

## DAYS OF OUR LIVES #235



**DET-4 POST CHAPEL**

The above is a familiar photo of the chapel at Det 4 on the HILL at sinop. This photo was recently sent to me by Dan Taylor who was assigned to Det 4 in 61-62 and later in 1970. Both times as an ELINT specialist. Dan forwards the monthly DOOL's to ex-elinters who served at Sinop or Shemya.



There have been many photo's of the chapel posted in the DOOL's. The sole person responsible for the chapels design and consruction was James Monroe Boyte who served 33 months on the HILL before rotating. Later he wrote a 170 page soft-cover book titled LOOK HOMEWARD.

On 30 April 2012 - I called Jim Boyte's widow, Janet, and had an interesting chat with her about the life of her husband, his education, their family and his writing of the LOOK HOMEWARD book about the Sinop chapel that he built. She confirmed what Richard Riedy suggested that all the names in the Look Homeward were made up as Jim did not want a lawsuit over a possible error. Her email is: [janboyte@hotmail.com](mailto:janboyte@hotmail.com). She told me that a jar with a small American Flag was placed in the cornerstone of the Sinop chapel.

She told me that they met through her sister, Ruth, who had married Jim's twin brother John. - Jim received a Masters degree from Appalachian State University which is nestled in the Blue Ridge Mountains of North Carolina at Boone. Later graduated from Virginia Tech University at Blacksburg, VA with a Ph.D in Mathematics. Janet also is a grad of Appalachian State University and was a school teacher for 29 years at North Moore High School in Moore Co., NC.

Jim and Janet had 5 children; 1.) Jim Jr., b-1964, a minister 2.) Timothy, b-1966, a DVM 3.) Stephen, b-1969, works for IBM 4.) Jonathan, b-1976, works for Duke Energy and 5.) Tammy, b-1979, owns a beauty shop, married to Peter Theis

On 12 March 2003 I had made contact with James M. Boyte, Jr., who is the eldest son of the late ex-Sinoper who was instrumental in getting donations, etc for the erection of the chapel at Det 4 and later wrote and published his memories of Det 4 at Sinop in a book titled LOOK HOMEWARD.. Jim Jr., an ordained minister explained the details of his father's death on 28 October 1997 and remembers the many hours that his father discussed his 33 months that he served on the hill called Diogenes Station. Those who remember Jim Boyte Sr say that a smile was always a part of his facial make-up.

The late Jim Baker, Det 4, 57-58, was friends with Jim Boyte and before his passing wrote about the chapel and described Sinop as a magical place, mysterious, featureless and very primitive. Ernie Carrick and Richard Riedy were also friends with Jim Boyte. Carrick and Riedy bunked next to each other while at Det 4.

The following is Jim Boyte's master entry: BOYTE, James Monroe, Sr., DOB: 12JA1937, DOD: 28OC97, RA24999515, E4, Det 4, 3AU56-21MY59, SSN: 456-60-2266 iss Texas. (Janet) 355 Campbell Rd., Carthage NC 28327 910-947-5065.

If interested - there are six Look Homeward books available on Amazon.com

Richard Riedy served at Det 4 from October 1957 – March 1959 as a DLI trained 965.1676 (Turk language). The following is excerpts from his BIO. He enlisted for the ASA and after basic was sent to language school where he met Joe Delnero and were trained as Turk translators/linguists. They reported to Fort Dix, NJ for overseas assignment. Riedy's orders were cut and said assignment to Det 27 and Joe Delnero to Det 4. While waiting in formation for the bus ride to McGuire AFB someone called Riedy's name and said that there was a error in his orders. The special orders had his name as REIDY instead of RIEDY and because of that minor error Delnero ends up at Det 27. That error for some unknown reason caused Riedy to remain in casual status at Fort Dix for almost two months and then received orders for Germany and was scheduled to go to Baumholder until someone realized that he was a Turk linguist and they kept him at Gutleut Kaserne working around the Orderly Room for another month or so.

He remember mopping the Orderly Room floor when the First Sergeant told him that he would be leaving for Turkey in two hours. He protested that he was broke and needed spending money for the trip. He scampered and gathered his goods together and stuffed the duffel bag again for the trip to Ankara. Off to the Frankfurt Airport they took him with the first stop to be in Rome. Yep, you guessed it - he was on the wrong plane! It landed in Geneva, Switzerland and here he sat without any money and no one could speak English. It was late and they told him that he could not stay in the airport.

Riedy kept trying to get someone to listen and get his ticket corrected. Finally a Brit gentleman appeared and after lengthy deliberations got his ticket changed to Zurich and then to Rome. They told him not to get off that plane at Zurich, but the stewardess insisted that he must exit the plane. A little old lady intervened and told him to pay no attention and stay on the plane. He did, and the plane did stop in Rome before flying to Ankara.

Richard Riedy was the 'official' Monterey Mary trained as a Turk translator/linguist on the hill while Jim Boyte was there. After Boyte left the service, he obtained a Ph.D. in mathematics, and was a professor of mathematics, living and also farming with his family near Carthage, North Carolina. The farm they lived on was called "Strawberry Farm."

In 1996 Jim Boyte published Home Homeward and Richard Riedy can relate to most of what is written in the book. There's a beautiful picture of the church on the cover, but only four small pictures of the site in the book, and none are of the construction going on. He goes on stating that "The book, unfortunately, is a bit of a letdown overall when it comes to getting good, hard details, facts, names, dates, etc. Rather, it's a very discreet, gentle memoir with vignettes organized around the genesis and building of the church. Some of the vignettes were right on target, but I kept wishing Boyte would get down to the nitty-gritty, name names, etc. Much of it has to do with Boyte's friends and the small group of guys, led by Boyte, who started the project. Lots of narrative, excerpts from letters from Boyte's parents, meditative passages, and woven through much of it is the poignant story of the dog Gimp.

I was surprised that Jim Boyte wrote nothing about the church bell, and that's a specific conversation I remember involving the Governor of Sinop, but not Boyte, that took place at a dinner at the BOQ. I was only peripherally involved, you might say, because as site interpreter I was drawn into some discussions at the Sinop Province Governor's office about a Christian church being built on the Hill. If I remember correctly, it was to be the first free-standing Christian church erected in Turkey in decades, and there may have actually been some law against it. At any rate, the last I heard before my time was up was talk of the Turks donating the church bell as an ecumenical gesture. But a sense of place is very muted, and there is very little of the Sturm and Drang many of us associate with Sinop. However, perhaps it would not be consistent with Boyte's character to dwell on that aspect. He uses a lot of first names, and I haven't been able to decide whether he uses actual names or pseudonyms.

