

**To:** Honorable Mayor and City Councilors  
**From:** Michael Spurgeon, City Manager  
**Date:** July 21, 2017  
**Re:** Notes to Council

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## **1. STAFF REPORTS / ITEMS REQUIRING IMMEDIATE ATTENTION**

- General Services Monthly Report – June 2017

## **2. GENERAL CORRESPONDENCE / NOTIFICATION**

- Memo – Indian Springs HOA meeting on Lynn Lane Waste Water Treatment Plant
- Memo – MOU with Tulsa for Green Waste Disposal
- Press Release – BA Fire Department Adds Seventh Ambulance to Fleet
- Press Release – BA City Council to Consider Resolution Opposing Illegal Gaming at Embers Grill

## **3. SPECIAL EVENTS / ACTIVITIES**

- Post-Event Report Mom and Son Luau - Summer 2017
- News Letter – Military History Center – July 2017

Respectfully submitted,



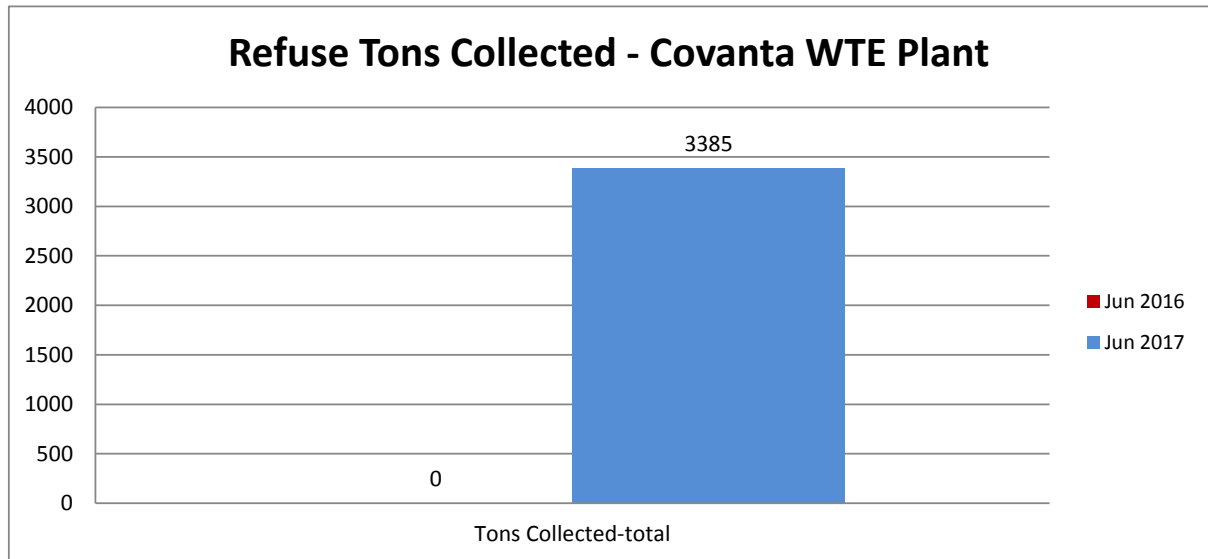
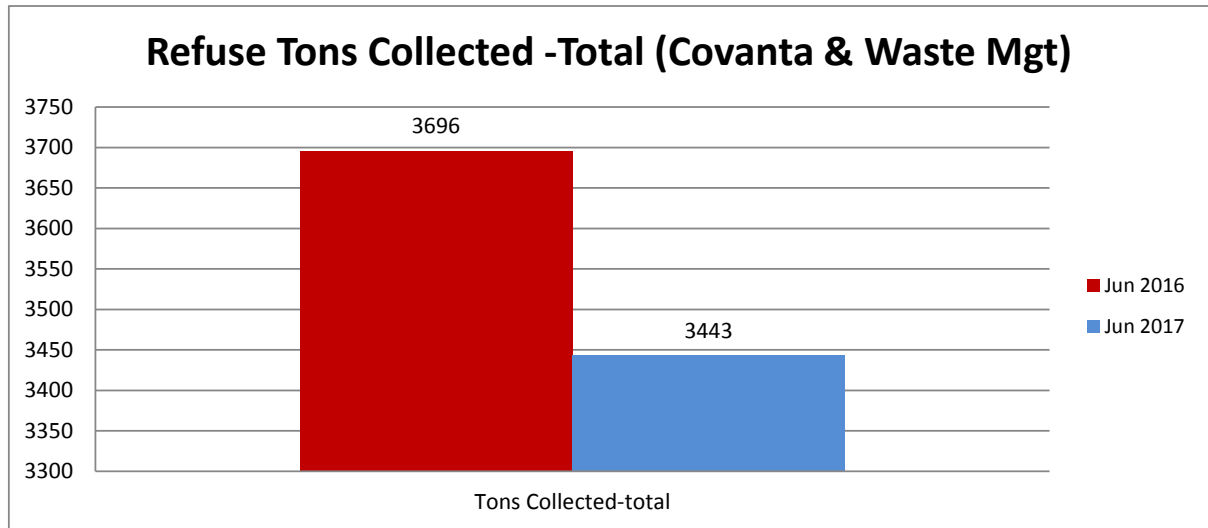
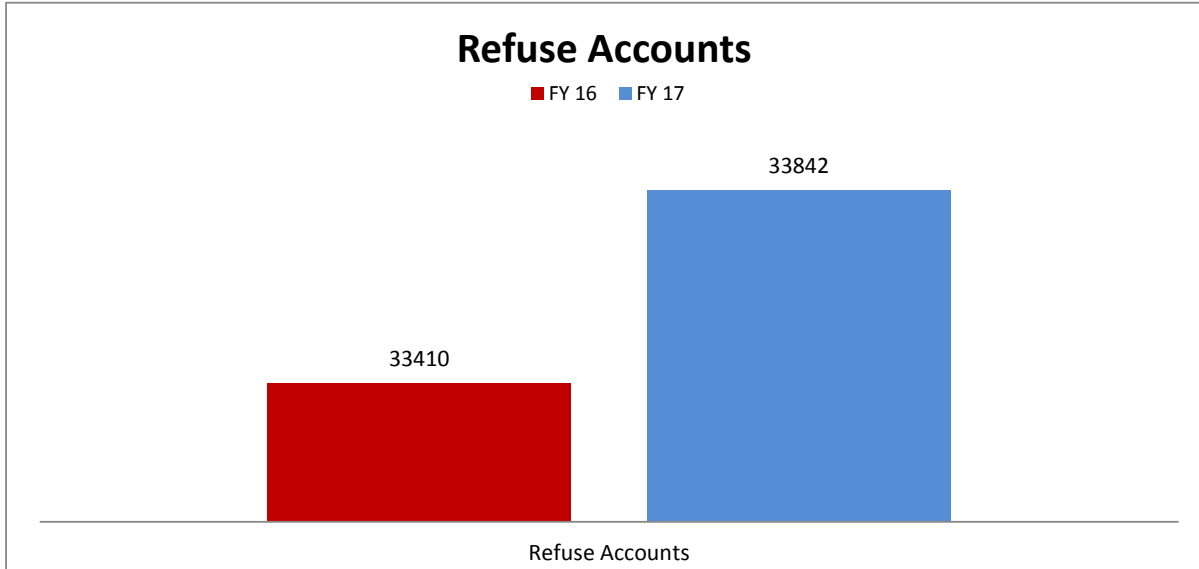
Michael L. Spurgeon

