Detroit institution that commemorates the achievements of the the first black American military pilots, who formed the 332nd Fighter Group and the 477th Bombardment Group of the United States Army Air Forces in World War II. The museum collects and displays memorabilia, operates seven aircraft, and teaches Detroit youth to fly. Several of the original Tuskegee Airmen, including Lt Col Alexander Jefferson and Lt Col Harry Stewart, live in Detroit and participate in the museum's programs. Tupper puts it this way. "Dealing with the

FAA, 100+ people spectators, and aerobatic pressure. You want all of that with Lt Col at the control point. We thing up in the first heart if I screwed up Stewart." Tupper Law specializing in aviation, business, and privacy



working the show, 150,000 ic flying downtown? That's to know about pressure? Do Stewart standing next to you never want to screw anyplace, but it would break my something in front of Lt Col Firm PC is a law firm spe- technology transactions, matters. Steve Tupper is a

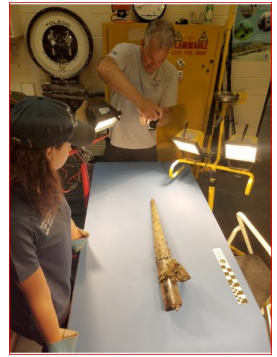
rated pilot with private, commercial, and/or instructor privileges in single- and multi-engine land airplanes, single-engine seaplanes, and gliders. He is instrument rated and holds a type rating (SIC) in the iconic 1940s airliner, the DC-3/C-47. He is a lieutenant colonel serving Great Lakes Region of Civil Air Patrol, with its more than 6,000 airmen and 200 squadrons. He is also an instructor pilot in both airplanes and gliders and serves as a check pilot examiner in gliders. His airshow experience dates back to 2006 and has included being an airshow performer and air boss, among other roles. Find out more at www.tupperfirm.com.



In search of underwater planes Sanctuary seeking Tuskegee Airmen wrecks

SEP 5, 2018 JORDAN SPENCE News Staff Writer jspence@thealpenanews.com

ALPENA — Justine Benanty said she wants to be able to tell a story that most people don't know and tell it right. Benanty is a maritime archaeologist with Diving with a Purpose and The National Association for Black Scuba Divers Scientific Foundation. Those groups have partnered with the Thunder Bay National Marine Sanctuary to help recover and preserve parts of airplane wrecks of the Tuskegee Airmen from Michigan waters. Sanctuary Maritime Archeologist Wayne Lusardi said Tuskegee Airmen practiced off the shores of Mt. Clemens and Oscoda in the middle of World War II. "So you have men flying back and forth over the course of two years," Lusardi said. "Unfortunately, like many military trainings, they had accidents and, because they operate over Lake Huron where they were learning to bomb, to dog fight and find targets, occasionally the planes would end up in the lake. "And that was this case," Lusardi said Tuesday while looking at a piece of plane in the sanctuary lab in Alpena, "with this P-39Q." All of the accidents were fatal and there are two known planes in the lake and four or five out there yet to be found, he said. On Tuesday, the particular plane



the archeologists continued to work on was flown by pilot Frank Moody. "He crashed it on the lake (in Port Huron) April 11, 1944. It was found to the day 70 years after on April 11, 2014," Benanty said. Lusardi said they awarded a permit to the National Museum of Tuskegee Airmen earlier this summer to recover, preserve and exhibit the aircraft. They are now preserving the antenna, drive shaft and door of the plane. Lusardi noted the intricacies of the recovered parts. "It was a radio mast or antenna that went through it," he said. "It's probably pine, based on the color of the wood and the bigger, thicker lines. It has aluminum on it, copper wiring possibly in it, and all of those have to be treated differently." Wood has to be treated carefully because, when it's a living tree, it has saps and sugars to keep it alive. Those cells are filled with fluid. "When you bring it up and dry it out, there's nothing inside those cells anymore, so they start to collapse," Lusardi said. "That's why it starts to crack. What we do is chemically exchange the water in it with wax or sugar water to give the bulk so it doesn't lose integrity." Underwater artifacts are much better-preserved than those found on land, Benanty said. "Plus, it's a freshwater lake too, so it's really amazing," she said. "I work in saltwater. To me, this is unbelievable to see everything intact." One of the hardest challenges they have right now is to remove the invasive mussels off different plane parts. "Before you disturb anything in the lake, it has to be recorded to have the exact context and location of the individual contents, their orientation, their association is recorded," Lusardi said. "The pieces are brought up individually. They're kept wet until the conservation process is complete. So they aren't drying out prematurely, which makes them deteriorate rapidly." The first thing to do is pre-conservation documentation, to see exactly what it looks like. Sometimes things are lost in the conservation process, like little stains indicative of something important, so you want to record that kind of thing he said. "We have a gauge where all the needles have deteriorated on the gauges, but there are little rust stains on the gauges telling where it went down," Lusardi said. "If you clean it, that rust is gone and you lose the information." Lusardi said the sanctuary has worked throughout the summer to scan the bottom of the lake to look for other airplanes that crashed. They will then take what they find (including the wreck found in Lake Huron) and add it to an exhibit at the Tuskegee Airmen National Museum in Detroit. Benanty said she has been humbled to work on the project with the sanctuary. "It's going to be an amazing exhibit," she said. "People think, 'Why were they here at all?' Lake Huron mimicked the French countryside, as it turns out. We hope to bring up key pieces of this wreck and hopefully next season bring up some more for conservation and display. It's a very special project to be a part of," Jordan Spence can be reached at jspence@thealpenanews.com or 989-358-5687.