He names the commander at Det 4 as being a Major Thomas, who gave permission for the church to be built, originally as a temporary structure, and his replacement as a Major Brown. Neither of those names rings a bell with me even though I was the CO's jeep driver. He also relates that Major Brown instructed him to have a Specialist Ziegler arrange a meeting for Boyte with the Governor of Sinop to discuss the lighting of the large cross on the front of the church. Specialist Ziegler did the interpreting. This is a mystery to me. Who was Specialist Ziegler? [In all probability that was Richard Riedy] I left Det 4 in March 59, but I cannot honestly recall whether my replacement was on board by then or not. I recently pulled an all-nighter unsealing stored boxes and going through pictures and slides--even got out the old slide projector. All the 35mm slides I took on Kodachrome have held up beautifully, but everything on Ansachrome is hopelessly faded. Even so, I have 5 or 6 pictures of the church under construction, one showing Boyte up on scaffolding, and one of Boyte posing beside my jeep when we were on our way to Ayancik to dicker for lumber. All in all, I enjoyed the 'Look Homeward' book. I liked Jim Boyte, one of those fresh-faced quiet country types with courage of his convictions. I certainly would like to attend the reunions, but am sorry to report that I cannot find 'housesitters' for my animals on my desert property in New Mexico. [<mailto:burada@earthlink.net>](mailto:burada@earthlink.net)

In DOOL #142 Ernie Carrick wrote that on 12 July 2004 he had a long chat with her regarding her late husband, James M. Boyte who was instrumental in the building of the chapel at Det 4. Janet, her daughter Tammy and Son are going to try to make the 2004 reunion. She is doing just fine and lives next door to Tammy. We talked about the book and Jim and my time on "The Hill". Janet said that she still has 10-15 copies of the book "Look Homeward. Anyone interested can call her at 910-947-5065 or [janboyte@hotmail.com](mailto:janboyte@hotmail.com)

**I PLEDGE ALLEGIANCE TO THE FLAG,  
OF THE  
UNITED STATES OF AMERICA**

**AND TO THE  
REPUBLIC, FOR WHICH IT STANDS  
ONE NATION UNDER  
GOD  
INDIVISIBLE, WITH LIBERTY AND JUSTICE FOR ALL**

**“IF WE EVER FORGET THAT WE’RE ONE NATION  
UNDER GOD. THEN WE WILL BE A NATION GONE  
UNDER.” – Ronald Regan**

## **MAIL-call - PRESERVING FORGOTTEN MEMORIES**

Your memoirs are most welcome to the ASA Turkey DAYS OF OUR LIVES and is an effort on my part to preserve the stories and memories of Army Security Agency veterans who served in Turkey during the cold war.

The 2012 reunion in Pittsburgh promises to be an exciting one, and I want to urge those reading this to join us. Pittsburgh has something for everyone. It has a First class casino alongside the 3 Rivers and museums, arts and many more attractions, you’ll never be at a loss for what to do. Mount Washington overlooking the city is well known to be one of the most exhilarating night sites in the world as is the Duquesne incline to Mount Washington.

We had intended to have a Gateway Clipper dinner cruise on the 3 Rivers, but the Clipper Fleet will not be in Pittsburgh that week. Sorry!

The 2012 ASA Turkey reunion will be at the Crown Plaza Hotel in South Pittsburgh at 164 Fort Couch Road. The room rate is \$89 and with taxes, etc comes to \$101.46 which is the best price in the Pittsburgh area. The Crown Plaza is 8 miles from downtown Pittsburgh. On Monday nite we will have a Turkish kebob buffet style catered into the hospitality room and it is planned for Tunch Ilkin to be present to answer questions about his 12 years as a 2-time all-pro offensive tackle for the Pittsburgh Steelers. Tunch is a Turk and was born in Istanbul. He now is a Christian and heads

The following are suggestions for sites to visit either before or after the reunion while in the Pittsburgh area: The Jimmy Stewart Museum in Indiana, PA., the 7 Springs area, the Flight 93 Memorial in Shanksville, PA and the Horse Shoe Curve near Altoona, PA to name just a few. Pittsburgh has so many things to see and do. Below is other places that attendees might want to include in their itinerary. Use google to find the details for each.

The Andy Warhol museum  
Carnegie Science Center

The Roberto Clemente Museum is the largest collection of Clemente memorabilia in the world. It is located in historic Engine House 25 in Lawrenceville (3339 PENN Ave) and guided tours by appointment only 412-621-1268

The National Aviary in Pittsburgh is America's premier bird zoo!

Pittsburgh Zoo & PPG Aquarium. This is a Top 10 Zoo!

Fort Pitt Block House – It was built in 1764 and is Pittsburgh's oldest historic landmark and the only surviving structure of Fort Pitt

CONSOL Energy Center – Home of the Pittsburgh Penguins

Heinz Field – Home of the 6-time Super bowl champs Pittsburgh Steelers

PNC Park – Home of the Pittsburgh Pirates

The Benedum Center for the Performing Arts. This historical theater hosts concerts, Broadway musicals and a wide variety of regional, national and international performance arts groups

GREEN, Elder RC.,(aka Al & gH), YOB: 1936, RA13513638, 982, E7, Det 27, 1-15MY61, Det 120, MR-MY65, Det 27, JN66-OC67., Det 4-4, OC67-NO68, (Patty), 3094 Warren Rd., Indiana, PA 15701, 724-471-4899 & cell 724-388-2510  
asagreenhornet@comcast.net

## TAPS

### IN MEMORIAM

FLESHMAN, Oscar H., (Sonny), SFC, (DOB: 1940 DOD: 8 January 2001, 61y of Major Heart attack) Aviation Mechanic, SFC, Det 4, 68-69 (Fay), 401 Bowden St., Brundridge, AL 36010. CW3 Ret

Wayne Dyer gave me the name of SFC Oscar Fleshman and he described him as an outstanding and respected NCO. I found and talked to his 2<sup>nd</sup> wife, Sarah who informed me that he had passed away on 8 January 2001 from a massive heart attack in a Montgomery, Alabama hospital. His first wife, Faye Joan (Hoffman) had died of cancer on 21 May 1978 at age 40. They had 2 daughters, Diane (850-435-54370 and Barbara (334-797-6334) and at his death had two grandsons.



The above photo is of the aviation crew at Det 4 in the summer of 1969. Kneeling in the front is SFC Oscar Fleshman, (Alabama) the best NCO in the history of the US

Army in Wayne Dyer's mind. Also, kneeling on the right is CPT Metcalf. Back row L to R: SP4 Chuck (Rocky) Tavalire (California), PFC Tim McGraw (he was assigned to the flight line to replace Dyer, but ended up getting shipped to Vietnam when he almost immediately got involved in an international incident in Ankara for making derogatory statements about the country and the people. Sp5 Wayne Dyer (Vermont), SP4 Rich Bell (Morristown, NJ), SP5 Dennis Russell, aviation supply from Detroit, Michigan.

