



hostile: identity applied to any opposing nation, party, or group that contributes to the threat to friendly forces

host nation: a nation which receives the forces and/or supplies of allied nations to be located on, to operate in, or to transit through its territory

hot spot: region in a contaminated area in which the level of radioactive contamination is considerably greater than in neighboring regions in the area



Colonel (Ret) Steven D. Martin
Phone: 919.817.0706
stevedebmartin@gmail.com

Words to Ponder:

"It is better to be defeated standing for a high principle than to run by committing subterfuge."

~ Grover Cleveland

Pray for our Deployed Members:

Chaplain Brian Palmer and Family: serving the Lord in Fort McCoy, Wisconsin
LCpl Timothy Robinson, USMC: Praise!! He has come home; now living on base at Cherry Point!

Together in Scripture Reading:

This month:
the book of Second Corinthians



Zero Excuses

Colonel Steve Martin

On March 31, 1943, 2nd Lieutenant (2Lt) Owen J. Baggett bailed out of his US Army Air Forces B-24 (Liberator) in the skies over Burma. Japanese Zeroes (famed Japanese fighter aircraft) severely damaged his plane as it was on its way to bomb and destroy a Japanese-held railroad bridge near Rangoon, Burma. Crew members desperately tried to put out the fires onboard the aircraft, but the relentless strafing by the Zeroes devastated the aircraft. Pilot and crew commander 1st Lieutenant Lloyd Jansen ordered the crew to leave the aircraft as he tried to stabilize the plane. Jansen would be the last to leave the plane. As Baggett and the other three crewmembers were floating to the ground, a Japanese Zero came in and began to strafe the helpless airmen. Two airmen were immediately cut to pieces by the .50 caliber bullets; Baggett's arm was grazed and slightly wounded. As the zero turned to make another strafing run at the helpless men, Baggett tried the only strategy available to him; his body went limp in the harness as he pretended to be dead.

In 1942-1943, the Japanese were expanding their conquered territory and were making plans to attack the British forces in India and the supply routes used to reinforce China and other Allied forces. To build the necessary infrastructure to mount what would be an extensive campaign, Japan would have to construct bases in Burma (modern day Myanmar) and Thailand. Following heavy losses at the Battles of the Coral Sea and Midway in May and June of 1942, the Japanese Navy did not have the naval presence or strength needed to protect their sea routes bringing vital supplies to Burma. The Japanese began construction of the Burma-Siam railway to bypass their vulnerable sea routes. The railroad ran from Thanbyzayat, Burma to Ban Pong, Thailand and was ap-



Owen Baggett, circa 1942

proximately 258 miles long. Along the route, 688 bridges were built to accommodate rivers and other terrain factors. The Japanese used forced labor to complete what became known as the "Death Railway." A large part of the route went through the valley of the Khwae Noi River, depicted in the 1957 Academy Award winning, though largely inaccurate, "Bridge over the River Kwai." More than 180,000 Asian civilian workers and over 60,000 Allied Prisoners of War (POWs) worked on the railway. Conditions were harsh and the Japanese were brutal task masters. Approximately 80,000 to 100,000 Asian civilians and 13,000 Allied POWs died.

The Tenth Air Force was headquartered in Calcutta, India and served as the Allied Eastern Air Command covering India and Burma. Their mission was to conduct strategic bombing operations against the Japanese in Burma and Thailand. 2Lt Owen Baggett was assigned to 7th Bomb Group's 9th Squadron based in Pandaveswar, northwest of Calcutta. Planes from the 10th Air Force regularly bombed airfields, docks, warehouses, fuel and supply dumps, oil refineries, troop concentrations and enemy ships. Because the 7th Bomb Group's primary mission was to disrupt the Japanese supply routes, most of their bombing missions were against railways, locomotive works and bridges. Bombing missions were brutal and nerve-rattling to crew members who often covered a great expanse of enemy saturated sea and land and could run 18 hours in length. In March 1943, the Allied forces did not have a long range fighter escort that could help protect the bombers from fierce attacks by Japanese A6M ("Zero") fighters. The B-24's did not have a long-range fighter escort until the arrival of P-38's and P-51's in late 1943.