POSTED BY: MICHAEL BEIERMEISTER, WBKB TV, SEPTEMBER 5, 2018 ([VIDEO](#))

Alpena — A group Maritime Archaeologists may have come up empty handed in their search for new shipwrecks and plane crashes in the Thunder Bay National Marine Sanctuary, but they didn't leave empty handed. The group of four traveled five hours south to Port Huron. There, the archaeologist headed 30 feet beneath the waves to the P-39Q plane crash site of Tuskegee Airman Lieutenant Frank Moody. Moody's plane crashed on April 11, 1944. Maritime Archaeologist Justine Benanty traveled from Brooklyn, New York to help with the recovery project. "Just being able to be part of a project like this... you know a completely new aspect to my career, I cried in my mask," said Benanty. "It's possible to do but you come down and the visibility wasn't terrific but you just come down and it's eerie and like I said you can tell it's the final resting place of somebody." Divers discovered the wreck back in 2014, exactly 70 years from the crash. The group needed approval from the Environmental Protection Agency and the Army Corp of Engineers before taking the artifacts out of the lake. The tedious process of mapping and planning began in 2015. On Friday, the crew began their work. The process took almost 2 days to complete. Once safely removed and put into preserving tanks, the artifacts were transported back up to Alpena for more preservation. The archaeologists will help remove zebra and quagga mussels and write down their observations. The pieces of history will be shipped down to the Tuskegee Airmen National Museum in Detroit. "You want people to know those things because they can tell their grandkids you know that they saw Lt. Moody's aircraft wreck in the Tuskegee Museum," said Benanty. "That's so cool." The specific artifacts and items have not been released yet as archaeologists record data from their recovery.



13TH ANNUAL DETROIT VETERANS DAY PARADE
SUNDAY NOVEMBER 11, 2018
COMMEMORATING "100TH" YEAR ANNIVERSARY
OF THE END OF WORLD WAR 1 AND START OF VETERANS DAY
NOVEMBER 11, 1918 @ 11 AM WW1 ENDED
NOVEMBER 11, 2018 @ 11 AM WE MARCH IN CELEBRATION



**ARMED
SERVICES**
SALUTE



Detroit Veterans Day Parade

Detroit Chapter's own **LtCol (Ret) Alexander Jefferson** will be the Grand Marshall for the 2018 Detroit Veteran's Day Parade. Detroit RedTail will serve as the Grand Marshall vehicle. The Detroit Chapter will also participate in this event. All of the chapter members are invited to participate. Below are some details about the event.

- Date of Parade November 11, 2018 (Veterans Day)
- Location Detroit, MI. We will start @ Cass Park and Finish in Cass Park (Parade Route may be viewed at our WEBSITE) Click on Directions Page
- Starting time of the parade is 11AM, plan

on getting there by at least 9:30 AM.

They will be honoring the following at this year's parade:

- Lt. Col Jefferson as the Grand Marshall
- 100th Anniversary of the start of Veterans Day (100th Year World War 1 Centennial)
- 100th Anniversary of Coleman A. Young's Birthday (May 1918), Tuskegee Airman, WW2 Veteran and 1st Black Mayor of Detroit.

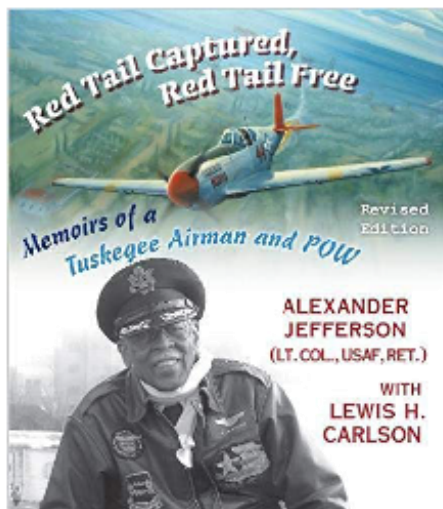
Visit their [Facebook](#) page and [Website](#)

The Adventures of **RED TAIL** Rolling The Tuskegee Arrow Into The American Car Culture



Red Tail Captured, Red Tail Free

Memoirs of a Tuskegee Airman and POW



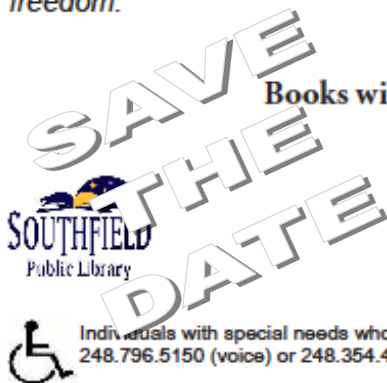
**Meet author and Southfield resident,
Lt. Col. Alexander Jefferson.**

**Wednesday, October 10 at 7:00 pm
in the Auditorium**

Alexander Jefferson was one of 32 Tuskegee Airmen from the 332nd Fighter Group to be shot down defending a country that considered them to be second-class citizens. A Detroit native, Jefferson trained at Tuskegee Institute and joined one of the most decorated fighting units, the flying P51s with their legendary and feared red tails.