SAGL, Robert L., YOB: 1948 DOD: 26 May 2011, 63y, RA11863852 E4 05H Det 4-4, 68, 4540 W Kristal Way, Glendale, AZ 85308, 623-516-9368, [robertsagl@cox.net](mailto:robertsagl@cox.net)



Bob Sagl, 2007

Al Bullock called and informed me that Bob Sagl had passed away in 2011. I attempted to find the obituary without success. I met Bob Sagl at Jesse Watson's home in Phoenix on 1 January 2007. Also present was John Buttrick, Superior Court Family Judge for Maricopa County. Vic and Pat Pryor were also there. Bob Sagl owned the RSI Investigators Company with the main office in Prescott, AZ





TAVALIRE, Charles R., DOB: 1947 DOD: 2003, 56, SP4, Aviation Section, Det 4,  
Wayne Dyer sent me this info.

**2012 ASA TURKEY REUNION**  
**7-10 October 2012**  
**Sunday thru Wednesday**  
**SAVE THESE DATES**  
**WHERE**

164 Fort Couch Road  
Pittsburgh, PA 15241

Room rate: \$101.46 all inclusive and includes hot breakfast  
To make reservations call 412-833-5300 and give a credit card number  
NOTHING WILL BE DEDUCTED UNTIL YOU DEPART THE REUNION  
WILL APPRECIATE EARLY REGISTRATION FOR EASE IN PLANNING  
You can cancel your reservation by 6 pm on the date of scheduled arrival  
INFORM THAT YOU ARE WITH THE ASA TURKEY REUNION

The Pittsburgh CVB will be assisting us  
The South Hills Mall is just across the street from the hotel  
PETS are welcome without extra charge



The tentative reunion agenda will include the following outings:

#### MONDAY ACTIVITIES

Monday morning – 8 October - - - The hotel has offered to serve the free breakfast in the Carnegie Room which is the hospitality room at a specific time where everyone can mingle and get to know the others in attendance.

Monday evening – 8 October - - - A Turkish cuisine will be catered into the hospitality room. Details later.

#### TUESDAY ACTIVITIES, 9 October

Tuesday morning – 9 October - - - Free buffet breakfast Tuesday morning – 9 October - - - We will Car pool to the Rivers Casino which is located next to Heintz Field (Home of the Pittsburgh Steelers) and park in the FREE parking lot and then proceed to the casino lobby where each will be provided an ID card with what ever promotional give aways for that day.

Patty and I are not big gamblers, but recently spent an afternoon at the Rivers Casino and went home with \$26. Of course we could have won more or lost more. After playing the slots we enjoyed an excellent buffet style dinner overlooking the 3 Rivers. If you've never

been to a casino this will be an experience. The Rivers Casino features nearly 3000 slot machines that are completely different than the one arm bandits that we played in the NCO clubs in Turkey. Also in the casino is 86 table games, 9 restaurants and bars, a 1000-seat riverside amphitheater, live music performances. Free parking and multiple promotions and giveaways daily. I definitely recommend checking it out. It offers an interesting alternative activity for something to do on a Tuesday morning. All casino's allow smoking in the gambling area, but wasn't bad and we went home without cigarette odor on our clothes.

#### Tuesday evening – DINNER ATOP MOUNT WASHINGTON

No visit to Pittsburgh is complete without a stop atop Mt. Washington to view the amazing view of Pittsburgh especially at night. USA Today Weekend Magazine calls it the "second most beautiful view in America. To get to Mt. Washington we will ride up/down on the Duquesne incline which is a beautifully restored cable car used by commuters since 1877. Mt Washington is also known for Restaurant Row where you can savor both the view and a delicious meal at the LeMont Restaurant.

#### WEDNESDAY ACTIVITIES

Wednesday morning - - - Free buffet breakfast

Wednesday evening -- The banquet will be in the Laurel Ballroom and times, etc is being worked on at this time.

The cost for the reunion will be announced in DOOL 236

### **MAIL-call**

BULLOCK, Al. 05H Det 4-4, OC68-AU69 & E5 Det 4-4, 73-75, Hubbard Lake, MI

BURROWS, Bob, 05H, Det 4-4, 68-70, Greenville, IN

DYER, Wayne, 71L, Det 4, NO68-DE69, Groton, VT

ELDRIDGE, Frank, 283.10, Det 4, FE61-MR62, Humble, TX

Grimes, John, 98C20, Det. 27, JL64-DE65, Sun City West, AZ

GRITIS, Pete, Ops O, Det 27, 59-62, Reston, VA

KJOLLER, Jon, 058, Det 4, JL58-AU59, New Braunfels, TX

ROOSEVELT, Richard

ROOSEVELT, Dick Det 4, 59, Manchester, VT

WHITMAN, Ken, 058, Det 27, 62-64, Rehoboth Beach, DE

### **MAIL CALL in alphabetical order**

BULLOCK, Albert R. Jr ., YOB: 1948, RA16924624, BPED 25OC67 ETS 24OC71 E3-E4  
05H Det 4-4, OC68-AU69 & E5 Det 4-4, 73-75, (Esther), 1497 Baywood Ct., Hubbard  
Lake, MI 49747, 989-727-2567, [estherandal@aol.com](mailto:estherandal@aol.com)



BURROWS, Robert M (Bob), YOB 1949, RA67158948, 05H, Det 4-4, 68-70, (Mary Lynn), 1581 Gunstra Ln., Greenville, IN 46140, 317-518-2112, [longstrangetrip521@yahoo.com](mailto:longstrangetrip521@yahoo.com)



These are the Det. 4-4 ex-05H guys at the 2006 reunion in Northern Kentucky. Seated: Al Bullock and Bob Burrows. Standing L- R: Phil Taggart, The 'Old Biker' Chuck

Carpenter, and Sid Gilman. Al Bullock wrote: " I think we were just getting ready for mids at 4-4. Note the heavy drinking from the empty cans on the table. Times have changed."



