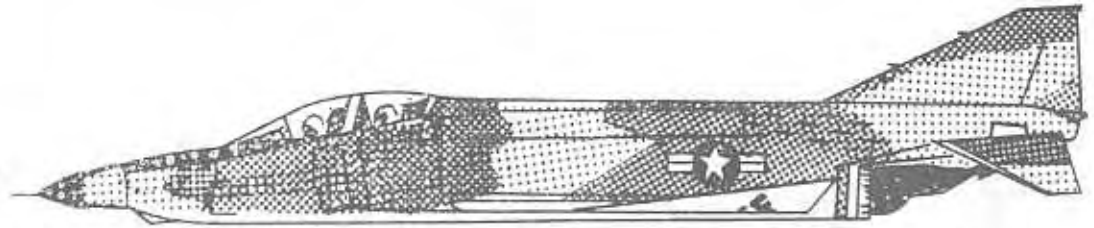




# THE PHANTOM'S EYE



123d Tactical Reconnaissance Wing  
Standiford Field (ANG), Louisville, Ky. 40213

Saturday, May 18, 1985

Volume 1, No. 3

## 123rd grieves multiple losses



General Jerome F. O'Malley

### General O'Malley, wife die in crash.

General Jerome F. O'Malley, the 53-year-old commander of the Tactical Air Command, and his wife, Diane, were killed in a military plane crash at the Scranton/Wilkes-Barre Airport, Penn., April 20.

The CT-39 aircraft they were flying on crashed and burned upon landing at the airport, in which three members were also killed.

General and Mrs. O'Malley departed Langley AFB, VA., that evening to attend a Boy Scout banquet honoring U.S. Representative Joseph McDade, R-PA, where Gen. O'Malley was to have been the keynote speaker.

Born Feb. 25, 1932 in Carbondale, PA, Gen. O'Malley had been commander of TAC since September 1984.

As commander of one of the largest commands in the Air Force, Gen. O'Malley was responsible for more than 113,000 military and civilian people stationed at installations or units in the United States, Panama, Okinawa and Iceland. The command is also the gaining organization for some 71,000 Air National Guard and Air Force Reserve people throughout the United States.

The 32-year Air Force veteran received his pilot wings in 1954, and throughout his career accumulated more than 5,000 flying hours in B-47s, SR-7, RF-4C and F-4D aircraft. He flew the first operational mission of the SR-71, the free world's most advanced strategic reconnaissance aircraft at Beale AFB, Cal. In the mid-1960's, he accumulated 116 combat missions in the F-4 II aircraft during the Vietnam War while stationed in the Republic of Vietnam and Thailand.

The general and Mrs. O'Malley are survived by four children.

A command-wide memorial service was held April 24 at Arlington National Cemetery, Arlington, VA, with burial there April 25.

Lieutenant General Robert E. Kelly, TAC Vice Commander, will serve as interim commander until a replacement is named. A board of officers has been appointed to investigate the accident.

### Original Air Guard member dies

The Kentucky Air National Guard's last Chief Warrant Officer and an original member of the unit's activation cadre died of a heart attack the Wednesday before Easter.

He was CWO-4 Jack Gowan. He retired from the unit in 1976 with 30 years service. His entire career had been spent in maintenance.

Gowan started his career in the Army Air

Corps during WWII. He was in England at the end of the war. When he returned to the states he eventually became one of the first four technicians to be hired at Shewmaker Field (now called Standford).

Gowan's maintenance career included work on the P-51, T-33, T-28, B-26, F-86A, RF-101 and RF-4C. He was also involved in the unit's two call-ups: Korea and the Pueblo Incident.

He was buried on Good Friday.

### Air Guard mourns loss of friend

The funeral for Andrew V. White, 58, of 2118 Grand Ave., was held Friday, May 10, at Lynn Creek Primitive Baptist Church, 2117 Maple St., with burial in Greenwood Cemetery.

He died Monday at Humana Hospital Audubon of a heart attack after he was involved in an auto accident early Monday, according to deputy coroner Buddy Egner.

White was on his way to work when he lost control of his car in the parking lot of the Kentucky Air National Guard off Grade Lane and his vehicle hit two parked cars shortly after 7 a.m. Egner said White died at the hospital at 7:57 a.m.

Andy was "Loved by everybody," one person summarized. He always seemed to have a kind word for everyone. This proven at the funeral because of the large turn out of Air Guard members.

White was a native of Pulaski, Tenn., an Army veteran of World War II and a member of the Kentucky State National Guard and Mount Calvary Masonic Lodge 126.

Survivors include his wife, the former Mable Ware; two sons, Alvin Talley of Pulaski, Tenn., and Terry W. White; three sisters, Lois White and Ella R. Talley, both of Pulaski, Tenn., and Rosemary Porter of Indianapolis; three brothers, Henry and George White, both of Chicago, and Dowell White of New York City; and a grandchild.

(Article courtesy of Louisville Courier-Journal)

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## Chaplain's Column

Our drill weekend this month coincides with the observance of Armed Forces Day on Saturday, May 18, 1985. Since we are part of the uniformed services of our country, this occasion gives us cause to reflect on our mission and our meaning.

We meet monthly to hone our skills and

to measure our effectiveness in supporting the defense task of our nation. But the routine of each drill and the regularity of our work patterns cannot lull us into any complacency about our purpose. The sum of our energies and our efforts are directed toward the defense of freedom and the peace keeping mission of our nation. Let us use this occasion to renew our dedication to God and to neighbor in the fulfillment of these noble goals.

HERBERT L. LATTIS, Capt, KYANG  
Chaplain

## Commander's Column

Communication - what does it mean? Webster defines it as: the process by which information is exchanged between individuals through a common system of symbols, signs or behavior.