He was shot down over France and when captured spent the balance of the war in Luftwaffe prison camps in Germany. In this vividly detailed, deeply personal book, Jefferson writes as a genuine American hero and patriot. It's an unvarnished look at life behind barbed wire and what it meant to be an African-American pilot in enemy hands. It's also a look at race and democracy in America through the eyes of a patriot who fought to protect the promise of freedom.

Books will be available for purchase and signing.



Southfield
the center of it all™

Friends
of Southfield Public Library

 Individuals with special needs who plan to attend library programs should contact the City of Southfield at 248.796.5150 (voice) or 248.354.4831 (TDD) if auxiliary aids are needed. Reasonable advance notice is required.



SAVE
THE
DATE

FRANKENMUTH VFW POST 2725

&

INDEPENDENCE VILLAGE OF FRANKENMUTH

PRESENT THE 6TH ANNUAL

Along with RedTail,
the Chapter and
Museum have been
invited to this
event and will be
allowed to sell
items.



Frankenmuth
VFW 2725



Sunday, July 14, 2019

Free family-friendly day to honor our heroes

Military, Police, EMS, Firemen

(Active, discharged, and retired)



A Special Thank You to Our Heroes

Join us for a free, family friendly, carnival style event offering a hot dog lunch for all heroes and their families. Enjoy music, entertainment, activities, displays, and games for all ages including Military resource booths.

Want to support the event? Bring a non-perishable item (preferably a meat) for the "I Support the 1% Food Pantry of Saginaw County serving military personnel and their families. T-shirts will be available for a donation of \$10.00. All proceeds from the sale of the T-shirts will directly benefit the food pantry.

COME RAIN OR SHINE! SUNDAY, JULY 14, 2019 FROM 12:00 – 4:00PM

INDEPENDENCE VILLAGE OF FRANKENMUTH
255 MAYER ROAD
FRANKENMUTH MI 48734

CONTACT:

LARRY SCHLUCKEBIER OF VFW POST 2725 @ (989) 652-6823

JUDY ADAMS OF "I SUPPORT THE 1%" @ (989) 823-2078

Email: frankenmuth.vfw2725@gmail.com

10th Annual Community Art Workshop, Tour & Show

Date: Friday, September 14, 2018 & Friday, September 21, 2018

Event Details: Oakland County resident veterans are invited to a free 2-day art workshop at the Detroit Institute of Arts (DIA.)

Attendees will be given tours of the DIA, and 4 hours of art creation with DIA staff. All skill levels are welcome.

After completion, art pieces will be displayed at the DIA for a community art show on December 6, 2018, from 2-4 p.m.

Registration: Space is limited so please register by Friday, September 1 at 12:00p.m. online by clicking this link:

https: <https://bit.ly/2Lcf9Og>

Itinerary: DAY 1: Friday, September 14

11:30 am - Arrive at bus staging area
12:00 pm - Board bus and depart to DIA
1:00 pm - Tour of DIA
2:00 pm - 3:30pm - Art creation
3:45 - Bus departs DIA

DAY 2: Friday, September 21

11:30 am - Arrive at bus staging area
12:00 pm - Board bus and depart to DIA
1:00 pm - 3:30 pm Art creation
3:45 pm - Bus departs DIA

Questions can be sent to:
mcdonaldc@oaklandchn.org

SAVE
THE
DATE



Developmental Disabilities • Mental Health • Substance Recovery



SUPPORT



Our Vision: Honoring every Airman's story with a permanent home to inspire future generations.

Our Mission: Raise funds and awareness to support the National Museum of the U.S. Air Force mission.

While visiting the Museum be sure to enjoy these exciting extras provided by the Air Force Museum Foundation, Inc.

THE AIR FORCE MUSEUM STORE

Located near the Museum entrance, the Museum Store is your one-stop shop for one-of-a-kind, aviation-themed merchandise. You can also shop online at store.airforcemuseum.com.

Open 7 days a week, 9:00 am – 5:00 pm

THE AIR FORCE MUSEUM THEATRE

Located in the main lobby.
Schedule begins September 3rd

11:00 am	Aircraft Carrier 3D
12:00 pm	D-Day 3D: Normandy 1944
1:00 pm	Journey to Space 3D
2:00 pm	Fighter Pilot 3D
3:00 pm	Aircraft Carrier 3D
4:00 pm	D-Day 3D: Normandy 1944
5:00 pm	Journey to Space 3D (Sat & Sun Only)

CASSANO'S HOLLYWOOD FILM SERIES

A Hollywood feature will be shown at 4 p.m. on the 4th Sunday of each month. This will replace the regularly scheduled 4 pm and 5 pm shows on the 4th Sunday. Cost is only \$5 per person – Visit the ticket counter for this month's Hollywood feature.

2nd BUILDING SIMULATORS

Located to the right as you enter the Korean War Gallery.