Photo taken at the 2006 Northern Kentucky reunion

**L-R: Wayne Dyer**, Det 4; Chuck "Baldy" Carpenter, Det 4-4; Al Bullock, Det 4-4; Bob Burrows, Det 4-4; Esther Bullock; Paul Aspinwall, Det 4, and Daryle Waite, Det 66. In the background is the host Hal Winkler talking to Chuck & Penny Teschker and Bill & Loretta Cowie. Chuck Teschker & Bill Cowie are now in ASA heaven & both enjoyed the reunions

On 20 April Al Bullock called and gave me Bob Burrows phone Number. Bullock & Burrows were both ditty-boppers at Det 4-4 and both were part of the 13 05H's that volunteered for Vietnam duty when Arlington Hall sent a message, by mistake, to the 4-4 comm center requesting 13 05H's to volunteer for RVN duty. Thirteen unmarried 05H's from 4-4 quickly volunteered and this more or less depleted the 05H section at 4-4. Later it was discovered that the Arlington Hall message was intended for Det 4 and a number of 05H's from Det 4 were sent to 4-4.

On 21 April I called Bob Burrows and discussed his ASA tours. He enlisted for ASA duty [n Indianapolis in December 1967. Took basic at Fort Leonard Wood, MO and then on to Fort Devens where he was awarded PMOS of 05H. The requirement was 18 wpm and he passed 23 wpm. His first assignment was to Det 4-4 in Karamürsel where he became friends with Al Bullock, Chuck Carpenter, Bob Sagl and a few others that he has forgotten their names.

Bob's Vietnam duty was at the 8<sup>th</sup> RR Field Station, Phu Bai and later as a member of the 265<sup>th</sup> Radio Research Company at Camp Eagle which was located in I Corps near the city of Hue and was the Hqs for the 101<sup>st</sup> Airborne Division  
Bob informed me that he developed MS in 1982 when he was 33 years of age. Now he is confined to a wheel chair and under the TLC of his wife.

DYER, Wayne, YOB: 1941, RA11915551, E3-E5, 71L, Det 4, NO68-DE69, (Toni), 14 Mountain View Dr., Groton, VT 05046, 802-584-3730, diatribe@charter.net Elder,

I was happy to see that Beechcraft (U8D military designation) that Steve Walcher sent in DOOL #234. He was asking if it was the one that crashed in 1978. I am not sure about that. We had 2 of the U8D's when I was the aviation clerk at Sinop in 68-69. Steve and I were there at almost the same time. He replaced Greg Welty as the special services guy. We are both looking for Greg Welty who was from Ohio. Greg would be 63-64 years old now.



Above is a close up photo of the U8D White Ghost and Sally. Sally was flown in from Samsun by CW4 Watts. He had quite a smile on his face when he landed with her. Sally was part of a USO show touring Turkey. CW4 Watts was the Maintenance Officer at the flight line. He was a pilot. He was both fixed wing and helicopter. He was the Chinook pilot who did the testing for using the Chinook to load soldiers while they climbed up a rope ladder. He was a great man. His health was poor way back in 1969. He ended up getting medivaced out of Sinop.





The other U8D that I am sending a photo of is the one that crashed in the summer of 1969. I can't remember the nickname for that one. It was being flown by CPT Metcalf and aircraft mechanic Charles "Chuck" Tavalire a.k.a. Rocky were in it. They put it down in a field between Samsun and Ankara. They could not land in Samsun because of the weather and decided they did not have enough fuel to make it back to Ankara after they headed back. Neither suffered much for injuries and the plane was shipped to Germany for repairs. I don't know if it ever went back to Sinop.



The above photo is of our group in the summer of 1969. Kneeling in the front is SFC Oscar Fleshman, (Alabama) the best NCO in the history of the US Army in my mind. Also, kneeling on the right is CPT Metcalf. Back row L to R: SP4 Chuck Tavalire (California), PFC Tim McGraw (he was assigned to the flight line to replace me but ended up getting shipped to Vietnam when he almost immediately got involved in an

international incident in Ankara for making derogatory statements about the country and the people. Sp5 Wayne Dyer (Vermont), SP4 Rich Bell (Morristown, NJ), SP5 Dennis Russell, aviation supply from Detroit, Michigan. The U1A Otter in the background was on loan to us. It had a Det 169 insignia on it.

I know Dick Roosevelt. He lived in the St. Johnsbury, VT area for awhile and we were both involved in the same political group. He was going to run for county associate judge 2 years ago. He was working for an attorney in St. Johnsbury in some way. I later learned he was an ASA guy. I thought he was Air Force before that.

I had an old email for Dennis Russell but he was planning to move to Florida when his wife retired. He did not return my latest email so I suspect he had moved. He was not ASA and had supply specialist AIT at Fort Lee, VA. His whole class got promoted to E4 when they graduated from the basic supply class and then all made E5 when they graduated from the aviation supply class. He made E5 with just over 1 year of service. The army did some funny things sometimes. He went to Germany after Sinop in a non-ASA assignment. He retired from Ford with over 40 years on the job for them. No idea on Rich Bell or Tim McGraw. - Wayne Dyer

ELDRIDGE, Frank YOB 1941 RA18521521 E4-E5 283.10, Det 4, FE61-MR62, (Arlie), 8219 Lone Bridge Ln., Humble, TX 77338, 281-540-3478, [arlieins2@earthlink.net](mailto:arlieins2@earthlink.net)



L-R: Ron & Kathie Erickson, Det 27; Arlie & Frank Eldridge, Det 4; and Gordie & Pat Davidge, Det 27.

Thanks for remembering my birthday. 71 is ancient! Haven't talked to you in a while. Hope you and your family are well. I have had lots of medical problems in the last year.



Small stroke, 4 Aneurysms in my brain. Had a procedure that put coils in 3 of them. I have had some falls. The last one a doozy. Lots of bad bruising, but no broken bones. Cause was because my blood pressure goes down instead of up when getting out of a sitting position. Lots of pills later, it is getting better. Seeing the doctor tomorrow and I hope I won't have to go in again for a while. I have so darn many doctors that it seems that is all I do. BORING, huh? Old Age Ain't for Sissies. Have as much fun as you can while you are young. Give our regards to all. Would love to see ya'll but doubt that we will make anymore reunions. GOD BLESS YOU, Arlie Eldridge

Grimes, John W. III, RA16781472, E3-E4, 98C20, Det. 27, JL64-DE65, 13522 Hyacinth Dr., Sun City West, AZ 85375, cell 623-695-0677, johnwgrimesiii@yahoo.com

On 1 April 2012 I received an email from John Grimes requesting that he be added to the DOOL and that he will write when he has some free time.

### **John W. Grimes III BIO**

Enlisted in the Army at Fort Wayne, MI in August 1963, after completing three years at Ferris State College in Big Rapids, MI. Took Basic Training at Fort Leonard Wood, MO., then in October 1963 I was off to join the elite ASA'ers at Fort Devens, MA for training as a Traffic Analyst which I completed in April 1964 and now was known as a 982.20 and received orders for a place called TUSLOG Detachment 27 in Turkey. Over the Thanksgiving break of 1963 I became engaged to Miss Dianne Daunt of Flint, MI.