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Attachments

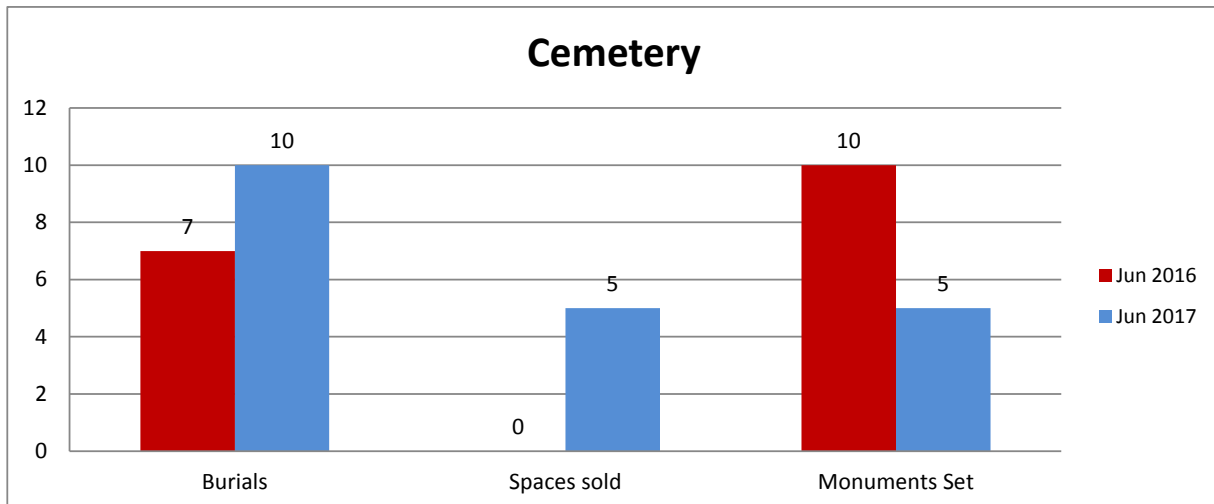
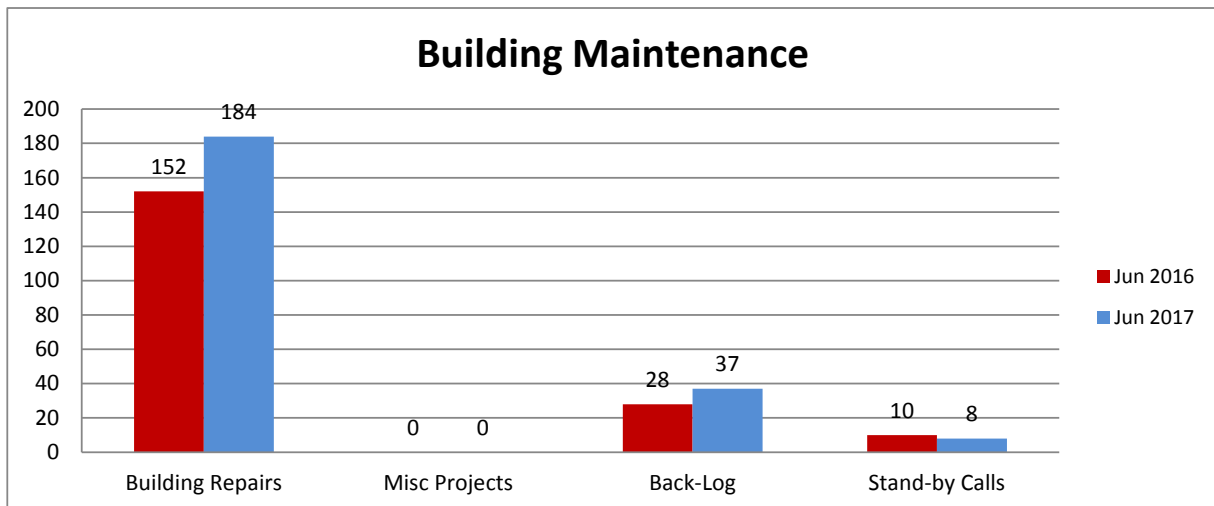
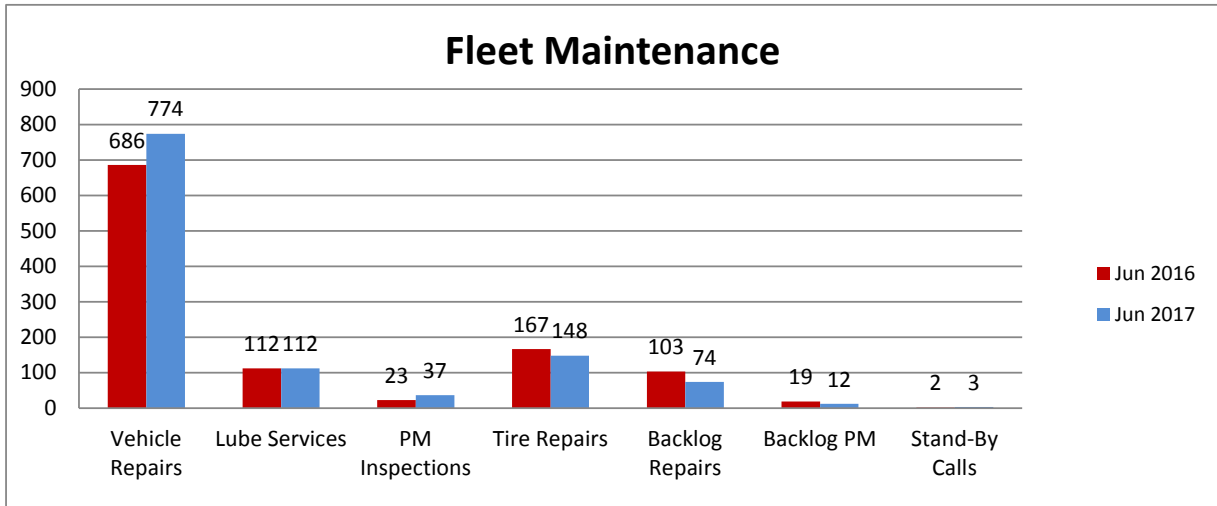
# 1. STAFF REPORTS / ITEMS REQUIRING IMMEDIATE ATTENTION