- ★ A computer controlled simulator for the entire family. Capable of accommodating 12 passengers, the capsule rotates and gyrates on hydraulic lifts, giving passengers the sensation of actually flying along.
- ★ Are you a little more daring? Fly the 360° Interactive Simulator. Climb aboard and take control in air to air combat as either a pilot or gunner. **This ride goes upside down!**

PERSONALIZED DOG TAGS

Remember to get your personalized dog tags, available at the Theatre box office. Place your order and enjoy your visit while they are being made.

4TH BUILDING SIMULATORS

- Located to the left as you enter the 4th Building.
- ★ Leave Earth for the International Space Station on the Pulseworks VR Transporter! Amazing visuals with its state-of-the-art motion delivery systems and 4D-effects to create a truly immersive and sensory experience.
- ★ You control the action in the 360° Air Racer! The interactive flight simulator moves in response to your input! Navigate through the course's waypoints, crowded reviewing stands, and scenic mountain ranges in one of four historic flying machines. **This ride can go upside down!**

PICSOLVE PHOTO OP

Pose for your souvenir photo as you enter the Museum. Choose from one of many backdrops. Open 7 days a week, 9:00 am – 5:00 pm

VALKYRIE CAFÉ

Located on the 2nd floor above The Air Force Museum Store.

Open 7 days a week, 10:00 am – 4:00 pm

REFUELING CAFÉ

Located on the 2nd floor between the Cold War and Missile Galleries.

Be sure to try our Signature Hot Dogs!
Open 7 days a week, 10:00 am – 4:00 pm



Your support matters! All proceeds directly help support the National Museum of the U.S. Air Force mission. For more information on how you can make an impact, visit the Membership Desk in the Atrium

Thank you!

www.afmuseum.com

The Air Force Museum Foundation, Inc. is a Section 501(c)(3) non-profit organization. It is not part of the Department of Defense or any of its components, and it has no government status.

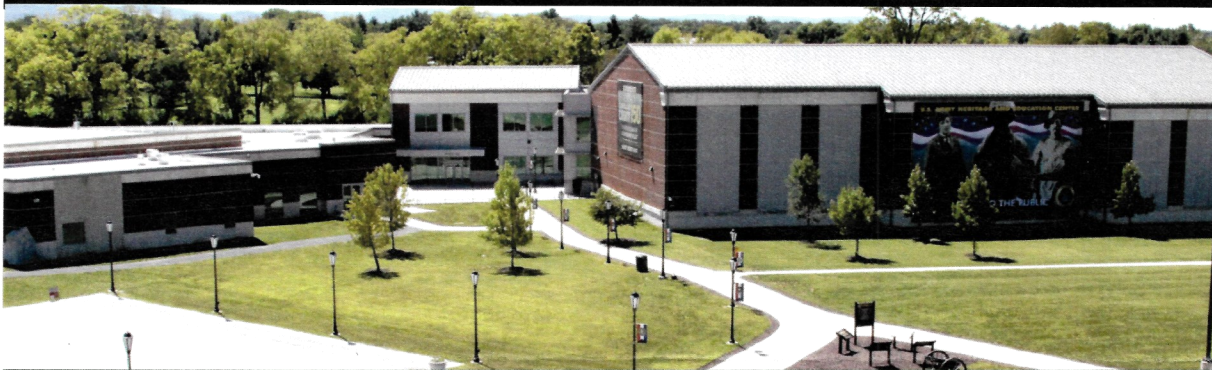


THE UNITED STATES ARMY WAR COLLEGE

U.S. Army Heritage and Education Center



950 Soldiers Drive Carlisle, PA 17013
Information: 717.245.3972
www.usahec.org



Hours of Operation

Monday-Saturday: 10:00 AM - 5:00 PM

Sunday: Main Exhibit 12:00-5:00 PM

Research Closed

No research pulls on Saturdays. Coordinate research pulls prior to weekend visits. Please call 717-245-3949 for all research questions.

USAHEC is open Memorial Day, Independence Day, Labor Day, and Veterans Day; USAHEC is closed all other Federal Holidays.

Please check www.usahec.org for upcoming events.



SUPPORT

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www.twitter.com/USAHEC

www.youtube.com/TheUSAHEC

www.flickr.com/usahec

The Hawk's Cry II



10

OPERATION: COME H.O.M.E.

HONOR OUR MILITARY FOR ETERNITY

MISSION STATEMENT

WE WILL FIND, SERVE AND SUPPORT THE NEEDS
OF OUR US VETERANS AND THEIR FAMILIES
IN TRUE NEED OFFERING THEM:

- BASICS TO SURVIVE
- HOPE TO REVIVE
- OUR HOPE TO THRIVE



SUPPORT

OPERATION: COME H.O.M.E. is here to provide due-honor to our veterans and their family members through Christ's love, for those who were willing to lay down their life for a friend...

We the People of Our United States

It is our vision is to:

- Assist our deserving veterans and their immediate family members transition back into today's US society
 - Find and rescue veterans and their families in crisis
 - Providing them with temporary shelter to meet their immediate needs
 - Support them through their transition towards a new sustainable and permanent independence
- Help facilitate their personal growth by enhancing their true social, physical, psychological, economic and/or spiritual needs

The operation will include direct and indirect avenues of support, assistance and guidance through a caring staff, volunteers and likeminded, veteran focused affiliated organizations.