#### **ARRIVED AT MANZARALI IN JULY 1964 AS A TRAFFIC ANALYST**

In July 1964 I joined Det 27 at Manzarali Station, Turkey and went to work on one of the Tricks as a Printer and Floor T/A specialist in operations. I was never a good writer of T/A reports and this BIO will attest to that fact; however, I'm giving it my best shot.

#### **GOT HITCHED AT THE MANZARALI CHAPEL**

In February 1965 Miss Daunt flew to Turkey and Father Butler married us in the Manzarali Chapel with the help of Chaplain Polhemus. We immediately found an apartment at 39 Kennedy Caddessi near the American Embassy. Our marriage was a no brainer from the start and lasted only three months. In May 1965 Dianne returned to the states and I completed the rest of my Tour of Duty in the barracks at Manzarali

Neither of us remarried and I have not seen Dianne in over twenty-five years. I said güle, güle to Turkey in December 1965 for assignment to the 6th USASAFS at Homestead AFB, Florida. I was at Homestead from January 1966 until my discharge in June 1967. During the summer of 1967 I returned to college at Northern Michigan Univ., but my heart was not in it for many reasons, one being that Dianne and I were divorced in July 1967. In the fall of 1967 I started working for the Realtron Corp in the Detroit area and became the Admin Assistant to the President, where I worked until 1970. In January 1970 I became General Manager for a group of investors that had purchased a Car Wash in Midland, MI. In July 1970 went to work with Boutell Enterprise as Development Manager in which I procured land, designed and built

several car wash locations. Next, the Kar Klean Equipment Co., hired me as VP of Engineering and I worked for them for two years or so building car washes in Southeast, Michigan. After this, I started a Service and Equipment Co with a partner and it was known as "Grimes Enterprises, LTD". Over the next 25 years I have owned, operated, designed, built and serviced many Full Service Car Washes in Michigan, Ohio and Arizona. In 1995 I became Plant Manager to Proto-Vest, Inc., a manufacturer of Air Dryers to the Car Wash Industry in a small plant in Oxford, MI and was instrumental in moving the plant to a larger facility in Glendale, AZ. In July 1997 I left Proto-Vest and went back into business for myself again, this time as a Laundromat Owner. In April 2002 I sold this business

GRITIS, Pete, YOB: 1921, Maj, Ops O, Det 27, 59-62, (Ann), 11990 Market St., #914, Reston, VA 20190, 703-323-9141, [annjoan@verizon.net](mailto:annjoan@verizon.net)



Ann Joan and Pete Gritis at the Gaithersburg reunion

On 18 May 2012 the first operations officer at Det 27 will be celebrating his 91<sup>st</sup> birthday. I called the retired Lt Colonel on 20 April as Nels Johnson, an old friend of Pete Gritis sent me an email requesting info on the whereabouts of Peter Gritis.

Pete Gritis is and has been a faithful subscriber to my DOOL efforts. He was among the first officers to be assigned for operational duty at Manzarali. When Pete Gritis arrived in Ankara with his family – The ASA units in Turkey was commanded by LTC Walter Ewing and consisted of a small cadre working out of a building across from the American Embassy. When Det 27 became operational Pete Gritis was assigned as the

Ops Officer. The first Ops Sgt at Det 27 was the late MSG Bobbie Blunk. The first commander at Det 27 was LTC Dimpster Epperson, followed by LTC Vernon Y. Cornelius and then Col Van Oosten.

Pete was born in Chicago, IL and attended the University of Michigan for 2 years and was drafted into the army in early 1943. He was inducted at Camp Grant near Chicago, then took basic at Camp Joseph G. Robinson near Little Rock, Arkansas. And then to Camp Fannin outside Tyler, TX for what was to attend OCS, but was hospitalized and after recovery was sent as a PVT to Fort Benning, GA for combat duty with the 7th Armored Division.

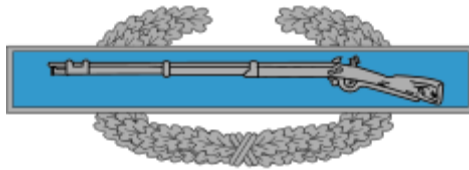


7<sup>th</sup> Armored Division

Pete and the entire 7th Armored Division departed New York on the Queen Mary on 7 June 1944 and zig-zagged across the Atlantic without convoy and onward to Gotwich, Scotland where they drew combat equipment, etc., at Tidworth Barracks and then sent to Southampton and crossed the Channel landing on UTAH BEACH where they alit on 11 August 1944 and thence were in combat for 172 days.

Pete saw combat with the 7th Armored Division in its sweep across France, Holland and Belgium and was part of the offensive over the Rhine and into the heart of the German Reich, covering 148 miles in five days. Pete Gritis was there in April 1945 when the 53d German Panzer Corps surrendered to the 7th Division and the eastern sector of the Ruhr pocket collapsed. Later the 7th Division cut across the Elbe and swept to the Baltic Sea and a meeting with Russian Forces. near the Mulve River. The 7th Armored Division was also known as the "Lucky Seventh". It was also called the "Ghost Division," because it haunted the Germans all the way across Europe; "Stonewall Seventh," because of its defensive ability and "The Rattlesnake Division," because the enemy never knew where it would strike next. Later Pete was sent to Camp Lucky Strike just outside of Paris for processing back to the states. He entered WWII as a PVT and at its

end was a SGT.



### COMBAT INFANTRYMAN BADGE

He sustained a grievous wound during the March 1945 offensive storming of the Remagen bridgehead in the reduction of the Ruhr Pocket. Other WWII awards include the COMBAT INFANTRYMAN BADGE and a BRONZE STAR with V device plus other unit and foreign awards. The V device signifies an act of combat heroism and extreme bravery in the face of direct enemy fire and that Pete Gritis placed the safety and lives of his fellow soldiers above his own. During WWII the 7th Division traveled 2260 miles during its combat career, destroyed 2653 enemy vehicles and captured 3517 enemy vehicles. Prior to crossing the Rhine it had captured 9045 prisoners. From Osterbergen, Germany Pete Gritis was sent to Camp Lucky Strike located not far from Paris. It was a transit camp used for the return of troops to the United States.. In small and large groups and individually, the members of the 7th Division went home. Some remained in the Army or affiliated with other branches of the military. Most, however, returned to civilian pursuits and the 7th Division was inactivated in October 1945. Pete Gritis returned to finish college and then re-entered the US Army as a 2LT and retired as a Lt Colonel in November 1968 with 22 years of active duty.

