

The Thunder Gazette

Published by Rolling Thunder® Inc. Chapter 1 Ohio

March, 2025

PLEASE NOTE

OUR NEXT MEMBERSHIP

MEETING WILL BE HELD ON

SUNDAY,

March 16, 2025

2:00 p.m.

NO Board Meeting

**V.F.W. POST #6768
8584 Olde Eight Rd.
Northfield, OH**

- To be a member in good standing, one must:
- a. Attend at least 3 meetings & 3 events per year;
 - b. Pay the annual membership dues of \$40/yr;
 - c. Abide by the Membership Patch rules;
 - d. Remain loyal to Rolling Thunder® in word, deed and action;
 - e. Conduct him/herself in a professional and courteous manner at all times.

We seek accountability - the return of living POW's and when that is not possible - the repatriation of their remains. We further advocate the same for all MIA.



UPCOMING EVENTS

Sunday, March 16, 2025 -2:00 p.m. -Membership meeting

Piston & Power Show - Friday, March 28 -
Sunday, March 30, 2025

Sunday, April 27, 2025 - 1:00/2:00 p.m. -
Board/Membership meeting

**CHAPTER OFFICERS, BOARD MEMBERS
AND PLATOON LEADERS**

PRESIDENT LEW BALLARD 440-725-8157

VICE-PRES PAUL WIGET 440-476-3656

SECRETARY CHERYL PILNY 440-543-8468

TREASURER ANDY KLUSH 330-620-6047

CHAIRMAN OF THE BOARD
CHUCK KETTLER 330-636-5315

BOARD MEMBERS

BILL STREET 440-537-0955

JIM ROSSI

MIKE NEILAN 440-241-2655

TED PILNY 216-346-6407

DAN HUBBARD 216-741-3992

(ALTERNATE) TED ROOD

CHAPLAIN DAN MCGINNIS 330-618-1720

RUN COORDINATOR OPEN

MEMBERSHIP OPEN

QUARTERMASTER
DAN HUBBARD 216-741-3992

ASST. QUARTERMASTER OPEN

SARGENT AT ARMS
TIM EXTON 216-789-9272

NEWSLETTER STAFF
CHERYL PILNY 440-543-8468

PLATOON LEADERS:

#1 MIKE NEILAN 440-241-2655

#2 SALLY FELEAN 440-349-2470

#3 RUSS TUBBS 440-391-3833

#4 DAN MCGINNIS 330-618-1720

STATE LIAISON IRA "SHREK" SKEEBY 937-541-5927

WE CARE

GOVERNMENT AFFAIRS
CHUCK KETTLER 330-636-5315

VA VISITS – OPEN

EVENTS CHAIR OPEN

PUBLIC RELATIONS CHUCK KETTLER 330-636-5315

EDUCATION CHAIR DAN MCGINNIS 330-618-1720

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**Check us out on Facebook: Rolling Thunder
Chapter1 Ohio**

MISSION STATEMENT

THE MAJOR FUNCTION OF ROLLING THUNDER® INC. IS TO PUBLICIZE THE POW-MIA ISSUE: TO EDUCATE THE PUBLIC THAT MANY AMERICAN PRISONERS OF WAR WERE LEFT BEHIND AFTER ALL PREVIOUS WARS, AND TO HELP CORRECT THE PAST AND TO PROTECT FUTURE VETERANS FROM BEING LEFT BEHIND SHOULD THEY BECOME PRISONERS OF WAR-MISSING IN ACTION. WE ARE ALSO COMMITTED TO HELPING AMERICAN VETERANS FROM ALL WARS.

ROLLING THUNDER®, INC. IS A NON -PROFIT ORGANIZATION AND EVERYONE DONATES HIS OR HER TIME BECAUSE THEY BELIEVE IN THE POW-MIA ISSUE.

The advocacy group Rolling Thunder®, Inc. / Rolling Thunder® Charities, Inc. supports U.S. Military Active Duty, Veterans, Prisoners Of War, and Personnel Missing In Action from past wars.

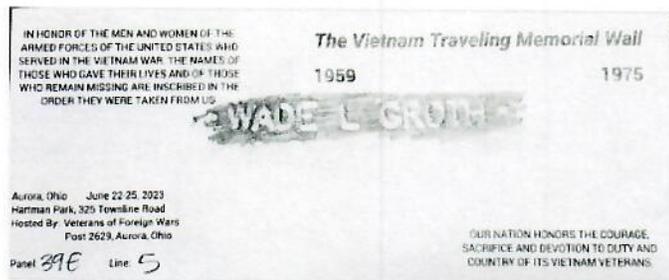
Our Adopted MIA/POW – Wade Groth



GROTH, WADE LAWRENCE

Name: Wade Lawrence Groth
Rank/Branch: E4/US Army
Unit: 50th Medical Detachment, 43rd Medical Group, 44th Medical Brigade
Date of Birth: 14 May 1947
Home City of Record: Greenville MI (joined Army in Cleveland OH)
Date of Loss: 12 February 1968
Country of Loss: South Vietnam
Loss Coordinates: 121721N 1074713E (ZU030600)
Status (in 1973): Missing In Action
Category: 4
Aircraft/Vehicle/Ground: UH1H
Refno: 1046

Other Personnel In Incident: Harry W. Brown, Alan W. Gunn, Jerry L. Roe (all missing)



Government Affairs -

With the new Congress being in session, new bills need to be introduced. Stay tuned.

