

DAYS OF OUR LIVES #210

MAIL-call - PRESERVING FORGOTTEN ASA MEMORIES

This newsletter is intended primarily for the use of the ASA TURKEY Veteran's. Comments or submissions to the DAYS OF OUR LIVES are most welcome. I will respond to all e-mails and will assist whenever needed, but reserve the right to edit for content and clarity and welcome any errors that may appear herein

The Editor: GREEN, Elder RC (gH), YOB: 1936, RA13513638, E7, 982/98C, Det 27, 1-15MY61, Det 120, MY-JL65, Det 27, JN66-OC67 & Det 4-4, OC67-NO68, (Patty), 3094 Warren Rd., Indiana, PA 15701, 724-349-7395, asagreenhornet@comcast.net
Ret 1SG, E8



The above photo that was submitted by ex-Det 27 MP Sgt Robert D. Nearpass. It is one of the few photo's that best tells a story of where it was taken. It was taken just inside the front gate at Det 27 in 1965. Bob Nearpass is the MP on the left. The others are unidentified at this time.

ONE OF THE FIRST ASA'ers STATIONED IN TURKEY



SP3 Phil Hotton now 77 year old veteran was among the first ASA troops to serve at Sinop. He was there from April 1955-March 1956 when Sinop was a small Signal Corps satellite operation HQ'd from Samsun. The unit consisted of one officer and 15 enlisted personnel. Nine of those there were Al Cantrell, Buck Goss, Jim Julius, Wallace Lonsway, John Musick, Phil Pavlik, Jim Peron, Pete Stephany, and the OIC was 1LT Llewellyn P. Rose. Rose served in the ASA for only 1 year and then went to other Army wide electronic assignments and retired as a Colonel. It is not know if the mentioned John Musick is the same person as mentioned below in Daryl Waite's entry.

Above is Phil Hotton holding his WORRY BEADS which most Turk men use as a hand instrument in the Muslim religion and prayer. Most have 33 beads attached, each with a different meaning. Wherever you first notice them, they are bound to be strangely compelling. Once you touch them, and feel the smooth beads sliding through your fingers, you may find yourself hooked. We brought the worry beads and the evil eye back with us from our tour in Turkey. How many of you veteran's also have the worry beads as a memento from Turkey?

Go to: <http://dool-1.tripod.com> and click on DOOL's #70 and #93 to read Phil Hotton's memories of his TOUR OF DUTY on the hill when there were no bennies and that later

became known as Det 4.

We all are getting old and paunchy, but yet our memories of our days in Turkey are not forgotten. We've come a long way from the time that we despised getting haircuts, spit shinning our boots, brass that gleamed and even starched fatigues and now know that those jokes about being chewed out for not complying with the policy.

The story below is that of an unlucky veteran who was not alive to hear what took place on that airplane. It's easy to forget. Restoring the concept of honor – we must not only live it, but expose it.

I've included the following patriotic story at the request of Max Putter and Norman Mau, both veteran's of their cold war service at Det 27.

This airline pilot did it right

He writes: My lead flight attendant came to me and said, "We have an H.R. on this flight." (H.R. stands for human remains) "Are they military?" I asked. 'Yes', she said.

'Is there an escort?' I asked.

'Yes, I already assigned him a seat'.

'Would you please tell him to come to the flight deck? You can board him early," I said..

A short while later a young army sergeant entered the flight deck. He was the image of the perfectly dressed soldier. He introduced himself and I asked him about his soldier.

The escorts of these fallen soldiers talk about them as if they are still alive and still with us.

'My soldier is on his way back to Virginia ', he said. He proceeded to answer my questions, but offered no words on his own.

I asked him if there was anything I could do for him and he said no. I told him that he had the toughest job in the military and that I appreciated the work that he does for the families of our fallen soldiers.

The first officer and I got up out of our seats to shake his hand. He left the flight deck to find his seat.

We completed our preflight checks, pushed back and performed an uneventful departure. About 30 minutes into our flight I received a call from the lead flight attendant in the cabin.

'I just found out the family of the soldier we are carrying, is on board', he said. He then

proceeded to tell me that the father, mother, wife and 2-year old daughter were escorting their son, husband, and father home. The family was upset because they were unable to see the container that the soldier was in before we left. We were on our way to a major hub at which the family was going to wait four hours for the connecting flight home to Virginia .