Peter Gritis, the first Operations Officer at Det 27 had a single beating heart bypass performed on 11 May 2004. Originally it was thought he would have a triple bypass but the two other arteries were quite small and so blocked that it was impossible to bypass them. However, the good news is that very good subsidiary arteries are feeding the same area so the heart muscle is not adversely affected. The surgeon took a mammary artery from behind his heart for the bypass and did not take one from his leg so that he will have only one incision site to worry about. Had they done a triple bypass there would have been another incision to harvest a vein from his leg. After the anesthesiologist sedated Pete he began snoring and his four kids were talking to each other. As they left Pat told him, "Dad, I know you can't hear me but I love you." At which point Dad replied, "AHHH Fel orobul." We thought he was saying, "I feel horrible," and were quite concerned. After making him repeat it about six times we finally realized he was saying, "I hear ALL FOUR OF YOU." With a small smile on his face they wheeled him into surgery. We will keep you posted although it may come from another e-mail source. Denise wants to take this opportunity to do some much needed maintenance on Dad's computer while he is not here to act as an overseer... I returned from the hospital last Saturday. I now have an appreciation for what people feel when they say "they felt as though they were hit by a truck". In my case it seemed that the trucks were playing tag with my body because of the various aches and pains that appeared from nowhere to beset me! After the operation my daughter Carol sent an email depicting the trials and tribulations with my bipass surgery. You all knew more than I did as a patient!

Today, the home health nurse stated I "looked great", and met the surgical goals of a medical procedure ... but she didn't ask if I felt great (I'm not yet ... maybe soon). Your phone calls, card, and emails were most gratifying. I deeply appreciated the words and thoughts of encouragement that you sent --- food for the soul. My future schedule will consist of doctor appointments, x-rays, medication changes, exercise, and general recuperation activities to include dietary changes. No one seems to know why only 40 Percoset pain pills were prescribed -- guess it is a sneaky way to check my health status. So far, so good.  
Again, many thanks for your prayers and good wishes.

#### Peter Gritis Memoirs of his TURKEY Tour of Duty, 1959-62

I was the Operations Officer of Det 27 (in fact I was there when the station was being built) during 1959-62; went to Bad Aibling, Germany 1962-64; went to HQ ASA Europe, 1964-65; returned to HQ ASA in 1965 as an assistant IG for almost 2 years and the last 6 months as Chief SIGINT Division. I retired in October 1968 as a Lt Col. Went to work for the Army Materiel Command in 1969 as a civilian and retired again in 1986.

Been goofing off since !!!!!

One of the key aspects of life in Turkey in this period was its poverty compared with the US or Western Europe. A consequence of this was the high import duties which the government put on imported goods, the temptations this led to smuggling, and the countermeasures which a government with bureaucratic inclinations imposed to try to prevent smuggling.

We learned about the controls on imported goods before leaving Virginia since we had to declare to Turkish Customs all household goods which we were bringing into Turkey, including specific counts on silverware, plates, etc.

Under the Status of Forces Agreement, US Armed Forces personnel were allowed to bring such household goods into Turkey free of tax as long as the goods were later exported from Turkey when the soldier left the country. Every one of the items imported into Turkey free of tax under this agreement needed to be produced upon demand of the customs inspectors when leaving Turkey, or it was assumed that the item in question had been sold, and at that point the duty, usually 100%, would be owed. Sometimes items were broken, and they had to be kept until departure, so that they could still be showed to the Customs officials. Someone at Arlington Hall Station gave me a set of 144 bar glasses. During the 3 years we were in Turkey, every one of these glasses was broken, and the broken pieces were all stored in a box until we left.

Under the Status of Forces Agreement, I was entitled to bring in one car into Turkey tax free, and I brought a 1953 Mercury which we had driven in Japan. We had continuous problems with the voltage regulator on this car, and it died 4 times in Japan. When I arrived in Japan, there was a real shortage of cars there, and prices were very high. I had therefore hoped to sell my car at these high prices upon leaving Japan, but in the meantime some entrepreneur had brought a shipload of used American cars into Japan and had depressed the market. We therefore brought the car back to America at the end of my tour in Japan and took it with us to Turkey, but then I decided I needed a

larger and more reliable car, and so I decided to sell the Mercury and buy a 1960 model Volkswagen minibus from Germany.

Both selling the old car and buying the new car were experiences. I sold the Mercury to a Turk, who took a long time to actually deliver the agreed price for the car. In the meantime, consistent with Turkish practice, I kept the car on blocks until the money was received. As the time was approaching when I would need the cash from the old car to pay for the new car, I had to go to the buyer's uncle, who owned a winery, and asked him for the money on behalf of his nephew. I finally got paid only 2 weeks before taking delivery of the new car in 1961. I bought the Volkswagen from a dealer in Ankara who had brochures, but no cars actually in stock.

The price offered was very attractive since this could be a tax-free import. The price delivered to Turkey was \$1800, compared to \$2000 in Germany (including taxes), and \$2400 in the US (with taxes and shipping). I wanted to buy a blue car, but the dealer said I could only buy a red car, the same as in the brochure. I also asked for an optional gas gauge and for a larger mirror, and was told no. Ultimately, I got exactly the car that was shown in the brochure - the same color and the same features. I had to drive from Ankara to Istanbul to pick up the car at the port. When I got there, the car was really dull and dirty looking since it had been covered with a preservative while being transported on the deck of a ship and exposed to the elements and sea spray. The preservative was removed by brushing the car with gasoline and then it looked fine. Later back in Ankara, I took the car to a garage for routine maintenance. A German instructor was there teaching Turkish mechanics how to service Volkswagens. A rear end assembly was spread out on a floor and was being put back together. I remember the instructor went into a tirade when one of the Turkish mechanics picked up a part with greasy hands. If entering Turkey was an adventure, it was no surprise that leaving Turkey would be the same.