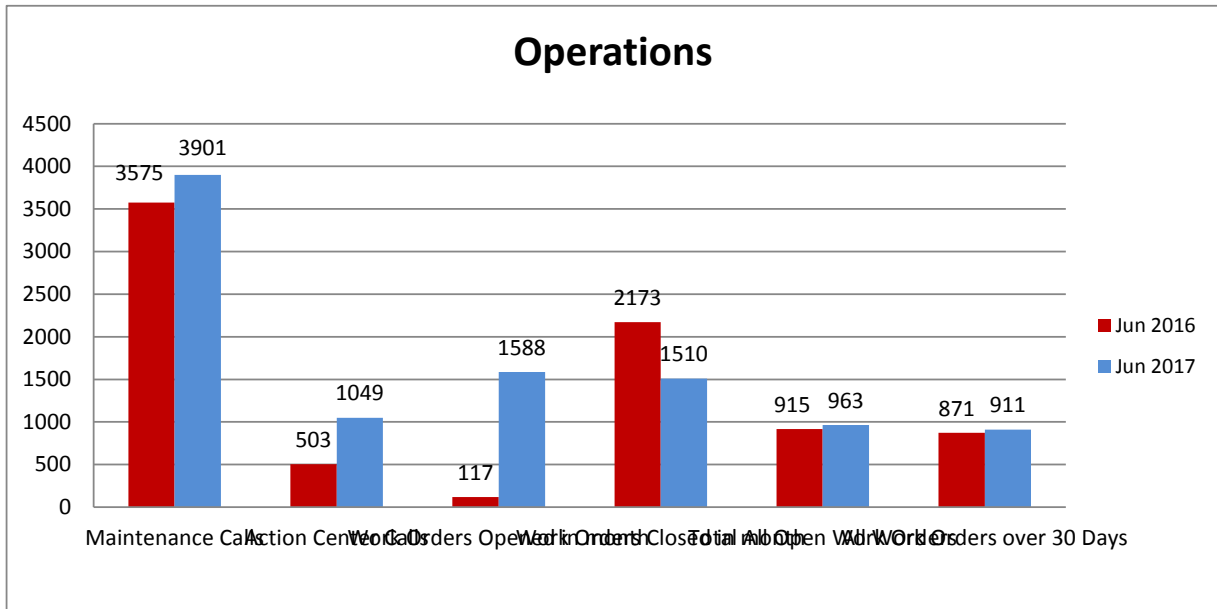
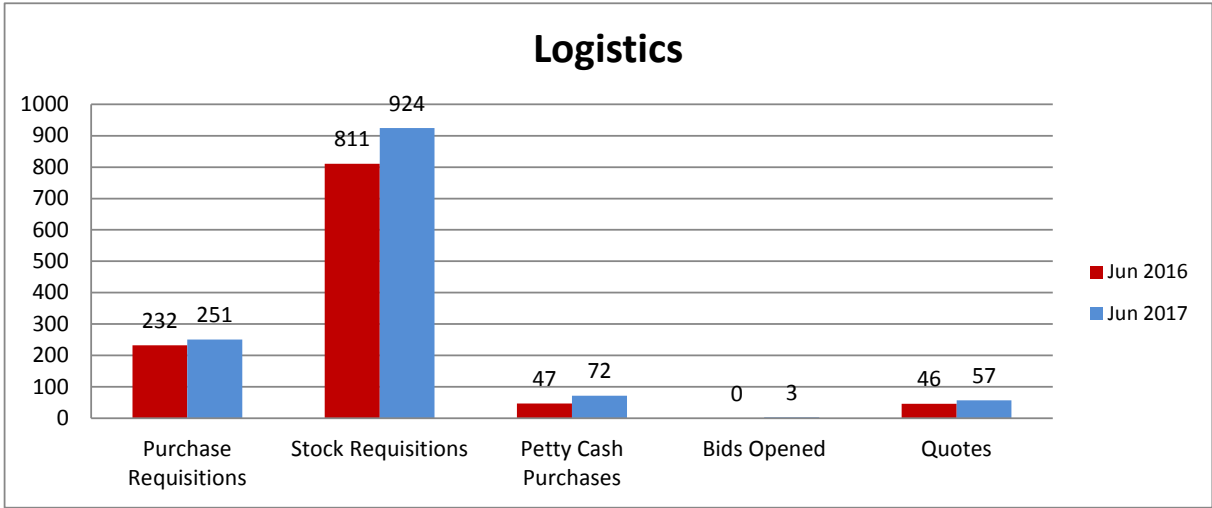
# General Services Monthly Report June 2017



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# General Services Monthly Report June 2017



## 2. GENERAL CORRESPONDENCE / NOTIFICATION





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*INTEROFFICE MEMO*

**To:** Honorable Mayor and City Councilors  
**From:** Kenny Schwab, Assistant City Manager of Operations  
**Date:** July 21, 2017  
**Re:** Public Meeting Scheduled

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We have a public meeting with the HOA's of the Oaks at Indian Springs and the Indian Springs Manor additions to update them on our Lynn Lane WWTP projects that are beginning construction. The meeting will be held at the Indian Springs Country Club next Thursday night, July 27, 2017 at 6:30 pm.

Respectfully submitted,

Kenny Schwab

**To: Mr. Gale, Assistant City Manager, Administration**  
**From: Lee Zirk, General Services Director**  
**Date: July 19, 2017**  
**Re: Memorandum of Understanding with Tulsa for Green Waste disposal**

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After hearing discussions in the Citizen's Recycle Committee in regards to Green Waste, the Sanitation Division explored how Broken Arrow residents might be able to direct some of its Green Waste to the Tulsa Green Waste Mulch site. After some internal discussion, a meeting was planned to meet with Tulsa representatives to discuss the possibility of Broken Arrow partnering with Tulsa to accept green waste from Broken Arrow residents.

On June 2, 2017, Broken Arrow staff met with Tulsa representatives on this subject. Tulsa was very receptive to the idea and willing to establish a means to accept green waste from our Broken Arrow residents. During the meeting it was determined that a Memorandum of Understanding (MOU) was an appropriate vehicle in which to authorize a mutual working relationship between Tulsa and Broken Arrow for use of the Green Waste Mulch Site.

As the Green Waste Mulch Site is operated under the Tulsa Authority for the Recovery of Energy (TARE), the attached MOU from TARE describes the working relationship proposed between TARE and Broken Arrow Municipal Authority (BAMA) for use of the Green Waste Site by Broken Arrow residents. Generally the MOU provides for the following:

- Broken Arrow residents can drop off green waste in the same manner as Tulsa residents
- TARE will identify Broken Arrow residents in the same manner as Tulsa residents
- TARE will maintain records of use and provide monthly billing at a rate of \$0.55 per cubic yard

Over the past year Broken Arrow residents delivered approximately 950 cubic yards of green waste to the Green Waste Site. Broken Arrow residents are individually charged for their use of the facility. Under this MOU, Broken Arrow residents would use the site free of charge, just like Tulsa residents. BAMA would, in-turn, pay the bill to TARE for Broken Arrow resident use. It is contemplated that use of the site by Broken Arrow residents will increase under this MOU, as it would be an added benefit to their refuse service. If use doubled from 950 cubic yards to 1,900 cubic yards, the cost to BAMA would be \$1,045. Although not budgeted for, the cost is negligible and can be absorbed in the Sanitation Division budget. Additionally, this MOU will provide an additional benefit to our refuse customers by providing self-disposal of green waste and avoiding bulky pick up charges. This also diverts green waste from the waste stream while avoiding associated tipping fees.



If this MOU is agreeable, the next step will be to have TARE and BAMA execute the document. Following that we will work with the Communication Director to inform our residents of this new available service.

Please let me know if I can provide you with any additional information so as to move forward with this initiative.

Thank you

**PRESS RELEASE**

Contact: Jeremy Moore, Fire Chief  
City of Broken Arrow  
Phone: (918) 259-8360

**Broken Arrow Fire Department Adds Seventh Ambulance to Fleet**

*New unit will increase BAFD's ability to respond to medical calls.*

**Broken Arrow, Okla. (7/19/17)** – Beginning Wednesday, July 19, a seventh ambulance enters service with the Broken Arrow Fire Department (BAFD). The new ambulance will be housed at Fire Station 7, located at Elm Place and Edgewater Street.

The addition of a seventh ambulance will help BAFD reduce response times. More than 75 percent of the calls to the fire department are medical in nature, so there is a significant need to increase the ability to serve those calls.

“We strive to provide the highest level of customer service to our citizens, and adding another ambulance with our highly trained and dedicated firefighter/paramedics will further enhance our mission,” said Fire Chief Jeremy Moore. “The seventh ambulance will provide more complete EMS coverage to the entire city and our cross-trained personnel will also be utilized for fire calls as needed.”

With Ambulance 7 and the recent graduation of 19 firefighters, the City of Broken Arrow is now able to provide improved service to citizens.

Fire Station 7 opened in January 2016 with only a fire engine. Thanks to voter approval of the Vision sales tax renewal and two FEMA SAFER grants received by the fire department, the City now has a sufficient number of firefighter/paramedics to add the new ambulance.