The father of the soldier told the flight attendant that knowing his son was below him in the cargo compartment and being unable to see him was too much for him and the family to bear. He had asked the flight attendant if there was anything that could be done to allow them to see him upon our arrival. The family wanted to be outside by the cargo door to watch the soldier being taken off the airplane. I could hear the desperation in the flight attendants voice when he asked me if there was anything I could do..

'I'm on it', I said. I told him that I would get back to him.

Airborne communication with my company normally occurs in the form of e-mail like messages. I decided to bypass this system and contact my flight dispatcher directly on a secondary radio. There is a radio operator in the operations control center who connects you to the telephone of the dispatcher. I was in direct contact with the dispatcher. I explained the situation I had on board with the family and what it was the family wanted. He said he understood and that he would get back to me.

Two hours went by and I had not heard from the dispatcher. We were going to get busy soon and I needed to know what to tell the family. I sent a text message asking for an update. I saved the return message from the dispatcher and this following is the text:

'Captain, sorry it has taken so long to get back to you. There is policy on this now and I had to check on a few things. Upon your arrival a dedicated escort team will meet the aircraft. The team will escort the family to the ramp and plane side. A van will be used to load the remains with a secondary van for the family. The family will be taken to their departure area and escorted into the terminal where the remains can be seen on the ramp. It is a private area for the family only. When the connecting aircraft arrives, the family will be escorted onto the ramp and plane side to watch the remains being loaded for the final leg home. Captain, most of us here in flight control are veterans. Please pass our condolences on to the family. Thanks.'

I sent a message back telling flight control thanks for a good job. I printed out the message and gave it to the lead flight attendant to pass on to the father. The lead flight attendant was very thankful and told me, 'You have no idea how much this will mean to them.'

Things started getting busy for the descent, approach and landing. After landing, we cleared the runway and taxied to the ramp area. The ramp is huge with 15 gates on either side of the alleyway. It is always a busy area with aircraft maneuvering every which way to enter and

exit. When we entered the ramp and checked in with the ramp controller, we were told that all traffic was being held for us.

'There is a team in place to meet the aircraft', we were told. It looked like it was all coming together, then I realized that once we turned the seat belt sign off, everyone would stand up at once and delay the family from getting off the airplane. As we approached our gate, I asked the copilot to tell the ramp controller we were going to stop short of the gate to make an announcement to the passengers. He did that and the ramp controller said, 'Take your time.'

I stopped the aircraft and set the parking brake. I pushed the public address button and said, 'Ladies and gentleman, this is your Captain speaking I have stopped short of our gate to make a special announcement. We have a passenger on board who deserves our honor and respect. His Name is Private XXXXXX, a soldier who recently lost his life. Private XXXXXX is under your feet in the cargo hold. Escorting him today is Army Sergeant XXXXXXXX. Also, on board are his father, mother, wife, and daughter. Your entire flight crew is asking for all passengers to remain in their seats to allow the family to exit the aircraft first. Thank you.'

We continued the turn to the gate, came to a stop and started our shutdown procedures. A couple of minutes later I opened the cockpit door. I found the two forward flight attendants crying, something you just do not see. I was told that after we came to a stop, every passenger on the aircraft stayed in their seats, waiting for the family to exit the aircraft.

When the family got up and gathered their things, a passenger slowly started to clap his hands. Moments later more passengers joined in and soon the entire aircraft was clapping. Words of 'God Bless You', I'm sorry, thank you, be proud, and other kind words were uttered to the family as they made their way down the aisle and out of the airplane. They were escorted down to the ramp to finally be with their loved one.

Many of the passengers disembarking thanked me for the announcement I had made.

They were just words, I told them, I could say them over and over again, but nothing I say will bring back that brave soldier.

I respectfully ask that all of you reflect on this event and the sacrifices that millions of our men and women have made to ensure our freedom and safety in these United States of America .

IN SICK BAY

WALCHER, Steve YOB 1949 E3-E5 Spec Svcs Det 4, 69-70, (Gloria), 4527 Butler Dr., Decatur, IL 62526, 217-422-3086, stevew68@att.net

I just wanted everyone to know that I had my cancer surgery last Monday and it appears that they got all of the cancer. We got back to Decatur on Wednesday evening and I am trying to get through the stiffness in my stomach. I had problems with my left shoulder but now have that under control. Now I am having problems with my knees locking up but we are dealing with that. I will be going back to Indianapolis on Tuesday or Wednesday of next week for a follow up. It will be a few more days before I am able to spend much time at my computer so until then you may not hear from me.