My next assignment was to Bad Aibling, Germany, and we decided to drive there during the school holidays in the summer of 1962. We spent a night in Istanbul, which was memorable for the rancid butter in which our breakfast eggs were cooked. We then passed through Edirne (former name Adrianople) on our way to the frontier with Greece, which was always tense because of the traditional hostility between Turkey and Greece. It ended up taking over 6 hours to go through the Turkish border post. I had arrived in Turkey 3 years before as a Captain and driving a Mercury. I was leaving Turkey as a Major and driving a Volkswagen. This created doubts about whether I was the same person who entered 3 years previously, and also whether I had paid duty on the sale of the Mercury, and so we sat at the border post while phone calls went back and forth with Ankara to resolve these questions. During all this time, my wife was very anxious and took some tranquilizers. While I was engaged with the customs officials and my wife was sitting tranquilized on the front porch of the border post, my daughter Gail, then 4 years old, fell into a well in front of the building. She flailed around for some time while her older sisters, Patricia (then 10) and Carol (then 8), argued over who was going to get her clothes wet pulling Gail out of the water. Fortunately, Patricia finally jumped in and pulled Gail out before she drowned. It was good that Patricia jumped in, since the well was over 10 feet deep and Carol did not really know how to swim yet. After we

finally were cleared to leave Turkey, and had passed through the border gates to the Greek side, I discovered that I had left my briefcase with my orders and other important papers on the Turkish side of the border. I did not want to reenter Turkey to get them, thereby risking going through the departure process all over again, and one of the Turkish officials threw my briefcase across the border to me.

Patricia had left a new pair of shoes on the Turkish side, and they were not tossed over. Presumably, they went to one of the daughters of the border officials. Our house in Ankara had marble floors, which was typical in Turkish houses because it was inexpensive. In contrast, wood was very expensive and in short supply. Turks who had contact with the US military liked to scavenge wood from the packing cases in which our household goods were shipped. A Turkish carpenter made a bar for me out of wood from packing cases which was rounded and cut to look like bamboo.

Water was also scarce and was only available for our house a few times a day. We would all take baths in a single tub of water which would then be kept and used for flushing the toilet. We got drinking water from a military clinic and brought it to the house in 7-1/2 gallon carboys. We shared both a janitor and a maid with some other military families.

The janitor once tried to carry a lawnmower across the street while it was on, and the blade cut off the tips of his fingers. The janitor and maid used to fight over who got the empty bottles and cans from our family. These could be sold for scrap and also used to make things. At this time, the Turkish army made a big point of serving recruits canned foods in order to introduce them to the Turkish population. There was an attempted coup in Ankara during our stay. One of the ringleaders of the coup was the son of the owners of an apartment rented by Americans which was behind our house on the other side of a ravine.

Paratroopers were dropped from the sky around us and there was a tank down the street pointing toward our house because of this connection with the coup ringleader. We stayed in the house for 2-3 days until everything settled down. During the coup, the Turkish army commandeered the Cadillac owned by one of the US Army colonels. The colonel's wife could not stop them from taking their car, but she insisted on going with them and driving the car herself. The Turks did not like American women driving since they thought that was a man's job. One way that they tried to keep American women from driving was to require that they get a certificate of a physical exam received from a Turkish doctor, who of course would be male. They did not think that American women would take a physical exam from a Turkish doctor. It was common for Turks to use Coca Cola syrup as a medicine, especially to soothe upset stomachs.

The US government gave a lot of US food to the Turkish government as foreign aid, but the products and sizes were not really suitable. The US provided frozen chickens, which the Turkish government had trouble selling to the public since Turks expected chickens to come with a neck and feet and US chickens are sold without them. Also, butter and



cheese were provided in 5 lb. tins, which was very wasteful since the typical person did not have any refrigeration.

KJOLLER, Jon P., YOB: 1938, RA15578113, E4, 058, Det 4, JL58-AU59, (Darlene), 993 Rosemary Dr., New Braunfels, TX 78130, 830-625-1064, [kjoller@the-cia.net](mailto:kjoller@the-cia.net)

[FYI: Jon and Darlene hosted the 2005 reunion at San Antonio, TX]

Hi Elder, I read DOOL 234 with great interest about the barber in Sinop. Carlos and I were on the hill about the same, 1957-1958 so I perked up when I saw his name. There is a picture in my site that you might want to see at

[www.tuslogdet4.com/kjoller/kjoller.htm](http://www.tuslogdet4.com/kjoller/kjoller.htm). Scroll to "pics from the hill" and the very last photo in this group is a shot of the barber who had a shop on the hill, taken in late 57 or early 58. I don't know if he is the same barber who was downtown but the time is right so I thought you might be interested. Take care and God Bless, regards, Jon ASA 1957-1960

**I enlisted for the ASA at Cleveland, Ohio after taking tests. After taking the oath at Cleveland we were bused to Fort Knox for basic. I took the little code test during basic and it seems that was enough to go to 058 at Devens. I graduated in May, 1958 after passing 25 wpm and got my choice of Germany and was assigned to Baumholder in July 1958.**

At that time Baumholder was one of the biggest [American](#) garrisons in Germany, which sprang up beginning in the 1950s on the lands of the Baumholder Troop Drilling Ground (Truppenübungsplatz Baumholder), which abuts the town.



The Americans maintain two facilities, Smith Barracks and Wetzlar Barracks, in which roughly 12,000 people live. There is also [Baumholder Army Airfield](#).

Remember that we spent a couple of weeks doing the maintenance work, cutting grass, etc before being assigned to a trick. I don't remember the trick I was on but it seemed a daily routine of forming up, marching to operations, back again and then chow, EM club or walk into town. We were all so new that none of us really knew what was going on yet. I know I hit it off with the Trick Chief and he put me in a plum spot...the center console copying some brief but fast transmissions.

The first few were gone before I even hit the MILL and I was just getting sharp when we were ordered out to Turkey. Some of us did manage to take a pass to Paris one

weekend where we went to the naughty parts of town and did all the things guys would do. I remember it was a bus ride and it didn't seem too far to get there.

Then the first thing we knew we were bused to Frankfurt and boarded a plane to Ankara with a stop in Rome. We arrived in Ankara in the middle of the night and it looked (from the air) to be big and modern. We awoke the next morning to a very different sight and sounds.

The frightful morning prayers and smells let us know we were in a really different part of the world. After the necessary processing we boarded a bus for a very long day to Sinop.

The 1958 Lebanon crisis was a [Lebanese](#) political crisis caused by political and religious tensions in the country. Lebanon was threatened by a civil war between [Maronite Christians](#) and [Muslims](#). Tensions with [Egypt](#) had escalated earlier in 1956 when pro-western [President Camille Chamoun](#), a [Christian](#), did not break diplomatic relations with the Western powers that attacked Egypt during the [Suez Crisis](#), angering Egyptian President [Gamal Abdel Nasser](#). These tensions were further increased when Chamoun showed closeness to the [Baghdad Pact](#). Nasser felt that the pro-western Baghdad Pact posed a threat to [Arab nationalism](#). As a response, Egypt and [Syria](#) united into the [United Arab Republic](#) (UAR). Lebanese [Sunni Prime Minister Rashid Karami](#) supported Nasser in 1956 and 1958. Karami formed a national reconciliation government after the 1958 crisis ended.