With a strong faith in the God that answers prayers, multiple individual entities; Woodside Bible Church, Dream Centers of Michigan, Medallion Management, Zero Day and OPERATION: COME H.O.M.E., were put together to help solve one of our country's biggest injustices, the failure to support our hero veterans.

It is our focus, drive and goal to provide the first and only affordable, first class housing and care for our Veterans living in Suburban Southeastern Michigan. We will create an environment for our heroes that honor those that served in our United States Armed Forces...a safe place, a clean and comfortable place...

BUILDING A BETTER FUTURE FOR OUR VETERANS



ERICA'S VETERAN EMERGENCY FUND

SUPPORT



AN OPERATION: COME H.O.M.E. GROUP

OPERATION: COME H.O.M.E. is here to provide due-honor to our veterans and their family members through Christ's love, for those who were willing to lay down their life for a friend...We the people of the United States. As dedicated servants to our fellow man, and especially to our heroes, our U.S. veterans in immediate financial need. As OPERATION: COME H.O.M.E. (OCH) looks to permanently house these heroes, we recognize there are those that have a home, job and primarily stable life, but have come onto difficult times, creating temporary, non-chronic emergencies.

For this, we have created ERICA'S VETERAN EMERGENCY FUND or EVEF. In September 2016, Eric, a high school senior wanted to do something to honor her Navy Veteran father and give back to those veterans who found themselves in situations where some assistance was needed.

After contacting OCH, the organization agreed to not only start an emergency fund, but name it after this patriotic and passionate young lady and have her direct the group as well.

ERICA'S VETERAN EMERGENCY FUND assists our deserving veterans and their immediate family members:

- Locating and funding temporary shelter to meet their immediate needs
- Funding true, verified emergencies with a goal to greatly reduce or eliminate the issue
- Discover benefits due to the Veteran and their family

WE NEED YOUR SUPPORT!

We need your support and cannot do it alone. By joining us in prayer, getting the word out and by supporting us financially through your much appreciated and well utilized gifts...you can be a part of the answer to a nation-wide problem.

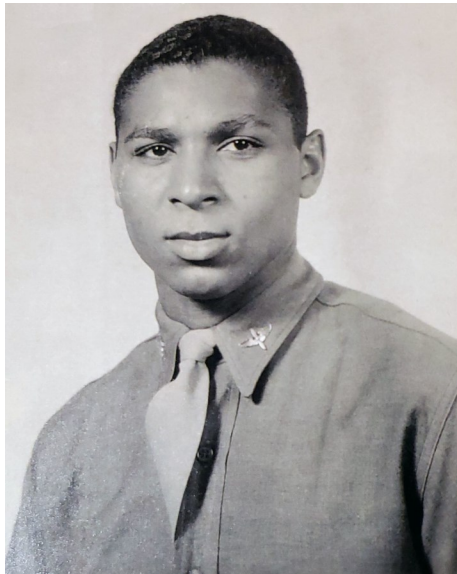
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Robert Martin, Tuskegee Airman who flew '63 and a half' combat missions, dies at 99

By Olesia Plokhii
August 4

Robert L. Martin, a combat pilot who said he flew "63 and a half" missions during World War II as part of the barrier-breaking Tuskegee Airmen, was shot down over German-occupied territory on the 64th and spent five weeks trying to return to Allied lines with the help of Josip Broz Tito's anti-fascist Yugoslav partisans, died July 26 at a senior living center in Olympia Fields, Ill. He was 99. The cause was pneumonia, said his daughter, Gabrielle Martin. Mr. Martin, known as "Fox," grew up in Iowa and became entranced by airplanes when he attended an air show as a 13-year-old Boy Scout. He persuaded his father to let him take a ride on a Ford Trimotor. "And the pilot, after starting the engine, buckled me in, he touched me with a wire and shocked me, and he said, 'You're going to be a pilot,'" he remembered in a video interview for the Experimental Aircraft Association, a Wisconsin-based international association promoting recreational flying. During college, Mr. Martin completed a civilian pilot-training program, joking that for a small fee "you could get silver wings and get all the girls." War was