Initially, the new ambulance will be an older reserve unit until the city receives three new ambulances, which the City Council approved for purchase at its July 18 meeting. These new ambulances will be used to replace older ambulances in the fleet, including the reserve used for Ambulance 7.

Ambulances have a useful life of only about 5 years and/or 100,000 miles. To keep its fleet current, BAFD needs to purchase three new trucks every other year for the next eight years, and begin refurbishing three units every other year.

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***PRESS RELEASE***

**Contact: Krista Flasch**  
**Director of Communications**  
**City of Broken Arrow**  
**Phone: (918) 259-2400, ext. 5309**  
**Mobile: (918) 409-7771**

**Broken Arrow City Council to Consider Resolution Opposing  
Illegal Gaming at Embers Grill**

**Broken Arrow, Okla. (7/14/17)** – Rumors continue to circulate about placement of gaming machines into operation at the Embers Grill, a restaurant located south of the Creek Turnpike and west of Olive Street, scheduled to open in August of this year. Speculation has been fueled by representatives of the Embers Grill about the recruitment of individuals with prior gaming experience. City leaders have been told that the Muscogee Creek Nation has jurisdiction and, as such, controls issuance of permits to game at this location.

On July 18, 2017, the City Council will discuss a draft Resolution expressing their objection to gaming and noting the Council’s intention to take all actions reasonably necessary to prevent illegal gaming at this location. Approval of a refined Resolution will be considered by the Council in their meeting of August 1, 2017. According to outside counsel, the City would have the ability to bring an action for injunctive relief if necessary.

“Broken Arrow residents are very concerned about gaming being brought to the Embers Grill, and the City is doing everything in its authority to work with the Muscogee Creek Nation leadership and all appropriate officials to prevent illegal gaming at this location,” said City Manager Michael Spurgeon. “Earlier today, a letter was sent to the attorney for the owner of the Allotment advising him of the proposed Council action and notifying him that the City was prepared to take all action within its power to address illegal gaming at this location.”

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### 3. SPECIAL EVENTS / ACTIVITIES





CITY OF BROKEN ARROW

Parks & Recreation Event Report

Event/Program: Mom & Son Luau Date: 7/15/17

**DETAILS**

<i>Location</i>	Nienhuis Park 3201 N. 9 <sup>th</sup> Street	<i>Attendance</i>	167
<i>Event Organizer</i>	Jim Reed/ Nienhuis Park Center Supervisor	<i>How long has the event been going?</i>	6 years

**DESCRIPTION**

- Moms and Sons came to enjoy an evening at the pool with a luau theme.
- We had grapes, goldfish crackers, water, and Capri Sun for refreshments.
- We drew for door prizes for moms and sons. A few of the items given away where beach towels, floating lounge chairs, and sunscreen.
- Each boy received a bag with little toys inside as parting gifts.
- Event was scheduled for July 8<sup>th</sup>, but had to be postponed to July 15<sup>th</sup> due to someone getting sick in the pool.
- We had to refund some tickets, but sold more the next week and at the door.
- Attendance for 2017 was slightly lower than 2016 event.

Areas needing improvement:

- We need to do a better job advertising this event. New avenues are being sought out for this and future events.

**TYPE OF PROMOTIONS USED**

- Posters and flyers at Community Centers and Pools.
- Posted on City Events Calendar.
- Posted on Broken Arrow Parks and Recreation Facebook pages.
- Posted on both Community Center Marquees.
- Posted on the City Municipal Facebook page.
- Published in the Parks and Rec Informer Seasonal Newsletter

**Our goals:**

Our goal with this event is to offer an event to the citizens of Broken Arrow at the lowest possible ticket price while providing a safe, clean, friendly, and fun environment for mothers and their sons.

**Photos:**







# Freedom's Voice

The Monthly Newsletter of the  
Military History Center

112 N. Main ST  
Broken Arrow, OK 74012

<http://www.okmhc.org/>



**"Promoting Patriotism through the Preservation of Military History"**

Volume 5, Number 7

July 2017

## Independence Day

### Important Date

#### August 12 – VJ Day Commemoration

On Saturday, August 12, The Military History Center will host a commemoration of the end of World War II. The commemoration will be held on the MHC Memorial Flag Plaza. It will feature World War II veterans, patriotic music, featured speakers and special guests. Everyone is welcome and encouraged to attend this patriotic event.



**"The only principles of public conduct that are worthy of a gentleman or a man are to sacrifice estate, ease, health, and applause, and even life, to the sacred calls of his country".**

James Otis, February 24, 1761

### Symbol of Independence



The Liberty Bell is arguably THE symbol of American independence. It's located in Independence National Historical Park in Philadelphia. The original bell was commissioned from the London firm of Lester and Pack (today the Whitechapel Bell Foundry) in 1752, and was cast with the lettering "Proclaim LIBERTY throughout all the land unto all the inhabitants thereof," a Biblical reference from the Book of Leviticus (25:10).

The original bell cracked on its first ringing and was twice recast by local workmen, John Pass and John Stow, whose last names appear on the bell. The current bell is the second recast.

## This Month's Featured Exhibit

This exhibit displays several documents and prints, reproductions and originals, as well as reproduction weapons and Continental soldiers uniform from the Founding Period (1775-1789). A large, scale model of USS *Constitution*, "Old Ironsides", is also displayed.



Reproduction documents and prints from the Founding Era



Facsimile of Corn Declaration of Independence

This copy of the Declaration of Independence was created from an original Dunlap Broadside printing. The Dunlap Broadside used is called the "Lost Copy", as it was discovered in 1968 on a bookshelf at Leary's Book Store in Philadelphia. It was purchased by Dallas business executives Corn and Driscoll. They had the document restored and then commissioned R. R. Donnelly & Company to produce a limited number of facsimiles, keeping faithful to every detail of the original. The MHC is grateful to Mr. Scott Peters for his gift of this very important document.



Reproduction of a uniform of a Continental soldier of the Revolutionary War



USS *Constitution* firing a fourteen-gun salute in Boston Harbor on Independence Day, 2014. *Constitution* was launched in 1797 and remained in service until June 14, 1855. She is the oldest commissioned United States Navy ship afloat. She is the only ship still in active service to have sunk an enemy warship. *Constitution* is currently docked in Dry Dock 1 at the former Charlestown Navy Yard, Massachusetts, where she is undergoing a three-year restoration program scheduled for completion in 2018. The MHC has a detailed, scale model of USS *Constitution* in the Founding Era display room.



## Pilgrimage to Normandy

Peter Plank

On Wednesday, May 31, my wife, Linda, and I departed the USA with four WWII veterans – Al Michaud, Don McBride, Ernie Lamson and Bob Noody – to Normandy, France, for the seventy-third anniversary of the D-Day invasion (June 6, 1944). This was my fourteenth year to make this trip to Europe with these heroes, and it was as memorable as the previous trips. Three of the veterans we escorted were paratroopers during the war, and the other one was a B-17 radioman. The youngest was ninety; the oldest was ninety-five years old, and they all were in good health.

We arrived on Thursday at the Paris airport after an 8-hour flight and, upon picking up our rental vans, we made the 4-hour drive to the Normandy countryside. We then drove to each of our host families' homes and settled in for a quiet and restful evening.

On Friday, we were greeted with beautiful weather as we spent the morning at Normandy American Cemetery overlooking Omaha Beach, where the veterans participated in the official flag raising ceremony. Each of the veterans placed flowers on their comrades' final resting places, which was an emotional time for all. After a delicious lunch in a small café overlooking the beach, we rested that afternoon. In the evening, the veterans participated in a monument ceremony in the village of Carentan followed by a dinner hosted by the city's mayor.