THE 2010 ASA TURKEY REUNION

Where: Toledo, Ohio

What hotel: Hilton

www.toledo.hilton.com

Address: 3100 Glendale, Ave

What room rate: \$89 all inclusive

When: 5-8 September 2010

For reservations call: 419-381-6800

The menu's & cost will be about \$30-35 pp

We will be visiting Toledo in April and will finalize the reunion agenda. If anyone has a preference – let us know! Also we need a few Volunteers to ramrod the reunion.

There is boundless things to see and do in Toledo such as:

Toledo Art Museum Stranahan Theatre Valentine Theatre

Cedar Point Amusement Park – 58 miles – www.cedarpoint.com

Cabela's Dundee – 30 miles – www.cabelas.com

Fort Meigs, Perrysburg, OH - 8 miles – www.ohiohistory.org

Falling Timbers Battlefields & Fort Miamis National Historic Site

Sandpiper Boat – www.sandpiperboat.com

Snooks Dream Cars – 25 miles -

S.S, Willis B. Boyer – 6 miles – www.willisbboyer.org

The Henry Ford - 61 miles – www.thehenryford.org

Toledo Zoo – 2 miles – www.toledozoo.org
Toledo Mudhens - 5 miles – Triple A farm team of Detroit Tigers – www.mudhens.com
Dates: vs Columbus Clippers – Farm team of Cleveland Indians - 5 Sept at 6 pm and on 6 Sept at 1 pm
Toledo, Lake Erie & Western Railway & Museum, Inc - - miles -www.tlew.org
Tony Packos, 1902 Front St., – 8 miles – www.tonypackos.com
Eagle's Landing Golf Club – 14 miles – www.eagleslandinggolfclub.net
Camp Perry – 50 miles. Mike Comroe will be in charge of this visit.

MAIL call

AUSBROOKS, Sonny, Det 4, AU64-AU65, Vienna, VA., auscb@verizon.net.
CARRICK, Ernie, Det 4, 57-58, Huntsville, AL., wooky1955@mchsi.com
COOK, Biker Bill, Det 27, AP63-OC64, Sherrills Ford, NC., wjcooksr@embarquail.com
DANDRIDGE, Bob, Det 27, 64-65, Wagener, SC., bobbyd5@att.net
EBY, Tom, Det 27, OC60-MR62, White Lake, MI, thomaseby07@comcast.net
HARRIS, Bob, Det 4, 4JN57-JN58, Woodland, MI., bharris189@yahoo.com
LAB, Layne, Det 4, SE65-SE66, Nashua, NH., ae1n@ymail.com
LAPP, Dean, Det 4, 10JA66-21DE66, Medina OH., lappda@hotmail.com
MAU, Norman, Det 27, JA65-JN66, Potomac, MD
REITER, George, Det 27, JN63-DE64, Taylor, MI., greiter11@comcast.net

Mail CALL in Alphabetical order

AUSBROOKS, Cecil B (Sonny), YOB 1942 RA15702917 E3-E5 059 Det 4, AU64-AU65, (Elaine), 8552 Doveton Circle, Vienna, VA 22182 703-356-7247, auscb@verizon.net.
Hello to all, I just confirmed reservations at the Toledo Hilton in Sept for the ASA Turkey reunion. Elaine and I are looking forward to attending again this year. I enjoy the monthly Dool you guys put together also. Hope to see a lot of Turkey ASA Det 4 folks this year. We are going to do some sightseeing while out in Ohio.