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HERE'S WHY: REMEMBER THESE MEN (PART 1)

Editor's Note: Have you ever been nostalgic for the TV shows and movies of days gone by, when people depicted seemed to be more decent? Does it make you wonder about the character of those TV and movie stars? You may be surprised to see how many of these men from the "greatest generation" served in our Armed Forces. In this multi-part feature, here are some examples compiled from various sources.

Alan Hale, Jr.: US Coast Guard.

Aldo Ray: US Navy, UDT frogman, Okinawa.

Art Carney: US Army. Wounded on Normandy beach, D-Day. Limped for the rest of his life.

Brian Keith: US Marines. Radioman/Gunner in Dauntless dive-bombers.

Buddy Hackett: US Army anti-aircraft gunner.

Burgess Meredith: US Army Air Corps. Attained the rank of Captain.

Clark Gable: US Army Air Corps. B-17 gunner over Europe.

Cesar Romero: US Coast Guard. Participated in the invasions of Tinian and Saipan on the assault transport USS Cavalier.

Charles Bronson: US Army Air Corps. B-29 gunner; wounded in action.

Charles Durning: US Army. Landed at Normandy on D-Day. Shot multiple times. Awarded the Silver Star, Bronze Star, and three Purple Hearts. Survived Malmedy Massacre.

Charlton Heston: US Army Air Corps. Radio operator and aerial gunner on a B-25 in the Aleutians

Chuck Connors: US Army. Tank-warfare instructor.

Claude Akins: US Army Signal Corps. Served in Burma and the Philippines.

Clifton James: US Army, South Pacific. Was awarded the Silver Star, Bronze Star, and Purple Heart.

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William Blake, USAF

(1956-1976)

Bill Blake was born and raised in Carrboro, North Carolina, finished high school there and, after a summer of working in his dad's garage, joined the U. S. Air Force on September 17, 1956. During his twenty years of keeping the airplanes flying he arguably spent more time traveling on temporary duty than anyone I have interviewed to date.

After the obligatory thirty days of basic at Lackland AFB at San Antonio, Texas, he spent about three months in technical school learning about the electronic systems of the F100 fighter, then was assigned to a pilot training unit at Laredo AFB, Texas, where he worked on T-33 training aircraft, formerly the F-80 fighter.

His unit trained German and Pakistani pilots as well as Americans, and Bill noted how quickly the German pilots learned their skills and were able to solo as compared to the other students. During his stay at Laredo, he attended a six-week course on repair and maintenance of the ejection seat (He called it a rocket seat), and one of his assigned tasks was to immediately disable the seat of a plane coming in for maintenance so that nobody would

'Bill noted how quickly the German pilots learned their skills and were able to solo as compared to the other students.'

be killed by an accidental activation.

Bill hadn't been at Laredo very long before he decided that he would make the Air Force his career and "took a short and a burst of six" (i.e., he was discharged before his initial four-year enlistment was up and re-enlisted for six years.) He was later assigned to the flight line where his crew maintained about thirty five T-33s, and later the newer T-37 trainer aircraft.

In 1963 Bill was reassigned to King Salmon Air Station, on an island in the Aleutian Chain off of Alaska. There, his crew maintained the F-102 fighter-interceptor aircraft which constantly patrolled the waters and islands between Alaska and the Soviet Union. Four of the planes were on strip alert (i.e., fueled and armed and the crews ready to take off in just a matter of minutes) all the time. Bill told me that the 102's (pictured below, right) were normally outfitted with two conventional and two nuclear bombs, but for a period of time after President John F. Kennedy was killed on November 23, 1963, the aircraft were refitted with all nukes.



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Stress: The Perfect Storm, Part 2

(Stew Smith)

Editor's Note: In the conclusion to last month's feature, we will see how to beat stress at its game before it becomes a perfect storm.

Sleep. The #1 recovery tool is sleep. If you are missing out on sleep 6 to 8 hours each day, it does not matter how perfect your diet, exercise program, home/work life is in balance, you can still see the chronic side of stress very quickly. So get sleep!