Saturday morning, we enjoyed a church mass in Angoville-au-Plain followed by a ceremony dedicated to the Army medics that saved lives in an aid station set up in the church during the war. That afternoon, the veterans rode in vintage WWII jeeps during a parade, where the streets were lined with hundreds of French spectators. One of the host families provided a delicious dinner for all of us that evening.

On Sunday, the military performed a mass parachute jump to commemorate the airborne operations. Hundreds of current and former military paratroopers jumped from vintage C-47 and modern C-130 aircraft. The weather was great for the jumps, and the paratroopers presented the WWII veterans patches and coins as they walked off the drop zone. That evening, the WWII heroes climbed onto a restored WWII troop carrier truck to participate in a military vehicle parade into the village of Sainte Mere Eglise. Again, hundreds of spectators cheered these heroes as they passed by.

Monday morning, there was a ceremony at the 507<sup>th</sup> Parachute Infantry Regiment Monument in the village of Amfreville followed by a delicious lunch with the mayor and some local villagers. After an afternoon of rest, we drove over to the port town of Pirou, where we enjoyed a relaxing dinner and evening at the home of our French coordinator, Valerie Cardin.

Our last full day in Normandy was spent at a couple of battlefield ceremonies in the towns of Ravenoville and Timmes Orchard. We then went into the village of Sainte Mere Eglise for a little sight-seeing and shopping. We also visited the church in this village made famous in the movie "The Longest Day". The evening was spent with the various host families and packing for return trip home.

As in previous trips to Normandy, the French people were so thankful and gracious for us being there. During our 8-day/7-night trip, we did not pay for a meal. Either the owner of the restaurant would not charge us for it, or some French family paid our tab while we were at the restaurant. The veterans were told many times: "You paid for this meal in 1944". The veterans signed hundreds of autographs and posed for hundreds of photos. The French people truly love their liberators. They not only endured years of German occupation, they experienced true liberation by the Allied forces in 1944. They are passing down this history from generation to generation.

I want to thank all of the sponsors that helped pay for the trip for the veterans. Donations are obtained for the veteran's airfare and the rental vans. We have gracious host families that open up their homes, so there are no expensive hotel costs. If you know of a WWII veteran that served in the ETO and would like to make this trip next year, please contact me through the Military History Center

*Editor: Peter Plank is one of the founders of the MHC and is Board Secretary. For the past fourteen years, including this one, he has taken World War II veterans on pilgrimages back to the battlefields of northwest Europe, where they served in their youth.*



World War II veteran, George Mullins, 327<sup>th</sup> Glider Infantry Regiment with Peter Plank at the 507<sup>th</sup> PIR monument ceremony, Carentan



Al Michaud, Eighth Air Force B-17 radioman, riding in a vintage WWII jeep during the parade in Sainte Mere Eglise





Wreath laying at *The Spirit of American Youth Rising from the Waves* at the Memorial in Normandy American Cemetery. The names of 1,557 missing are inscribed on the walls of the Memorial.



The Church of Sainte Mere Eglise was made famous in the movie, “The Longest Day”. A permanent paratrooper mannequin hangs from the church to honor John Steele, the American paratrooper (played by Red Buttons in the movie), who landed on the pinnacle of the tower on D-Day



Ceremony at the 507<sup>th</sup> PIR Monument in Amfreville with WWII veterans, Al Machuad, Ernie Lamson, Milt Staley and Bob Lockard – the 507<sup>th</sup> jumped in the area in the early morning hours of June 6, 1944.



WWII paratroopers, Bob Noody, Vince Speranza and Don McBride singing “Blood on the Risers” at the monument ceremony in Raveno-ville



Members of the 173<sup>rd</sup> Airborne Brigade Comat Team, Liberty Jump Team and Round Canopy Parachuting Team jump onto historic La Fiere drop zone at the edge of Sainte Mere Eglise, near where the 507<sup>th</sup> PIR dropped on D-Day. The two parachute teams are civilian parachuting organizations. Peter Plank was one of the founders of Liberty Jump Team.



## In Memoriam



SGT Eric M. Houck – Baltimore, MD



SGT William M. Bays – Barstow, CA



CPL Dillon C. Baldrige – Youngsville, NC

These three, heroic young soldiers were carrying on the traditions of their World War II predecessors when they were killed on June 10 in Nangarhar Province, Afghanistan. An Afghan soldier, either a member of the Taliban, or sympathetic to them, killed the young American soldiers. One other soldier was wounded in the attack.

They were members of HHQ Battery, 3<sup>rd</sup> Battalion, 320<sup>th</sup> Field Artillery Regiment and Company D, 1<sup>st</sup> Battalion, 187<sup>th</sup> Infantry Regiment, 3<sup>rd</sup> Brigade Combat Team, 101<sup>st</sup> Airborne Division (Air Assault), based at Fort Campbell, Kentucky.



101<sup>st</sup> Airborne "Screaming Eagles" Division

## In Memoriam



Sonar Technician II Ngoc Tan Troung Huynh

Tan (as he was called) Huynh was born on June 16, 1992, in Da Nang, Vietnam. His family immigrated to California, then relocated to Connecticut, then to Tulsa. He joined the Navy in 2015, completing his basic training at Great Lakes, Illinois, and advanced training at San Diego, California. His first posting was aboard the destroyer, *USS Fitzgerald*. On June 17, 2017, *Fitzgerald* was struck by a large container ship off Japan, causing extensive damage and trapping seven sailors in flooded compartments. All the sailors, including Huynh, drowned.

Tan Huynh was buried with full military honors in Floral Haven Memorial Gardens Cemetery in Broken Arrow on July 6. His body was escorted to the cemetery by the local chapter of Patriot Riders.

## Purple Heart Day Commemoration

On Tuesday, August 8, at 7:00 p.m., Ernest Childers Chapter of the Military Order of the Purple Heart will commemorate Purple Heart Day at Veterans Park, 1111 S. Main ST in Broken Arrow. Besides commemorating veterans who have received a Purple Heart from wounding or death in battle, the event is raising funds to help needy combat wounded veterans – Purple Heart recipients. The highlight of the event will be the official designation of Broken Arrow as a Purple Heart City. The MHC will offer free admission to the museum during regular hours on August 8.

On Wednesday, August 9, at 10:00 a.m., a ceremony will be held at Matthews Ford at 1101 Expressway Drive in Broken Arrow to send off the Purple Heart Truck. The truck is a 2017 Ford F-150 Raptor especially modified for a combat wounded veteran.





Charles F. Carey, Jr. was a Technical Sergeant in the 379<sup>th</sup> Infantry, 100<sup>th</sup> Infantry "Century" Division at Rimling, France, on January 8, 1945. "He was in command of an antitank platoon when about 200 enemy infantrymen and twelve tanks attacked his battalion. Acting entirely on his own, he organized a patrol, rescued two of his squads from a threatened sector and evacuated the wounded. He organized a second patrol and advanced against an enemy held house from which he killed two snipers. Then, he entered alone and a few minutes later emerged with sixteen prisoners. With the information he furnished, American forces were able to capture an additional forty-one Germans in adjacent houses. He assembled another patrol, moved to within a few yards of an enemy tank and damaged it with a rocket. As the crew attempted to leave their burning vehicle, he calmly shot them with his rifle, killing three and wounding a fourth. Early in the morning of January 9, German infantry moved into the western part of the town and encircled a house in which he had posted a squad. Four of the group managed to escape, by maneuvering up a staircase against the building, he was able to rescue the remaining men. Later that day, when attempting to reach an outpost, he was struck and killed by sniper fire. The fearless and aggressive leadership of TSGT Carey, his courage in the face of heavy fire from superior enemy forces, provided an inspiring example for his comrades and materially helped his battalion to withstand the German onslaught." TSGT Carey was posthumously awarded the Medal of Honor on July 1, 1945, accredited to Wyoming.