CARRICK, Ernest E. YOB 1936, E3-E4 711/716, Det 4 57-58, (Betty), 6111 Fairfield Dr. Huntsville, AL 35811, 256-852- 6180, wooky1955@mchsi.com

Hello Elder - Did not mean to wait so long in answering you. Betty is not doing as well as we had hoped. She is still in lots of pain and the doctors are trying all kinds of medication to try and heal the problem. She went to see a memory doctor on Thursday and he said that she was in the early stage of ALHEIMERS. He has ordered a MRI on her brain. After we get the results of that he said that he could develop a treatment. Just keep her in your prayers. Me I am doing ok, just trying to take care of Betty and get all the necessary thing accomplished. Take care Ernie

COOK, William J. Sr., (Biker Bill), YOB 1942, RA15675174, E3-E4, 058, TK#2, Det 27, AP63-OC64, 8110 Parkview Ln., Sherrills Ford, NC 28673, 828-478-5460, wjcooks@embarquail.com

This is a very informative and long over due video made in support of Vietnam Veterans. As most of you know, we are losing our WWII vets at a rate of about 1,600 a day and there aren't many left. This video puts into (a somewhat scary) perspective in relation to the numbers associated with the Vietnam War. As a Nam Era Vet, I am proud to have served, but as so many others I have felt conflicting emotions... first there was the fear of going, then the relief of not going, and long after, the pain of not having gone... the reason for the latter is simple; these heroes were of my generation and I should have been with them. They were all in a sense my brothers. I have learned to deal with it by accepting that I enlisted and I went where they sent me. I did my job and take some solace in the fact that my job supported theirs. I can only hope that it saved some of their lives.

WARNING TO VIETNAM VETS !! THE IN COUNTRY FILM IN THIS VIDEO WILL DEFINITELY GIVE YOU GOOSE BUMPS AND POSSIBLY FLASHBACKS !! DO NOT VIEW THIS IF YOU THINK IT WILL CAUSE YOU PROBLEMS

<http://www.youtube.com/watch?v=bCMcMsG3bcA>

Biker Bill, USASA '62-'65

DANDRIDGE, Bob, E1-E4, C/C Det 27, 64-65, (Jo), 1030 Getaway Ln., Wagener, SC 29164, bobbyd5@att.net
Elder,

Saw where you had my entry for changing my email addee. However, I should have changed my mailing address at the same time - should read: 1030 Getaway Ln, Wagener, SC 29164. Thanks and enjoy reading every edition of the DOOL.
Bob Dandridge

EBY, Tom, YOB: 1936, US55609466, E4. 058, Det 27, OC60-MR62, (Pam), White Lake, MI, 248-887-6063, thomaseby07@comcast.net

Chuck, thanks for this DOOL. It is a good one. I would like to ask a question. I was at Det 27 from the Fall of 60' thru March 62' and I have yet to see a name or man from that time area. Do you recall any? Thanks, Tom Eby

HARRIS, Robert L., (Bob), YOB 1938, E3-E4, 056.2, Det 4, 4JN57-JN58, (Rosemary), 237 Thatcher St., Woodland, MI 48897, bharris189@yahoo.com
Elder,

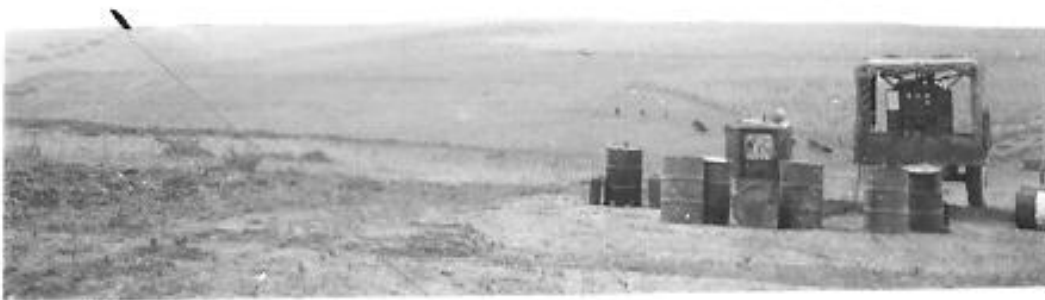
Here are some photos from Sinop. If these are ok to add to the DOOL I will send some more. I want to make sure you are able to use them.

Thanks, Bob Harris

This is the story of the first DF site at Det 4.



The first DF site at Det 4



Generators at the DF site



Dick Kueck holding Binjo outside the one holer outhouse

The site was already installed when we got there. Four 056's were sent there in May 1957, myself, Dick Kueck, Harris Miller and Gerald Gerard. If memory serves me, Sgt Jim Baker was our NCOIC. I was sad to hear of his passing. It was a stand-alone site. We were not connected into a network with any other DF sites. Normally there are three sites working together.