raging when he graduated from Iowa State University. He joined the Army Air Forces and trained at the segregated military complex in Tuskegee, Ala., in January 1944. With the rank of lieutenant, he immediately set sail for Italy and was attached to the 100th Fighter Squadron, which helped provide cover for Allied bombers on missions over targets in Europe. On March 3, 1945, he was one of 24 Tuskegee Airmen who climbed into their single-seat P-51 Mustang fighters from their base in Ramitelli, Italy, to conduct a rail-strafting mission in parts of Slovenia and Austria. Two pilots did not return — Mr. Martin and Alphonso Simmons. "We flew over this airfield where there was no opposition," Mr. Martin said in 2008 at Chicago's Pritzker Military Museum & Library, according to the St. Louis Post-Dispatch. "We saw two airplanes parked a little bit off the field, and we said, 'We'll get more credit for destroying two airplanes than shooting up a railroad train.' We went in to shoot up these planes." Mr. Martin and Simmons were hit by antiaircraft fire. Simmons was killed. "I said, 'I'm not going to fry, I'm going to get out of here,'" he recalled in the Pritzker talk. "I got up high enough to bail out and my beautiful parachute opened and knocked me out — cut my chin open and floated me down to earth." He was spotted by members of Tito's partisan forces, which controlled swaths of Yugoslav territory; Tito became Yugoslavia's postwar Communist strongman. Taken to a farmhouse, Mr. Martin was greeted by one of Tito's men as a "warrior on the side of the Allies," he told the Experimental Aircraft Association. "The guy fried me an egg and gave me a glass of grappa when he found I was hungry, and just told me to sit and wait." On March 10, he was taken to Topusko, Croatia, where he met with an Allied mission manned by British soldiers that helped downed Allied airmen. Because Topusko had natural hot springs, Mr. Martin said, it was the ideal place for recovery. "They could take a bath in the natural hot spring bath house, get rid of all the lice and dirt and whatever, and they had clean uniforms, shoes, food to feed them, whisky, candy, books, a safe house, there was meat and flour and all types of foodstuffs dropped in by parachute to help these downed Allied airmen," he said to the Experimental Aircraft Association. After a month, he was airlifted to Bari, Italy, and weeks later he celebrated V-E Day in Naples. He soon embarked on a ship for home. Robert Leander Martin was born in Dubuque, Iowa, on Feb. 9, 1919. His mother, a homemaker, died shortly after he was born. His father was a foot doctor. He graduated from Iowa State University in 1942 with a bachelor's degree in electrical engineering. After his military discharge in September 1945 at the rank of captain, he became an electrical engineer with the city of Chicago and retired in 1988. His decorations included the Distinguished Flying Cross, the Purple Heart and seven awards of the Air Medal. He was among the recipients of the Congressional Gold Medal at a 2007 ceremony honoring the Tuskegee Airmen. Survivors include his wife of 68 years, the former Odette Ewell, of Chicago; four children, Gabrielle Martin of Denver, Noelle Martin of Chicago, Dominique Martin of Olympia Fields and Robert Martin Jr. of Plymouth Meeting, Pa.; a sister; and two grandchildren.



Local American hero dies at 92

By Jason Jordan

Posted Aug 24, 2018 at 12:19 PM

Updated Aug 24, 2018 at 1:27 PM

Tuskegee Airman Wallace C. Higgins passes away

ALFRED — America, and especially the Alfred community, has lost a shining example of perseverance, courage and a dogged pursuit of knowledge. On Thursday, it was announced that Wally Higgins had died on Wednesday, at the age of 92. Higgins, born in 1926 in Kendall, N.Y., was always driven by an intense fascination with aeronautics. One of his earliest passions was flight. As America's involvement in World War II escalated, he'd look to the sky and see P-36 and P-40 warplanes out of Buffalo flying test runs over his family farm. "I said 'Gee, you know what, that looks pretty good,'" Higgins recounted in a 2017 interview with a handful of sixth graders in Hornell. He enlisted in the Army Civil Air Patrol at 17, before finishing high school, and was sent to Biloxi, Miss. for basic training and aptitude testing. A good stu-

dent with plenty of practical know-how gained on the family farm, Higgins was placed with the Tuskegee Airmen — history's elite, all-black flight school in Alabama — where he is in the official registry as a documented, original Tuskegee Airman. His time in the South exposed him to the harsh realities of segregation, but he completed his training in spite of it. "It was kind of a rough situation for people of color at that time," Higgins previously recalled. "You couldn't just walk in and get right straight in the Air Force. You had to prove that you were capable. People of color, at that time, they didn't think you were worth anything. That was a big problem." After a need for pilots waned, he was transferred to the 1909th Engineers Aviation Battalion, serving in Saipan and Okinawa building roads, airfields and ammunition storage buildings. Wally would eventually become a sergeant in charge of an all-black, 30-man platoon. On March 17, 1947 he received an Honorable Discharge as a Staff Sergeant with Squadron F, 3505th Army Air Force. During his war-time service, Higgins earned the Victory Medal, Asiatic-Pacific Campaign Medal, American Campaign Medal, Army Good Conduct Medal and New York State Medal for Merit. After the service, Higgins completed his high school education at Jefferson High School in Rochester and attended the New York State College of Ceramics at Alfred University, where he received a BFA in Ceramic Design in 1952. While a student there, he met and married Norma Miller, and never left Alfred. They raised four children. The couple would become a staple of the Alfred University campus and the community, continuing on as faculty at the university. He would serve first as technical specialist at the NYS College of Ceramics at Alfred University, and went on to become an Associate Professor there, retiring in 1985 as Professor Emeritus. "Wally Higgins was a talented ceramic designer and dedicated faculty member. He and his wife Norma were an enormous presence on our campus, and were felt throughout the community. He was truly a remarkable man, involved in many aspects of community life in Alfred," said a spokesperson for Alfred University. In 2015, Higgins was enshrined in the New York State Senate Veterans' Hall of Fame, and was inducted by Senator Catherine Young. "It is with great sadness that I learned of the passing of Wally Higgins, a decorated World War II veteran and a beloved member of our community," Young wrote. "An original Tuskegee Airman who served in the Pacific Theater, Wally was among the first African-American military aviators in the U.S. Armed Forces. Although he lived during a time when racial discrimination and segregation were still terrible realities in many parts of the United States, his patriotism never wavered and he willingly risked his life for our nation. "It was my honor to induct Sergeant Higgins into the Senate's Veterans' Hall of Fame in 2015 and an even greater privilege to have the opportunity to get to know this extraordinary man. A loving father, husband and active member of our community, Wally's life was dedicated to service. Despite his achievements, he lived his life with great humility, kindness, compassion and excellence. Everyone he met was a friend. "America has lost one of its true heroes. However, his legacy endures and his spirit lives on in our hearts." Throughout his lengthy service to his community, Wally lent his time and energies to the missions of the Alfred Lions Club, Alfred Station Fire Dept., Union University Church, Allegany County Office for the Aging, TRI-AD, Allegany Senior Foundation, and Baker's Bridge Historical Society.