Charles Carey was born at Canadian (Pittsburg County), Oklahoma on December 23, 1915. He entered the Army at Cheyenne, Wyoming. Nothing else from the public domain is known about him. TSGT Carey is buried in the Ardennes American Cemetery, Neupré, Belgium.



## Trivia Contest



2017 Trivia Contest winning team – Lynn Frame, Tom Mancino, Ken Cook, Clarence Oliver and Tommy Mancino

### Museum Hours and Admission Fee

Tuesday – Friday: 10:00 – 4:00; Saturday: 10:00 – 2:00  
Closed Sunday and Monday and major Federal holidays

Adults – \$5.00

Members and Children under 18 – Free

**For more information, call (918) 794-2712**

[www.okmhc.org](http://www.okmhc.org)

## Correction

In last month's newsletter, in the story of Jesse Owen Anderson, we stated the 35<sup>th</sup> Infantry Division was a regular Army division, when in fact it was, and still is, a Kansas-Missouri National Guard division.

### Support the Military History Center

We believe the MHC provides a valuable service to the local community, especially to veterans and students. We ask for your financial support to help the MHC continue its mission of "Promoting Patriotism through the Preservation of Military History" and recognizing the sacrifices made by our veterans to keep America free.

Please contact the Military History Center at (918) 794-2712 to learn how you can be a financial supporter, or click on the link below to go to the MHC website at [www.okmhc.org/donate/](http://www.okmhc.org/donate/).

Monetary donations, as well as gifts in kind, are tax deductible, subject to IRS regulations.

## “Kilroy Was Here”

spiritandanimal.wordpress.com

Those who served during World War II and Korea, especially, but in later wars or military operations, also, or who watch World War II war movies, will be familiar with the Kilroy cartoon figure. But who, or what was Kilroy? No one knew.

Kilroy is engraved in stone in the National War Memorial in Washington, DC, back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known, but everybody seemed to get into it. So, who was Kilroy?

In 1946, the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost forty men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts had evidence of his identity.

“Kilroy” was a 46-year old shipyard worker during the war. He worked as a checker at the Fore River Shipyard in Quincy, Massachusetts. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day, Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence that became part of the Kilroy message.

Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.

Before war's end, "Kilroy" had been here, there and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships; however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the

graffiti wherever they landed, claiming it was already there when they arrived.

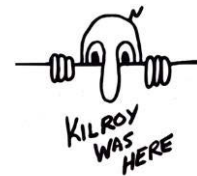
Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable. (It is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe and even scrawled in the dust on the moon.)

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo.

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin and Churchill at the Potsdam conference. It's first occupant was Stalin, who emerged and asked his aide (in Russian): "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts.

And the tradition continues – even outside Osama bin Laden's house!



(Article contributed by Phil Goldfarb)



Richard W. Lang – 1943

Richard Waddell Lang was born at Atlantic, Iowa, on February 19, 1925. On February 8, 1944, he was serving as a Private in the 135<sup>th</sup> Infantry Regiment, 34<sup>th</sup> Infantry “Red Bull” Division (Iowa National Guard) engaged in the Battle of Monte Casino, Italy. He was killed in action on that day, eleven days short of his nineteenth birthday. His awards include a Bronze Star for heroic action in Algeria, Combat Infantryman's Badge and Purple Heart. He is buried in Atlantic Cemetery, Atlantic, Iowa. (Contributed by Dennis Hoch, MHC docent and Richard's cousin.)



## Black Devil Brigade

The Black Devil Brigade, also called the Devil's Brigade and the Black Devils or *die schwarzen Teufel*, as the Germans called them, was a combined American-Canadian commando brigade activated July 9, 1942, as the First Special Service Force (FSSF). Lt. Colonel Robert T. Frederick organized the brigade, for a special operation in Norway. Frederick recruited tough, outdoor types, men who had been lumberjacks, woodsmen, mountain men, hunters, trackers, hard rock miners, who knew explosives, and trained paratroopers. The brigade was based at Fort William Henry Harrison near Helena, Montana. The men were trained in infantry tactics, hand-to-hand combat, mountaineering, survival and skiing (taught by Norwegian ski instructors). Every man was also qualified as a paratrooper and was qualified on all light infantry weapons including the 60-millimeter mortar and the newly developed shoulder-fired rocket launcher (bazooka). At the end of their training, the FSSF was arguably the most physically fit and best over-all trained infantry unit in either the American or Canadian armies.



FSSF Brigade Colors

The Norway mission was deemed to be impractical and was cancelled. The Army didn't intend to let this highly trained unit go to waste, so it was sent to the east coast for amphibious landing training to be used in retaking Attu and Kiska in the Aleutian Islands. The Japanese had occupied the islands as part of the Midway diversion in June 1942. By the time the Brigade reached the islands, Attu had already been recaptured. Upon landing on Kiska, they discovered the Japanese had evacuated the island.

Meanwhile, General Mark Clark, commander of Fifth Army in Italy needed men, as he was bogged down in front of the German Winter Line in southern Italy. The FSSF sailed for Europe and landed at Naples in November 1943. The Brigade was attached to the 36<sup>th</sup> Infantry Division (Texas National Guard), and given the task of capturing a strong German defensive position called Monte la Defensa, or simply la Defensa. Monte la Defensa was a salient on the subsidiary Bernhardt Line. It was noted on battlefield maps as Hill 960. (The military assigns numbers to hills that reflect their height measured in meters, thus, la Defensa was about 3,100 feet high.) The mountain is actually a long-dormant volcano. Its steep granite sides are vertical for the last 300 or so feet on its highest side. The 3<sup>rd</sup> Infantry Division had suffered considerable casualties in a brutal ten-day attempt to take the position

Col. Frederick intended to assault the steep, high side of la Defensa. He reasoned the Germans wouldn't expect it, and it would give his troops the high position once on top. On De-

ember 3, the men of the 2<sup>nd</sup> Battalion of the Brigade successfully scaled the mountain in a cold rain and surprised the Germans, who had been distracted by an enormous, three-hour artillery barrage (approximately 64,000 shells). It took five days of hard combat and heavy casualties to secure the mountain. The men of the FSSF, or Forcemen as they were called, made their reputation in the battle and subsequent defense of the mountain. They went on to capture several other mountain positions in the Winter Line, including assisting with the capture of Monte Casino.

After several weeks of brutal fighting in the Italian mountains, the FSSF was ordered north as part of the Anzio offensive. The Brigade was assigned to the extreme right flank of the beachhead, behind the Mussolini Canal. During the weeks that the landing force was stuck on the Anzio beachhead, the Black Devils conducted nightly raids into no-mans land, which was two miles deep in their front because the Germans had moved back to minimize the effect of naval gunfire.

Almost all the Black Devil's operations were conducted at night with small units. The men blackened their faces and were expert at moving stealthily among and around the Germans. They had used the same tactics in the mountain fighting, which is the origin of the name, "black devils", given to them by the Germans. They perfected their tactics at Anzio, even including the use of psychological warfare. They made several stickers, which they placed on German bodies so they would know who they were fighting. Apparently, the most successful was one on which they printed in German: "It will only get worse." The Germans were truly frightened of the Black Devils.