Lebanese Muslims pushed the government to join the newly created United Arab Republic, while the Christians wanted to keep Lebanon aligned with Western powers. A Muslim rebellion that was allegedly supplied with arms by the UAR through Syria caused President Chamoun to complain to the [United Nations Security Council](#). The [United Nations](#) sent a group of inspectors that reported that it didn't find any evidence of significant intervention from the UAR.

The toppling of a pro-Western government in [Iraq's 14 July Revolution](#), along with the internal instability, caused President Chamoun to call for [United States](#) assistance.

The [President of the United States](#), [Eisenhower](#) responded by authorizing **Operation Blue Bat** on July 15, 1958. This was the first application of the [Eisenhower Doctrine](#) under which the U.S. announced that it would intervene to protect regimes it considered threatened by international communism.

The goal of the operation was to bolster the pro-Western Lebanese government of President Camille Chamoun against internal opposition and threats from Syria and Egypt. The plan was to occupy and secure the [Beirut International Airport](#), a few miles south of the city, then to secure the port of [Beirut](#) and approaches to the city. The operation involved approximately 14,000 men, including 8,509 [Army](#) personnel, a contingent from the 1st Airborne Battle Group, [187th Infantry](#) from the [24th Infantry Division](#) (based in [Germany](#)) and 5,670 officers and men of the [Marine Corps](#). They were supported by a fleet of 70 ships and 40,000 sailors.<sup>[1]</sup> The presence of the troops successfully intimidated the opposition and the U.S. withdrew its forces on October 25, 1958.

The bus ride was laborious and yet exciting because of the country we were seeing as well as the people we encountered. This trip seemed to be a common denominator for all the 058's of the 50's and early 60's sent to Sinop. Upon first arriving they didn't have room for us so we got bunks in the middle rows both in the Quonset huts and the newer wood barracks that were being built. During that time a number of us got jaundice from the Turkish kitchen help who didn't use proper hygiene after using the outhouses.

After awhile we were moved into our own barracks and became more comfortable. I thought Sinope was a bit of an adventure, I was impressed with the wind and mud but all in all I was okay with everything and had no complaints on much of anything. Probably the most uncomfortable thing I did was the guard duty during the winter and out in the middle of nowhere but hey most of us had to do it. Our mission was twofold; one side of ops was focused on the Russian space shots and the other side copied Russian military.

I copied the military side. Once I found out who I was copying, Moscow, Sevastapol, etc I both enjoyed my side and found it challenging. Don't let anyone tell you that a monkey could do this work because he couldn't have found those signals through all the air noise and static.

I remember two call signs that were mine most of the time...RSV de RSS, others I don't remember. Occasionally I worked with transmissions that were both code and voice so I had a linguist tapped in while I copied and he would switch to tape when voice came on. I enjoyed that. Spare time centered around the EM club, lots of pool shooting, cards, and a few beers. I wasn't a big drinker. On New Years eve of 1958 I do remember drinking too many screwdrivers and passing out, then I remember coming to being dragged back to the barracks, totally helpless and unable to move.

All I could think of was the shine on my boots was being destroyed by being dragged toe down on the rocky mud. I was violently ill and could not work my shift at midnight and to this day I'm careful not to overindulge because of that experience. We also did a lot of hill sightseeing and exploring. I remember I bought a Falcon in town and brought it to the barracks thinking I could keep him next to my bunk. I finally had to find a cave to put him and he was quickly stolen. Most of the guys I ran around with were; Ted Lowery, Robert McCreary, Ken Ruehl, Steve O'Donnell, Ellis Huddleston and Dale Tier.

From Sinop I went on to the 316th ASA Bn at Camp Wolters, TX. The 316th was a STRAC outfit with our equipment mounted on trucks and APC's suitable for closer support to any frontline. I was discharged at Camp Wolters, TX, near Fort Worth in August 1960.

After my discharge I went on to college, graduated in Fine Arts and then came to San Antonio. I was a curator with the Univ. of Texas for 15 years.

I was definitely a part of the Lebanon situation. I remember it was a very fast and abrupt situation for us. I know I certainly regretted not staying in Baumholder. Darlene and I got

married in 1987 and moved to New Braunfels from San Antonio and we look forward to hosting the 2005 ASA Turkey reunion in San Antonio.

ROOSEVELT, Richard H (Dick), YOB: 1939 RA12548809, E5 Det 4, 59, (Connie), Rte 7a S Manchester, VT 05254, cell 413-652-4842, rhrconstl@earthlink.net



Elder - Above is a photo of P2V aircraft that I flew in from Incirlick.... Again, Thanks for a great day, really enjoyed spending the time with you and Patty. Its been a long time since I've been able to sit and talk with anyone who understands what our missions (yours and mine) were. I look forward to the next time we can get together.





### THE DICK & CONNIE ROOSEVELT FAMILY

One of those rare occasions when we could get the whole family together...4<sup>th</sup> of July 2009 Regards, Dick

WHITMAN, Ken, RA13735182, ES-E5-E4, 058, Tk#4, Det 27, 62-64, (Judi), 12 Dutch Dr., Rehoboth Beach, DE 19971, 302-227-3543, cell 302-228-8950, [seadevil18@comcast.net](mailto:seadevil18@comcast.net)

Hi Elder & Patty: Just an update to tell you that your ASA (Turkey) reunion is on the American Legion website. Type in [www.legion.org](http://www.legion.org). In the top right hand corner is a block called Find It Quick. Type in reunions. Click on Army and the list will come up by each month. Scroll down to October. I have been checking to see if they had included your reunion notice. Your notice will remain online until the final day of the reunion. It isn't in the Legion magazine yet. They told me it takes 3 months to be published in the magazine.

I checked the site today and ironically another Army Security Agency reunion notice under yours was listed. It reads Frankfurt Germany (1958-1965) in Harrisburg, Pa. – Oct. 9 – Oct. 11, 2012 – the same time as our Turkey reunion.

Ken is busy with his State Commander's duties which are visiting every Post in Delaware at their monthly meeting night to encourage the veterans to bring in new members, etc. Elections of officers in each Post will be in May, and then the Department officers have to install the newly elected officers of each Post in June. He will be finish his term in July. But they have asked him now to "run" for National Executive

Committeeman for the state of Delaware. If elected, he would be the liaison between the National Headquarters of the American Legion in Indianapolis, Indiana and Delaware. Here we go again!!!

We are coming to the reunion in October. I sent the paperwork you had in the last DOOL to Barry and Sharon Wenger since they do not have a computer. I talked to Sharon last week, and they are coming also. Hope you and Patty are doing well. See you in October! Sincerely, Judi