Nutrition. Eat well! Eat protein rich foods like meat, nuts, eggs, beans. The amino acids will help you metabolize the catabolic effects of stress. Just as a protein shake or meal after a hard workout helps you recover it also does the same for stressful days. Also add fruits & vegetables rich in antioxidants to help aid in recovery and deal with the formation of cell destroying free

radicals developed from stress.

Hydration. Stay hydrated with water and electrolyte balanced especially if you are in arid environments or sweat profusely during the day.

Add in more Omega 3 fatty acids found in fish, nuts, oils or pill form. These have natural inflammation reducing benefits that will help you battle stress as well.

Caffeine. Reduce caffeine, nicotine, and alcohol. All three are diuretics (dehydrate you) and can also alter mood and produce many of the same stress hormones you are trying to deal with. Yes, these three increase stress.

Breathe. Find time to relax and breathe deeply. Taking deep relaxing breaths will slow your daily stress and anxiety easily and naturally.

Take a few moments each day to laugh or cry even. Both are natural stress relievers and produce stress-relieving hormones.

Exercise. By far, this is the best remedy to fighting a stressful day. Many like to exercise after work. This is a great way to burn off the stress even if it is as simple as a 20 minute walk before or after dinner. However, exercise also causes a temporary increase in cortisol which can leave you a bit jittery if you are trying to go to sleep with an hour or two of exercising. So, if you exercise in the evening, arrange it that you will have 3-4 hours before you are trying to fall asleep for a more restful sleep. *Note - your cortisol levels will actually be lower in a few hours if you exercise than if you decide to skip working out.

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Stress: The Perfect Storm

The bad news is that stress can attack you on many levels: from traffic in the city to even thinking about stressful events in the past or future. Once it grabs hold, you have to attack back using not one or two of the methods above, but ALL of the methods to help you relieve stress properly.

Stress is natural (not all bad) but can come at you when you least expect it and from all angles so you have to have several weapons to

fight it.

If you have several of these symptoms, take a good look at your daily schedule and find out what is out of balance. This game of stress is a delicate balance of hormonal responses from the speed up and slow down sides of our autonomic nervous system. Even though they are automatic responses to life that are difficult to control, we can control how we deal



with stress with some serious thought and action.

About the author: *Stew Smith works as a presenter and editorial board member with the Tactical Strength and Conditioning program of the National Strength and Conditioning Association and is a Certified Strength and Conditioning Specialist (CSCS). He has also written hundreds of articles on Military.com's Fitness Center that focus on a variety of fitness, nutritional, and tactical issues military members face throughout their career.*

For more information, visit www.military.com

Zero Excuses

As Lieutenant Baggett floated toward the ground, still playing dead, he pulled his Army issued .45 Model 1911 pistol, and hid it alongside his leg. The pilot of the Zero slowed his plane to near stall speed as it passed within a few feet of Baggett and pulled back his canopy to get a closer look to see if his victim was indeed dead. Baggett quickly pulled up his .45 and fired four quick shots into the canopy. The Zero stalled and spun out of sight. Baggett safely made it to the ground, but was quickly captured by the Japanese and turned over to the Japanese. Shortly after his capture, Baggett, 1Lt Jensen and one other officer

were taken before a Japanese Major General for interrogation. Jensen and the other officer were subsequently executed as war criminals. Baggett, however, was offered the opportunity to do the "honorable thing" and commit hara-kiri. Baggett declined the offer, but thereafter was treated with a small measure of respect by his captors.

Shortly after Baggett's capture, Colonel Harry Melton of the 311th Fighter Group was shot down and taken prisoner. He was told by a Japanese colonel about finding the Zero that Baggett shot down. The pilot was found thrown clear of his

aircraft with a single bullet hole through his head. Owen Baggett was to spend two more years as a Prisoner of War until he was liberated from his POW camp. Weighing 180 pounds when he was taken prisoner, he deteriorated to 90 pounds when he was liberated. Baggett remained in the Air Force and rose to the rank of Full Colonel prior to retiring.