A group of Black Devils at Anzio preparing for a nighttime raid

The Anzio breakout began on May 23. The Black Devils were re-faced from south to east with their objective Route 6, the Rome-Naples highway – the old Roman Apian Way. Once they reached the highway, they and their companion units were to turn north and race up the highway to Rome. Two men from each company of the Brigade were selected to be the first Americans to enter Rome. The select unit dashed up the highway bypassing or overcoming German roadblocks and ambushes and entered Rome on June 4.

The Brigade's next assignment was Operation Dragoon – the invasion of southern France. The Brigade was first assigned to capture two small islands, on which intelligence believed the Germans had placed long-range artillery that could hit the inva-

sion fleet. Upon landing on the islands, the Black Devils discovered the guns were dummies, and the islands were relatively lightly defended. Once that mission was completed, the Brigade was sent ashore, where the men would fight as regular infantry. They pushed east parallel to the coast until they reached the Italian border, which they weren't permitted to cross because that was someone else's sector. They were ordered to take up defensive positions to prevent a German attack on the right flank of the invasion force.

By now, the FSSF was completely spent. Only a minority of the original men remained in the ranks. General Frederick had been promoted Major General and given another assignment. He made his farewell visit to the Brigade on November 22. The Army decided there was no further use in the European Theater for a brigade such as the FSSF, and it was ordered disbanded. On December 5, 1944, the Black Devils held their final assembly, and the orders disbanding them were read. The Canadian contingent was sent back to Italy as part of the British Eighth Army still fighting in the mountains of northern Italy. Many of the Americans opted to join the 17<sup>th</sup>, 82<sup>nd</sup> or 101<sup>st</sup> airborne divisions. The remainder were formed into the newly organized 474<sup>th</sup> Infantry Regiment and attached to Third Army. Thus, arguably the most elite, and probably the most unique unit of the American Army of World War II, came to an end, but the concept lives on. The FSSF is the lineal ancestor of today's Army Special Forces. (The movie, *The Devil's Brigade*, is a much, distorted version of the actual Devil's Brigade.)

Twenty-five of the Black Devils were Oklahomans, most of them from the beginning: CPT Durwood A. Daugherty (Comanche), 1LT William K. Carr (Tulsa), 1LT John W. Pollock (Stillwell), and the following enlisted men – most ranks are unknown: William N. Adams (Woodward), Orville E. Behne (Guymon), Glen Blevins (Muskogee), Richard B. Bohannon (Tulsa), Roy H. Bowling (Choctaw), Ernest E. Brewer (Leach), Delbert E. Brown (Ardmore), James C. Casey (Eufaula), Milton D. Dewbre (Moore), Harold L. Ferguson (Custer City), Ralph C. Ferguson, (Tahlequah), Grover H. Hignight (Bethel) KIA 6 December 1943, W. D. Jackson (Miami), Richard O. Morgan (Okmulgee), John W. Moss (Kingston), John N. Newman (Weatherford) KIA 25 May 1944, George Pernicka (Prague), J. C. Ritchey (Coyle), Harold H. Salyer (Weatherford) and Curt A. Shadrick (Oklahoma City).

PFC Hignight's and SSGT Newman's bodies were returned to their families. Hignight is buried in Bethel Cemetery in rural McCurtain County. Newman is buried in Greenwood Cemetery at Weatherford.

On February 4, 2015, the Black Devil Brigade was awarded the Congressional Gold Medal.



PFC Grover Hignight of Bethel, (McCurtain County), Oklahoma was killed in action December 6, 1943, during the Battle of Monte la Defensa.

## “Greatest Fighting General of All Time”



Major General Robert T. Frederick

Robert Tryon Frederick was born March 14, 1907, in San Francisco, California. He was a 1928 graduate of the U.S. Military Academy. In 1942, by then a Lieutenant Colonel, he was tasked with organizing a commando brigade for a special mission in Norway. That operation was subsequently cancelled, and the brigade, formally designated First Special Service Force, was ordered to the Aleutian Islands. After that operation was completed, the FSSF was ordered to Fifth Army in Italy.

Col. Frederick was always intensely interested in the welfare of his men. He would appear seemingly out of nowhere – at a field hospital, on a trail or in a firefight. His frequent appearances on the battlefield led to his many wounds – twice in one day at Anzio and eight altogether during the war. He is believed to have been the most wounded soldier in the American Army of World War II.

He was promoted twice in Italy. On June 23, 1944, he announced to the FSSF that he was leaving. He had been given command of the Allied 1<sup>st</sup> Airborne Task Force, a provisional unit organized for the invasion of southern France. When the FSSF moved to the French mainland, they were again under his command. Now a Major General, he said his final goodbye to the FSSF, on November 22, 1944. He had been assigned to command the 45<sup>th</sup> Infantry “Thunderbird” Division.

Under his command, the 45<sup>th</sup> saw heavy combat in French Alsace from December 1944 through February 1945. The Division crossed the Rhine and advanced to the Main, and then into Bavaria. The 45<sup>th</sup> participated in heavy fighting at Aschaffenburg, liberated Dachau and drove to Nuremberg. It crossed the Danube on April 26 and opened a path for the 20<sup>th</sup> Armored Division to drive on Munich. When they reached Munich on April 29, the Thunderbirds shifted from combat to occupation. General Frederick was relieved of command of the 45<sup>th</sup>, when it was ordered home on September 25, 1945.

General Frederick later was assigned to occupation duty in Austria. He was medically retired in March 1952. He died at Stanford, California, on November 29, 1970. He is buried in San Francisco National Cemetery. Among his many decorations are two Distinguished Service Crosses and eight Purple Hearts.

Winston Churchill, who knew Frederick from the aborted Norway operation and apparently kept up with his career, said of him: "He is the greatest fighting general of all time" and "if we had had a dozen more like him, we would have smashed Hitler in 1942".

## Oklahoma Air National Guard

The 125<sup>th</sup> Observation Squadron was organized in December 1940, in Tulsa, as the Oklahoma National Guard's first flying unit. It was federally recognized in January 1941. For the next three and a half years, the squadron was attached to other air units at various locations in the United States before arriving at Liverpool, United Kingdom on June 6, 1944. After moving over to France in August 1944 as the 125<sup>th</sup> Liaison Squadron, it was attached to Ninth Army until VE Day. The 125<sup>th</sup> participated in the campaigns of northern France, Ardennes, Rhineland and Central Europe. In July 1945, the 125<sup>th</sup> was awarded a Belgian Fourragère for gallantry during the Battle of the Bulge.

On May 24, 1946, the USAAF, in response to dramatic postwar military budget cuts imposed by President Truman, allocated inactive unit designations to the National Guard Bureau for the formation of an Air Force National Guard. These unit designations were allotted and transferred to various State National Guard Bureaus to provide them unit designations to re-establish them as Air National Guard units.

The 137<sup>th</sup> Wing traces its origins to the World War II 404<sup>th</sup> Fighter Group, which was allocated to the Oklahoma Air National Guard and re-designated as the 137<sup>th</sup> Fighter Group on May 24, 1946. The unit was founded on November 21, 1946, at Norman as the 137<sup>th</sup> Fighter Group, and received its federal recognition on December 18, 1947.

The 125<sup>th</sup> returned to Tulsa in 1945. During the Korean War, the 125<sup>th</sup> was again ordered to active duty under Ninth Air Force and was sent to England AFB at Alexandria, Louisiana, until July 1952. The 125<sup>th</sup> became part of the 138<sup>th</sup> Fighter Group (AD) for duty with the Aerospace Defense Command, in August 1957.