"UNTIL THEY ALL COME HOME"

Remember: You are the voice of our POW and MIAs.

Remains Identified

WWII

U.S. Army Cpl. Floyd A. Dunning
U.S. Army Pvt. Mack Kidd
U.S. Army Pvt. Ben F. Leslie
U.S. Army Air Forces 2nd Lt. Frank A. Johnstone
U.S. Army Maj. James J. Odonovan
U.S. Navy ACMM John W. Reimer
U.S. Army Pvt. Erwin H. Schopp

Korean War

U.S. Army Sgt. Orace Joseph Mestas

Viet Nam War

None listed



One of the "Angels of Bataan," Ohio's Sallie Farmer, was posted as a U.S. Army nurse in the Philippines when Imperial Japanese began their invasion on Dec. 8, 1941. During

the Battle of Corregidor, Farmer continued her duties in the Malinta Tunnel until the fall of Corregidor in 1942. With other nurses, she was then taken to the prison camp at Santo Tomás, where she remained a prisoner of war until January 1945. Along with the other POW nurses, she cared for other POWs, risking her life to sneak food and medicine to the other prisoners. She was nearly starved, losing around 30 percent of her body weight before finally being liberated in February 1945, and was awarded the Bronze Star.

After the war, Farmer continued to work as a nurse, retiring from Children's Hospital in Columbus. She was an active member of the VFW, the Defenders of Bataan and Corregidor, and the Disabled American Veterans. She also volunteered for the Red Cross.

Sallie Phillips Durrett Farmer was inducted into the Ohio Veterans Hall of Fame in 1994 and passed away on #OTD in 2003, at the age of 88.



It was Dec. 7, 1941, and Cornelia Fort was among the first to realize that the United States was under attack.

She was less than a year into her job as a flight instructor in Hawaii when she and her student pilot narrowly avoided a midair collision, saved only when Fort grabbed the controls and caused their single-engine plane to climb rapidly.

Not sure who the other plane belonged to, Fort's doubts were erased when she glimpsed Japan's rising-sun insignia on its wing, then noticed smoke over nearby Pearl Harbor.

Fort was killed on March 21, 1943, while serving with the Women Airforce Service Pilots, or WASP, becoming the first female American pilot to die while on active duty.

"Any girl who has flown at all grows used to the prejudice of most men pilots who will trot out any number of reasons why women can't possibly be good pilots," Fort once said, according to a PBS article about the 1999 "American Experience" documentary, "Fly Girls." "... The only way to show the disbelievers, the snickering hangar pilots, is to show them."

At first blush, Fort seemed an unlikely candidate to show them. From the time of her birth to a prominent Tennessee family in 1919, she lived in the lap of wealth. Fort shunned life as a socialite, though, her sense of adventure so strong that not even her family's 365-acre estate in Nashville could contain it.

When Cornelia was 5, her father took her and her brothers to watch a demonstration by a barnstorming pilot. A doctor and owner of a life insurance company, Rufus Fort -- worried about the risks -- asked his three

sons to promise him they would never fly. It never occurred to him to exact the same pledge from Cornelia.

Once she got into the air, she was hooked. Shortly before she turned 21, Fort, who once attended the same school as Amelia Earhart, took her first flying lesson early in 1940, and by the end of the following year, she had earned her pilot's, commercial pilot's and instructor's licenses.

"I can't say exactly why I fly, but I know why as I've never known anything in my life," Fort was quoted as saying in "Fly Girls." "I know that in dignity and self-sufficiency and in the pride of skill."

Fort worked briefly at a flying school in Colorado before relocating to Honolulu to serve as a flight instructor for soldiers, sailors and defense workers. It was in that role that Fort found herself when Pearl Harbor was bombed. After the attack, the public was so interested in her eyewitness account that she was used to sell war bonds. She flew for the Civil Air Patrol before joining the Women's Auxiliary Ferrying Squadron (WAFS), which the Army Air Forces established -- along with the Women's Flying Training Detachment (WFTD) -- in September 1942.

Organized by Jacqueline Cochran, who later became the first woman to fly faster than the speed of sound, the prospective female pilots were trained in the west Texas town of Sweetwater, where the days were long, snakes were as prevalent as the oppressive heat, and no dating was allowed. Six women were assigned to a room, and 12 trainees had access to one bath. They did not have time for extracurricular activities, not that any

were available, during the four-month training program.