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William Blake, USAF

In December, 1964, Bill was reassigned from the white-outs of Alaska to the white-hot sands of Sandia AFB, near Albuquerque, NM, where he worked in support of the Atomic Energy Commission (AEC), maintaining and servicing the RB57F aircraft taking air samples of radiation from Chinese and Russian nuclear tests. (The RB57F, with a 122-foot wingspan, replaced the U2, famous for the Gary Powers incident in 1960.) Theoretically, the samples taken could detect the size, composition, etc., of the weapons being tested. The RB57s could fly for eight hours without refueling, supported by ground



Bill Blake, circa 1956

detachments located in Alaska, Panama, and Argentina.

In 1965, Bill took a "group of guys" (I guess that's USAF lingo for "a detachment") to Panama to set up a support detachment there, on a Panamanian air base. While there, the American embassy was burned to the ground, and he and his friends weren't sure they would get out of Panama alive. They did get out safely after about three months and returned to Sandia, where he was almost immediately dispatched to Johnston Island, HI, for about thirty days to support reconnaissance aircraft flying missions

in the vicinity of Australia.

(Wikipedia: Johnston Island Air Force Base is a former US Air Force base on the Johnston Atoll in the US Minor Outlying Islands, in the Pacific Ocean several hundred kilometers southwest of Hawaii.)

Bill explained the technique for collecting the air samples, by means of vacuum bottles located in the nose of the aircraft; a valve could be activated to open the bottles which sucked in a sample from the clouds. These samples could then be brought back and analyzed. They also employed exterior mounted screen devices which could capture particle evidence for later analysis.

CONTINUED NEXT MONTH

REMEMBER THESE MEN

(continued from page 2)

Dale Robertson: US Army. Tank Commander in North Africa under Patton. Was wounded twice; received a battlefield commission.

Danny Aiello: US Army. Lied about his age to enlist at 16. Served three years.

DeForest Kelley: US Army Air Corps.

Dennis Weaver: US Navy pilot.

Denver Pyle: US Navy. Wounded in the Battle of Guadalcanal. Medically discharged.

Don Adams: US Marines. Wounded on Guadalcanal, then served as a Drill Instructor.

Don Knotts: US Army. Served in the Pacific Theater.

Don Rickles: US Navy. Served aboard the USS Cyrene.

Earl Holliman: US Navy. Lied about his age to enlist. Discharged after a year when the Navy found out.

Ed McMahon: US Marines, fighter pilot. (Flew OE-1 Bird Dogs over Korea as well.)

Eddie Albert: US Coast Guard. Awarded the Bronze Star with Combat V for saving several Marines under heavy fire as pilot of a landing craft during the invasion of Tarawa.

Efram Zimbalist, Jr.: US Army. Awarded the Purple Heart for a severe wound received at Huertgen Forest.

Ernest Borgnine: US Navy. Gunners Mate on destroyer USS *Lamberton*. Ten years active duty; discharged 1941; re-enlisted after Pearl Harbor.

Fess Parker: US Navy and US Marines. Was booted from Navy pilot training for being too tall (6'6"); joined the Marines as a radio operator.

Forrest Tucker: US Army Cavalry. Enlisted as a private, rose to Lieutenant.

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CHURCH CONTACT INFORMATION

Friendship Baptist Church
5510 Falls of Neuse Road
Raleigh, NC 27609

Phone: (919) 876-0585
Email: fbcmail@fbcweb.net
Website: www.fbcweb.net

COLONEL STEVE AND DEBORAH MARTIN

Phone: (919) 817-0706
stevedebmartin@gmail.com

Editor in Chief:

Joe Perez (perez@usa.com)

Contributing Author:

Don King (dking010@nc.rr.com)

JUNE BIRTHDAYS:

- Jennifer Hughes - 13
- Rita Shaut - 14

JUNE ANNIVERSARIES:

- Matt & Gina Stewart - 15
- Joe & Dianna Perez - 16 ♥



THIS MONTH IN MILITARY HISTORY

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2 June 1774 - The Quartering Act, requiring American colonists to allow British soldiers into their houses, was reenacted.

4 June 1922 - Birth of Samuel L. Gravelly, Jr., the first African Ameri-

can admiral in the United States Navy.