The site was located about three miles from the main site. We would get a jeep from the motor pool and drive out there to relieve the operator and he would drive back in. The site consisted of a hut with the AN/TRD-4 in it. Two generators. One diesel and one PE-95 gas generator. We eventually got a very fancy latrine.

Nights were sometimes a little weird. It was pitch black out there. Usually quite windy, and lots of fog rolling up from the shore.

We had a land-line laid to provide communications between OPs and the site. We used a teletype to send info back and forth. We occasional lost communication because some Turk decided he needed the wire more than we did.

We called the site "Bull Run" as we had to drive thru an area where several water buffalo roamed and they would sometimes run after the jeep.



Approaching the main gate at Det 4 in 1957



The Jamesway huts at Det 4 in 1958

Thanks for all your hard work.
Bob Harris, bharris189@yahoo.com

Bob Harris enlisted for the ASA on 31 July 1956. Took basic at Fort Leonard Wood Aug 56-Oct 56 - Fort Devens, Oct 56 - May 57, Sinop Det 4, June 57 - June 58 - Vint Hill SPU, July 58 - July 59.

Was one of the EARLY BIRD direction finders at Det 4. Some of his friends that he remembers are: Jim Baker (dec's), Bob Kerr, Dick Kueck, Harris Miller and Jim Gunderburr (sp?).

The CO was Major William Clark and the XO was named Anderson. Seems to think that a Major Peters replaced Clark as the CO. Also knew Jack Dunlap who worked in the Post Engineers at Det 4. Said that Dunlap always was in operations whenever the Soviets were launching a space craft, but no one seemed to care whether Dunlap had the need to know what was going on as he had no operational MOS.

While at Vint Hill remembers seeing Dunlap around the post on several occasions. Later read in the Saturday Evening Post the brief write-up for SPY Dunlap. After the ASA, Bob Harris worked for the Burroughs Corps and UNISOM for 32 years, retiring in 1994. Now he works for FEMA and does a lot of travelling.

Promised to write and send his BIO plus photo's.

LAB, Layne, YOB 1945, RA17730079 98J Det 4, SE65-SE66, 7 CHATHAM St., Nashua, NH 03063, ae1n@ymail.com
Correction to DOOL

I am Layne Lab, YOB 1945 RA17730079 USASA Sep 1965 - Sep 1969. Det 4 Sinop 1966-67. MOS 98J20 ELINT. Mailing addr: 7 Chatham Street, Nashua, NH 03063.

Well, I was first licensed as a General Class radio amateur at age 13. So I aced the ASA 05H test. But I did not want to be an 05H so I said NO, I'll go ahead into electronic training instead.

I was in Sinop 1966-1967. I was a DJ at KBOK, Armed Forces Radio when I wasn't doing my ELINT work on the hill.

The radio station KBOK on the hill broadcast about 10 watts. The Sinop Mayor complained all the teenies were listening to our station and getting 'morally corrupted'.

So the C.O. decided we had to shut down. Not to quit, we terminated the RF and wired up a 100 watt audio amplifier and strung wires throughout all the barracks day rooms with speakers. I remember there was SSGT who constantly insisted on hearing Boots Randolph, "Stranger on the Shore" till I got so sick, I 'accidently' broke the record on night!

Click on the below link of Todays SINOP HIT parade

<http://www.facebook.com/video/video.php?v=369300064308&ref=mf>

LAPP, Dean A., YOB: 1944, RA15733828, E3-E4, MP, Det 4, 10JA66-21DE66,
(Deborah), 3629 Trails End Dr., Medina OH 44256, 330-723-3629,
lappda@hotmail.com

On 31 March 2010 I received an email from Dean Lapp exposing Ted and Jane Turner who wanted to buck the line at a restaurant in Manhattan, MT. They asked the waitress, the manager and finally the owner if they knew who they were. They all answered that they did know who they were and the owner said that he knew who they were and added that he was a Vietnam veteran and that they would have to wait in line like the others.

The name of the steakhouse is Sir Scott's Oasis Steakhouse at 204 W. Main St.,
Manhattan, MT, ph: 406-284-6929

If you ever get there, give this owner a sharp salute, buy a steak, and tip the waitress. We should never forget our national traitor!