"Because there were, and are, so many disbelievers in women pilots, especially in their place in the Army, all of us realized what a spot we were [in]," Fort said. "We had to deliver the goods or else -- or else there would never be another chance for women pilots in any part of the service."

Women Airforce Service Pilots, created in August 1943 after WAFS and WFTD merged, flew at 126 military bases, handling 80% of all ferrying missions during the war while freeing men for combat. They accepted conditions that few male counterparts would abide, flying in repaired planes that had seen combat and facing incidents of sabotage -- sometimes with deadly consequences. After the death of two WASPs, an investigation found sugar in one of the downed plane's gas tanks.

Despite the overt discrimination, WASPs persevered, and as they displayed their proficiency, their responsibilities expanded to include becoming test pilots and flight instructors, and towing targets for gunnery training.

In the spring of 1943, Fort was among the pilots (both male and female) assigned to fly BT-13 trainers from Long Beach, California, to Dallas. At a stop along the way, some aviators discussed formation flying, a maneuver prohibited during such deliveries. That did not stop a small group, including Fort, from trying it.

About an hour from their destination, Fort's left wing was accidentally struck by another plane's landing gear, sending her fuselage

into a spin before it plummeted to the ground near Sweetwater. A subsequent Army Air Forces investigation absolved Fort of fault, instead placing the blame on the male pilot, Frank Stamme Jr. Fort was 24 years old.

"If I die violently, who can say it's before my time?" Fort recalled in the "Fly Girls" documentary. "I want no one to grieve for me. I was happiest in the sky."

About 1,100 WASPs served during World War II, and 38 died. At the time of their service, they were considered civil servants -- an indignity that Congress finally removed by granting WASPs veteran status in 1977. The group received the Congressional Gold Medal in 2010.

Although WASPs were credited with flying more than 60 million miles, delivering nearly 13,000 aircraft and, outside of combat, flying every mission a male aviator did before the program was disbanded in December 1944, female pilots did not resurface in the U.S. military again until the mid-1970s. Just imagine how many Cornelia Forts were overlooked during those intervening years.

Chaplain's Corner

(submitted by Dan McGinnis)

Bearing With One Another

Ephesians 4:1-6

When calling for gentleness and patience as believers in Jesus relate with each other, Paul recognized how difficult this can be.

"Bearing with one another" (Ephesians 4:2) could also be translated "putting up with one another." The same word is used in Mark 9:19, where Jesus says, "You unbelieving generation . . . How long shall I put up with you?" Paul doesn't naively imagine that maintaining unity in relationships with fellow believers will be easy, and he doesn't call for believers to always have positive feelings for each other. Instead, following Christ's example of humble, patient service, believers make the choice to "make every effort" (Ephesians 4:3) to press on in the difficult work of cultivating unity. Even within significant differences and relational friction, it's possible to demonstrate Christ-like love for each other.

I stopped behind a car at a red light the other day and noticed a bright sticker on the rear window boldly stating: "New Driver. Please Be Patient." Given all the road rage we hear about (or experience), what a great reminder to be patient with other drivers.

As I looked at the sticker, I wondered what would happen if people carried around signs that alerted us that they're a "New Parent" or "New Christian." If we knew what our neighbors, coworkers, or others we encounter throughout our day were going through, would we be more patient and even help them deal with their struggles?

We may be rushing through our days, trying to avoid being interrupted by others, but let's consider how Jesus treated people. He wasn't in a hurry. He had compassion on people and took the time to comfort and teach and show love to those He encountered.

As believers in Jesus, we're called to "live a life worthy of the calling [we] have received" (Ephesians 4:1). The apostle Paul says that includes being "completely humble and gentle; [being] patient, bearing with one another in love" (v. 2); and making every effort to live in peace and unity with each other (v. 3).

We may not know what challenges people are facing, but we can be patient with them. Let's be an expression of Jesus' love to everyone we encounter on our daily path.

TOTAL MISSING

Missing as of 1973
84606

Accounted For**
3487

Unaccounted For
81119

WWII

Missing as of 1973
73679

Accounted For**
1705

Unaccounted For
71974

KOREAN WAR

Missing as of 1973
8157

Accounted For**
717

Unaccounted For
7440

VIETNAM WAR

Missing as of 1973
2636

Accounted For**
1063

Unaccounted For
1573

COLD WAR

Missing as of 1973
128

Accounted For**
2

Unaccounted For
126

GULF WAR AND LIBYA OPERATIONS

Missing
6

Accounted For**
0

Unaccounted For
6

**To respect the next-of-kin, individuals are only displayed as "Accounted For" in the grids and case profiles when (1) DPAA has made the identification, and (2) the next-of-kin has been notified.

Numbers that are not associated with individual names will continue to update as soon as an identification has been made.