In January 1960, the 125<sup>th</sup> was designated the 125<sup>th</sup> Air Transport Squadron and assigned to the 137<sup>th</sup> Air Transport Wing in Oklahoma City.



An F-16 Fighting Falcon of the Tulsa-based 138<sup>th</sup> Fighter Wing, Oklahoma Air National Guard, takes off from Balad Air Force Base, Iraq, in support of Operation Iraqi Freedom.

After conversion to the F-16 Fighting Falcon, the 138<sup>th</sup> Fighter Wing participated in Operation Provide Comfort (protecting the Iraqi Kurds after the Gulf War), Operation Northern Watch (enforcing the northern Iraq no-fly zone) and Operation Iraqi Freedom (the Iraq War). The unit's deployment to Iraq in

2008 marked its tenth deployment to the Middle East. In 2013, the 125<sup>th</sup> Expeditionary Fighter Squadron, part of the 138<sup>th</sup> Fighter Wing, deployed to Afghanistan.

The 2005 Base Realignment and Closure Commission (BRAC) brought an expansion to the 138<sup>th</sup> Fighter Wing's mission. The wing acquired three F-16 Block 42 aircraft from the 57<sup>th</sup> Wing located at Nellis AFB, Nevada, and six F-16 Block 42 aircraft from the 132<sup>nd</sup> Fighter Wing, Iowa Air National Guard. The 138<sup>th</sup> Fighter Wing is also the host unit for the Defense Air Sovereignty Alert mission located at Ellington Field in Houston, Texas. BRAC also recommended the realignment of the 137<sup>th</sup> Airlift Wing, which lost its C-130 transport aircraft in 2008. Since then, as the 137<sup>th</sup> Air Refueling Wing, it shares aircraft with the 507<sup>th</sup> Air Refueling Wing, Air Force Reserve Command at Tinker AFB.

Under the "Total Force" concept, Oklahoma Air National Guard units are considered to be Air Reserve Components of the United States Air Force. Oklahoma Air National Guard units are trained and equipped by the Air Force and are operationally gained by a Major Command of the USAF, if federalized. In addition, the Oklahoma Air National Guard forces are assigned to Air Expeditionary Forces and are subject to deployment tasking orders along with their active duty and Air Force Reserve counterparts in their assigned cycle deployment window.



F-16 Fighting Falcons of the 125<sup>th</sup> Tactical Fighter Squadron



MHC exhibit honoring the 125<sup>th</sup> Tactical Fighter Squadron, the oldest unit of the Oklahoma Air National Guard, having given seventy-seven years of service to the state and nation.



## “Talking Bird”

Some of the most critically important missions ever undertaken by a unit of the Oklahoma Air National Guard are practically unknown outside the 185<sup>th</sup> Refueling Squadron, OKANG. During the administrations of Presidents Kennedy and Johnson, the OKANG was tasked with operating and maintaining an aircraft that served as voice and print communications support – an airborne communications platform – for the two presidents, whenever they traveled outside North America. The aircraft was a modified, Boeing-built KC-97 aerial tanker.

In 1961, the modified aircraft was relocated to Will Rogers World Airport OKANG base in Oklahoma City, assigned to the 185<sup>th</sup> Air Transport Squadron, 137<sup>th</sup> Airlift Wing, Oklahoma Air National Guard. (now 185<sup>th</sup> Air Refueling Squadron, 137<sup>th</sup> Air Refueling Wing, based at Tinker AFB). Her crew named the aircraft *Miss Oklahoma City*. Even so, she will always be the “Talking Bird” to the men who served on her.



*Miss Oklahoma City* – the “Talking Bird”

The “bird”, often used as shorthand for the “Talking Bird”, was manned by nine crew members and ten communications system operators, more on long flights, such their first mission in 1961 to Clark AFB, Philippines. From 1961 to 1972, the “Talking Bird” was deployed throughout the world on various communication missions. Her classified call sign was “China Girl”. It was the only element of the Air National Guard that operated under the direct command of Headquarters, United States Air Force. The crew’s orders came directly from Washington.

The crews of the “Talking Bird” all wore bright orange flight suits, and everyone had the special 137<sup>th</sup> Airlift Wing patch with the Latin inscription *Tonitrus E Caeli* (Thunder from the Sky) on them rather than the traditional 137<sup>th</sup> Airlift Wing logo. When the “bird” was parked somewhere, she stood out from all the other C-97s because she was polished to a blinding, mirror-like shine. Another of her distinctive features were the individual propeller blades. The standard scheme for an Air Force cargo plane was black blades with six-inch-wide yellow tips to enable ground crew to see the whirring propeller blades. The blades on the “Talking Bird” were highly polished metal with red/white/blue tips.

By September 1972, the “bird” had been in service for twenty years, and technology had overtaken her. She was

flown to Davis-Monthan AFB, Arizona, to be scrapped. Some time later, a piece of the lower, left side fuselage section was salvaged and shipped to the 185<sup>th</sup>. The piece was about eight feet long and three and a half feet high. It was the panel that had the thirty-four flags of the nations visited by the “bird” in the eleven years she bore the name, *Miss Oklahoma City*. For several years the panel was passed around the base from unit to unit. When Charles “Flip” Phillips assumed the job of NCO Club manager, he asked if he could hang it in the NCO Club as a tribute to those who had flown on the “Talking Bird”. Approval was granted, and it still hangs there.

During the eleven years that the OKANG operated *Miss Oklahoma City*, she completed eighty-two missions, logged 3,086 flying hours and flew 568,355 nautical miles.



Crew of the “Talking Bird”: (Top row – L. to R.) MAJ John Rudolf, CPT Bobby Walls, CPT Bill Linard, 1LT Joe Rowe, 1LT Dennis Helland, CPT Roy McKanna, 2LT Troy Gray, SMGT Don Stover, SSGT Loyd Gavitt, CMGT Donald E. Hughes. (Bottom Row – L. to R.) MSGT Gene Abbott, MSGT Art Saunders, SMSGT Ernest Quine, MSGT Bill Sephard, A2C Charles Shinn, MSGT Charles Stover, MSGT Charles Conley TSGT Don Hughes, MSGT Ernie Wolf (The date of the photograph is unknown.)

*Editor: Information for the article was provided by Don Hughes, who served on the “Talking Bird”. Additional information was excerpted from the history of the 185<sup>th</sup> Refueling Squadron. Mr. Hughes is a strong supporter of the MHC, having donated several items of militaria from World War II through the Vietnam Era.*



185<sup>th</sup> Aerial Refueling Squadron



137<sup>th</sup> Special Operations Wing

Oklahoma Air National Guard

# *“Lest We Forget”*



## **Ardennes American Cemetery – Neupré, Belgium**

The site of the cemetery was liberated from Nazi control by the U.S. 1<sup>st</sup> Infantry Division, on September 8, 1944. A temporary cemetery was established on the site on February 8, 1945. The cemetery is unique among all American Battlefield Monuments Commission cemeteries, in that it served as the central identification point for the entire European Theater of Operations from the last days of World War II until 1960. The Ardennes American Cemetery is the final resting place for 5,323 Americans, including Oklahoman, TSGT Charles F. Carey, Jr., killed at Rimling, France on January 8, 1945. Sixty-five percent of those interred in the cemetery are fallen airmen of the U.S. Army Air Force. The headstones are aligned in straight rows that compose the form of a Greek cross. Along the outside of the memorial, inscribed on granite slabs, are the names of 463 of the missing, whose remains were never recovered. The façade on the far (north) end that overlooks the burial area bears the insignias, in mosaic, of the major U.S. units that operated in northwest Europe in World War II.

*Freedom is not free.*