Local Tuskegee Airman dies at 91

By Alex Durham

Original Tuskegee Airman Frank Weaver died Saturday.

[VIDEO](#)

LOUISVILLE, Ky. — Friends and family gathered at Newburg Library to share stories and memories. Kentucky state Rep. Tom Burch described Weaver as humble. "He served well, did not talk about it, did not say how great he was or anything," said Burch. "In

fact, you had to pull everything out of him." Weaver served as a hangar chief in World War II. The Tuskegee Airmen was the first African-American group to fly with the U.S. Army Corps. Visitation will be held Friday from 1 to 3 p.m. at W.T. Shumake and Daughters Funeral Home. A second visitation will funeral will be held Friday from 6 to 8 p.m. at First Baptist Church of Jeffersontown. The funeral is set for 11 a.m. Saturday at First Baptist Church of Jeffersontown. In lieu of flowers, contributions may be made to First Baptist Church of Jeffersontown in memory of Frank Weaver.



Crew chief with famed Tuskegee Airmen to be buried

James Sheppard Jr., a former resident of Westbrook and South Portland who died Aug. 19, was a member of the military's first black aviation unit. James Sheppard Jr., a member of the first all-black aviation unit in the U.S. military that saw action in World War II and whose experiences were chronicled in a Hollywood movie, will be buried Monday at the Southern Maine Veterans Cemetery in the Springvale section of Sanford. Sheppard, who died Aug. 19 at age 93 at the Maine Veterans' Home in Scarborough, where he had lived for the past three years, was a mechanics' crew chief with the famed Tuskegee Airmen during the war. A longtime Westbrook and South Portland resident, Sheppard worked on fighters that battled German planes and escorted American bombers during World War II. He was one of 300 airmen to be awarded the Congressional Gold Medal by President George W. Bush in 2007. He was portrayed in the 2012 American war film "Red Tails," which tells the story of the country's first all-black unit of fighter pilots to fly combat missions for the U.S. Army Air Force. Before 1940, African-Americans were barred from flying for the U.S. military. Civil rights organizations and the black press exerted pressure that resulted in the formation of an all African-American flight squadron in Tuskegee, Alabama, in 1941. The squadron became known as the Tuskegee Airmen. The Tuskegee Airmen included pilots, navigators, bombardiers, maintenance and support staff, instructors and all the personnel who kept the planes and pilots in the air. The Tuskegee Airmen overcame segregation and prejudice to become one of the most highly respected fighter groups of World War II. Their accomplishments paved the way for full integration of the U.S. military. In the 2012 movie "Red Tails,"



James Sheppard Jr.
301st Fighter Squadron
Italy, 1944
(Crew Chief) J.A.S.

which was produced by George Lucas, one of the actors portrayed a chief mechanic, who is often shown in the film comically complaining about pilots getting bullet holes "in my beautiful airplanes." In an interview that year with the Press Herald, Sheppard said there was a lot of truth in the chief mechanic's crusty demeanor when it came to taking care of the airplanes. "Oh, I said some things like that to the pilots. I used to tell my pilots not to shoot their guns because then we'd have to clean them," Sheppard said. Red Tails starred Terrence Howard and Cuba Gooding Jr. In retirement, Sheppard told his story to hundreds of audiences in more than 20 states and a half-dozen countries. In recent years the ranks of the 996 pilots and about 16,000 ground personnel who served in the unit have dropped precipitously as members died. It is not known how many still survive, according to Tuskegee Airmen Inc., a nonprofit that aims to keep their history alive. "Growing up he never talked about the war experience. But later on he opened up and started filling us in about what was going on," said Arthur Sheppard, one of Mr. Sheppard's four children. "He was an individual that spoke his mind, wasn't into frills and thrills. He was a matter of fact guy, he liked to help his neighbors," Arthur Sheppard said Saturday. "He was proud to serve his country." Sheppard, the son of Antiguan immigrants, grew up in Harlem, New York, with a fascination for mechanics and aviation. He graduated from the Haaren Aviation High School, a New York magnet school that trained students to become pilots and mechanics. He enlisted in the Army Air Force at age 18 and was soon headed to Alabama for the airfields next to Tuskegee Institute as part of an experimental Army Air Corps program preparing black Americans to fight in World War II. "It was an experiment to see whether or not black Americans could fight. Because of prejudice at the time it was believed black military were not capable of fighting or flying a plane," said his son. Mr. Shepard ended up at Ramitelli, Italy, where he was a crew chief overseeing work P-47s and P-51s. He emerged from the war as a staff sergeant and with many lifelong friends among his fellow military comrades. Staff Writer Dennis Hoey contributed to this report.