Dean Lapp enlisted on the 'buddy plan' with Chuck Bergmann. Chuck got ditty-bop school at Devens and Dean Lapp was sent to Fort Gordon, GA for MP training. Believe it or not Chuck wanted to be an MP and Dean wanted Morse Code. The buddy-plan almost came true as both was sent to Turkey...Chuck to Manzarali and Dean to Sinop...His wife, Helen, went with him and I visited them in their Ankara apartment for several days...At the breakfast...he handed me a copy of your last three newsletters (ASA - Turkey)...I found them interesting...they brought back some old memories...Have you heard about the Askari who got a broken leg at the main gate in 1966 and another Askari running off...I'll jog my memory and jot the details down and send to you...After my visit with Chuck and Helen Bergmann - I pulled out and dusted my scrap book and looked at it...wow, was I skinny and young back in 1966 ... now I'm about 220 and trying to get to 200...I remember the time that the houseboys went on strike for better wages, etc., and to show that they meant business...they blew up the FRESH WATER line to the post and it also interrupted the water supply to the village of Sinop...During that strike we had to use mouthwash to shave and learned to enjoy C-rations for every meal for about 4 days...I recall my time on the 'hill' with a smile and will sit down and write about my experiences at Det 4 and then send it to you for inclusion in the Days of our Lives newsletter...I still have a MP helmet liner and the MP arm band...After the Sinop tour I was posted to Vint Hill Farms as a MP, but soon became the post photographer, a duty that I enjoyed until my ETS in 1969...I'll scan the orders assigning me to Sinop and will send and also mail some pictures, etc to you.

MAU, Norman R., E4,Accounting, Det 27, JA65-JN66, (Theresa), 11225 Broad Green Dr., Potomac, MD 20854, 301-983-8469
HI ER,

Thanks for the pictures of the deep snow; we had similar levels of snow here as well. I got my exercise to last for week after shoveling the snow by hand, no snow blower. I keep on postponing my snow blower purchase since our levels of snow are generally only about 6 inches.

A couple of my transferees have asked a favor from you:

"Jim Princehorn" has asked the following:

Finally, some time ago, someone here in Western New York emailed me and wanted to strike up an exchange, and possibly a meeting. As I recall, and THAT is getting harder all the time, he was real close to Rochester. I was busy at the time, and told him that I'd get back to him, but in the meantime, I lost / misplaced his email. Is there any way that you can put a short piece in the next DOOL?

How about saying something like "any Western NY ASA'ers interested in a email exchange or an occasional (once per year) get together can contact me." I'll try to save the notes where I can find them again, and if there is interest, I'll act as a clearing agent. If not, well, no problems on that either.

Please contact me at: JBPrincehorn@att.net

George Rieter has asked for a correction on the Mail Call line to correct his e-mail address to greiter11@comcast.net.

His text is below:

Within the Newsletter, Mail Call, my home address is referenced and correct but there is reference to my email address which should be greiter11@comcast.net

Please see my copy and paste from the Newsletter:

REITER, George YOB 1943 E3-E4 F&AO Det 27, JN63-DE64, (Bobbi), 7191Campbell St., Taylor, MI 48180, 313-291-9779, greiter11@comcast.net

Thanks,
George
313-291-9779

Thanks,

Norman

WAITE, Daryl, Det 66, DE63-JA65, K9JPQ@hotmail.com, tuslog64@hotmail.com

I used to read Beetle Bailey and thought he was funny, until I joined the Army and found out just how true some of the strips were! Rank, aka allocations generally came easy at Manzarali. I understand that at one time it was possible to go from PFC to E-4 in 4 months and then E-5 in another 4 months. However, this seems to have changed at the end of 1963. For those who were there in 1963 and 1964, things balanced out. However, if one were unlucky enough to arrive late in Dec 1963 - with already 14 months time in grade as PFC from another company that didn't receive allocations, the above strip was not very funny. What I'd like to know is why allocations were so scarce in 1964 (and until late in 1965) Were we doing something wrong? I've located one person who has a possible explanation that I'll share with anyone interested.

On a side note, pro pay (worth almost two ranks in increased pay) could be given a US in 1963 (ie waive the two year requirement) but in 1964 one could not even take the test unless he re-upped. Why the difference?



The man in the "bathtub" at the Hittite ruins has been identified as John Mistrik from Manzarali. Earlier, Mark Hamilton thought it was John, as more recently did George Reiter. His daughter positively identified him from the photo, taken July 26, 1964. He is now retired in Mexico, and hope to have a BIO from him next issue. Daryl