7 June 2004 - US and South Korean officials announced plans to withdraw a third of the 37,000 US troops from South Korea by the end

of the following year.

11 June 1927 - Charles A. Lindbergh becomes the first man awarded the Distinguished Flying Cross, at City Hall, NY, after his ticker tape parade up Broadway.

Zero Excuses

When Colonel (Retired) Owen Baggett died in 2006, his obituary read in part:

"He was always quick with a smile and a kind word. He never met a stranger, and was loved by many. He received some fame for shooting down a Japanese Zero with a revolver while hanging from a parachute after his B-24 bomber was shot down, and he subsequently spent 2½ years as a Prisoner of War at Changi prison camp in Rangoon, Burma during World War II. The essence of the man, however, is that he survived the horrors of war and his internment without bitterness or hatred. Enduring starvation and torture showed the strength of his body, but it is his forgiveness of his tormentors that truly reveals the strength of his soul. He will be deeply missed by all those he touched."

times combatants thought he was a sitting duck and easy prey for Goliath. I Samuel chapter 17 tells us the story of David's brave stand when the odds were stacked heavily against him. "Then said David to the Philistine, Thou comest to me with a sword, and with a spear, and with a shield: but I come to thee in the name of the Lord of hosts, the God of the armies of Israel, whom thou has defied." Later he finished his great statement of faith: "And all this assembly shall know that the Lord saveth not with sword and spear: for the battle is the Lord's, and He will give you into our hands." The rest of this story has been told through the centuries as David took a single, seemingly impossible shot with his sling that brought down the mighty giant, God gave Israel the great victory over the Philistines.

In our lives, we will face giants and seemingly impossible tasks. These giants may come in the form of a health issue, work conflict, marital struggle, financial crisis, persecution or other spiritual warfare. In these times we may feel totally inadequate to the challenge we face and it may indeed feel like there are no easy solutions to the hard questions. In these times Satan will tell us it's time to give up the fight.

The Bible gives us many scriptures to let us know that in these times of difficulty, the battle is not ours, but the Lord's. The Lord tells Paul in II Corinthians chapter 10: "My grace is sufficient for thee: for My strength is made perfect in weakness." Paul is then able to make his statement of faith: "Therefore I take pleasure in infirmities, in reproaches, in necessities, in persecutions, in distresses for Christ's sake: for when I am weak, then I am strong." In Philippians chapter 4, Paul tells us: "I can do all things through Christ which strengtheneth me." In difficult times, it is imperative that the Christian not give up, but look up. Our faith in the Lord's ability to handle these situations is what pleases Him the most. Hebrews chapter 11 tells us: "But without faith it is impossible to please Him." If you have faith in God and believe that He truly loves and cares for you, then you can readily believe His promise in Isaiah 41:10: "Fear thou not; for I am with thee: be not dismayed; for I am thy God: I will strengthen thee; yea, I will help thee; yea I will uphold thee with the right hand of My righteousness." When faced with the giants of hardship, there are zero excuses for giving up, just look up and put your faith in the Lord!



Colt 45
Model 1911

Images of a vulnerable airman shooting down a Japanese Zero while hanging beneath a parachute brings to mind the great story of David and Goliath. When young David stepped out of the crowd with no armor and only a sling shot as his weapon and five stones his only ammunition, I am sure that both the Israeli and Philis-

And He said unto me, 'My grace is sufficient for thee: for My strength is made perfect in weakness'...

1 Corinthians 12:9a



Prayer Notes, Event Announcements

Please continue to keep Ashley Huskey in your prayers as Doctors are treating her for vasculitis over the next few months. Ashley is the daughter of Todd and Tammy Huskey; please pray that the treatments she is taking will completely stop the vasculitis.

Please continue to pray for Malia Barnhill who has Stage IV lung cancer and Hospice has been called in. I worked with her

husband for a number of years and he is a close friend. Praise the Lord, her husband told me that she is at peace with the Lord! Please also pray for Brian and Ivey Palmer as they minister to soldiers and families at Ft. McCoy, Wisconsin.

~ Colonel Martin

Coming up next month:

- Here's Why: Do You Remember These Men? (part 2)
- 2016 Military Times Benefits Guide