A veteran of three wars, Major George Boyd broke barriers as a Tuskegee Airman

BY RAFAEL GARCIA rgarcia@wichitaeagle.com

July 25, 2018 05:19 PM

VIDEO

George Boyd was just 15 when he heard on the radio that Pearl Harbor had been attacked in 1941. President Franklin Roosevelt spoke to the country, and the teenager listened from home in Leonia, New Jersey. Although he said he was too young to fully understand the president's words, he knew one thing: He was going to war. What he didn't know yet was that he'd become a part of the Tuskegee Airmen, black military aviators who were pioneers in the eventual integration of the armed services. When he turned 18, he shipped off to Fort Dix in New Jersey. It was the beginning of a long career in the military — and the beginning of a lifetime dedicated to service and community. Major Boyd died June 21 at the Catholic Care Center in Bel Aire at 91. His family said he lived a long life of discipline and determination stemming from his upbringing and his experience in the military. A memorial service is planned for 10 a.m. Saturday at the McConnell Air Force Base Chapel. He will be entombed at Arlington National Cemetery early next year. After Major Boyd enlisted in the Army in 1944, he completed basic training at Keesler Air Force Base in Mississippi. He was accepted into flight school at Tuskegee, Alabama, but didn't perform well in training. Rather than give up, he took the experience as a catalyst to pursue other ways he could support the pilots in the air. After his service in the Tuskegee Airmen unit, Major Boyd would serve in various capacities in the military, including as radar intercept observer during the Korean War as part of the 318th Fighter Interceptor Squadron, the first operational U.S. Air Force Squadron based in Greenland and just 900 miles from the North Pole. Success after military life. After Major Boyd retired while stationed at McConnell Air Force Base, the Boyds decided to stay in Wichita. Over the years, he held many positions, including working as a weapons system analyst for Boeing and as a 10-year director of the Kansas Department of Transportation's aviation division. He was also a manager of administration for Jack P. Deboer Associates and director of the clinic at Wesley Hospital. He was instrumental in creating the legislation that created the Kansas Department of Civil Air Patrol. He was appointed its director in 1996 by Gov. Bill Graves, and he was named commander of the Kansas Wing of Civil Air Patrol in 2000. Major Boyd was also president of his own company, Boyd Systems Development Inc. in Wichita. In 2006, Major Boyd delivered the keynote speech at Tuskegee University's 125th anniversary convocation. He and 72 of his fellow Tuskegee airmen were given honorary doctorates for their World War II service. Major Boyd was awarded not one but two collective Congressional Gold Medals. His first was in 2007, when he joined 300 other Tuskegee Airmen in Washington to collectively receive the medal on behalf of



all of the Tuskegee Airmen for the unit's record — both in the air and in their fight against prejudice in the military. "Most of us are glad that we lived long enough to get the recognition," he said in an Eagle story at the time. "It's probably the highlight of a career." His second Congressional Gold Medal came in 2014, when he was and other WWII Civil Air Patrol participants were awarded the medal. "He was the most proud of those two medals," his wife Mattie Boyd said. "That was the height of everything." An education advocate. Major Boyd especially loved learning, and he was a lifelong advocate of education. In addition to his military education, he earned a bachelor's degree in economics from Park College in Missouri, a master's degree in public administration at the University of Oklahoma, and a doctorate in public administration from LaSalle University in Louisiana. Even at age 83, he learned to tap dance, simply because he had always wanted to learn how, Mattie Boyd said. The couple was married 52 years. "He was fascinated with young people and what they were thinking," Mattie Boyd said. "He enjoyed youngsters." According to his family, Major Boyd helped coordinate a trip to Iraq in 2009 with three other Tuskegee Airmen and spoke to 6,000 U.S. servicemen and civilians about the importance of education both in and outside of the military. He stressed the opportunities available in America, and he frequently cited his own life as evidence of that. In Wichita, Major Boyd loved to speak with anyone who would spare a moment to hear him talk about his experiences as a Tuskegee Airman and as a member of the Civil Air Patrol. He was a regular in Wichita high school classrooms. His daughter Gerrie Boyd-Burns said people were always fascinated when they found out her dad was a Tuskegee Airman. "I think he was pretty proud of it, and he wanted young people to know that part of history," Gerrie Boyd-Burns said. "For the most part, history books have a single paragraph on the Tuskegee Airmen, if that much. He was pretty proud of it and happy to spread the legend." When he spoke about his experiences, Major Boyd wanted to make sure people understood the impact that being a part of the Tuskegee Airmen had on him. In New Jersey, he had attended integrated schools, but Alabama was still segregated when he joined the unit. "It was certainly eye-opening for him, coming from Leonia, New Jersey, coming to Tuskegee, Alabama," Mattie Boyd said. "It was a little bit different — the racial status — in Alabama compared to New Jersey. It was a learning experience for him too, and broadened his outlook across the board." Major Boyd is survived by his wife Mattie and daughter Gerrie Boyd-Burns, as well as his three grandchildren Larnie, Brian and Alitta Boyd. He is preceded in death by his son Allen Boyd.



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