Sounds simple, but in reality, a tremendously difficult task to accomplish effectively. In order to communicate, one must speak or write in terms that are meaningful to the recipient of the message. The recipient must also be receptive and listen to what is being said. Most importantly, if unsure, ask meaningful questions. Communication is absolutely essential to the success of any organization; without it, failure is imminent.

The Air Force has long recognized that breakdowns do occur with communication between workers and supervisors, and as a result, a system has been provided for the resolution of problems. The system, however, is useless if not properly used and exercised. Should a problem exist between you and your supervisor, first speak with the supervisor regarding the problem. Don't let this be just a "bitch session." Present your problem and your suggestions for resolving it. Ensure that you are presenting all the facts and any actions you have taken up to that point. If you still can't resolve the issue, see your commander. If still not satisfied, see me. Please give your supervisor and commander an opportunity to resolve your problem.

Communication is not just my job, but the unit commander's and your supervisor's too. It's the job of every individual belonging to this unit. No policy directive is going to make everyone happy, just as no single person within this organization has all the information necessary to accomplish our day-to-day business. Our success in accomplishing the mission of the Kentucky Air National Guard is directly proportioned to how well we communicate with each other and treat our fellow workers with fairness and impartiality.

This is my policy, I want it this way and I expect it.

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## F-101 A look ahead

By Verne Orr  
Secretary of the Air Force

Now that the Air Force is participating in the annual cycle of testifying on Capitol Hill, it is understandable that media attention may heighten your concerns about the fate of many military programs. General Gabriel and I have completed the fiscal 1986 posture hearings with Congress and this is a good time to update you on where we stand.

Before I provide a brief review, I want you to know we have the finest Air Force today that we've ever had. Looking back at the early 1980s, Congress has approved and funded the start of a number of much needed programs. President Reagan, our commander in chief, has strongly supported the military. As a result, morale is high and our people are the finest our nation can produce.

What will happen in the 99th Congress is anyone's guess. For the most part, Americans and their government understand the need for a strong defense in the face of an uncertain world. But still some people question this need.

I know that many are concerned about the possibility of not getting the retirement pay they have been promised. What are my expectations? I don't think the retirement system will change this year. I have been assured by congressmen I have talked with that if changes are made, they will not affect people on active duty or already retired.

Unlike many civilian retirement programs, the military retirement system is more than simply an old-age pension program. It partially compensates for the unique sacrifices inherent in a military career, and is an essential factor in keeping good people in the military.

The ability to retain trained people is crucial to Air Force effectiveness. A recent decline in retention rates, while watched closely, was exaggerated by some people. Retention hit an all-time high in 1983 and 1984, but we did not expect it to remain there. While it has dropped a few percentage points since then, we are a long way from pushing the panic button. We feel good about our ability to keep people. I don't expect retention rates to change a great deal in the near term.

On the other hand, during the first quarter of this fiscal year we lost a lot of younger pilots to civilian life. While the second quarter did not show that trend continuing, we are working to stabilize pilot retention.

A key factor in retention is adequate compensation. This year we are asking Congress to relieve some of the financial

burden associated with permanent-change-of-station moves. We believe a family should not have to dip into savings for directed PCSs. We are advocating realistic PCS mileage allowances and increased household goods weight allowances.

Without question, family members make sacrifices for the Air Force, especially when we assign members overseas. More money has also been requested in the budget next year for Family Support Centers and we plan to add more centers in future budgets.

Medical care is another concern to us all and despite what's in the press, our medical service equals or surpasses the care in the civilian community. We have had problems, but most of them are administrative and not medical in nature, and the surgeon general is working to correct each one.

We've had similar administrative problems at the drug detection lab. Stringent legal requirements have resulted in cases being overturned because not all samples were fully controlled. That's been fixed. There is no place in the Air Force for drug users. They are going to be ushered out of service as rapidly as we find them.

Overall, we all should be very pleased with the quality of the force. People support the mission, and I intend to see that Air Force people have modern, effective weapons and equipment to do whatever we ask of them. One only has to look as far as the B-1B, which has been a glowing success story during the last four years.

Or, look at the Peacekeeper missile, another excellent program. We've launched seven test missiles and each one has exceeded test objectives and expectations.

To decrease the price of these weapons, we are pushing for more contractor competition. The lighter engine competition is a shining light in that effort by saving us millions of dollars and providing a better engine.

At the same time, we are examining our contract specifications. While we paid \$7,000 for a C-5A coffee pot, civilian airlines pay only \$3,200 for a simpler, but quite acceptable, model. There may have been some overriding considerations affecting the choice when it was made, but they don't exist today. We will look closer at specifications to avoid paying too much or buying "nice-to-have" equipment.

At the same time, we are very concerned about the reliability and maintainability of many of our weapons. If we cannot find ways to increase reliability of a system, we will have to compensate and make it easier to fix. We need more maintenance people and operational people involved in the design phase of new weapons, and engineers must listen better to the people who operate and maintain the equipment.

In summary, we all know we have areas to improve. But on balance, today's Air Force is the best ever. We have new weapons, high morale and the finest people we've ever had. You should feel proud about being part of the Air Force. I do. (AFNS)



123rd Members Hit the Cement to Meet New 35-11 Regulations  
 Around the bend are four members of the Kentucky Air Guard who are participating in the First Annual Physical Fitness Run at Standiford Field. (Photo by SSgt Tom Downs).

## News Briefs

### Bean soup

The Kentucky Air National Guard was host to more than 1,600 people March 21st as the annual Bean Soup Feast rolled into its 15th year.

At least 400 gallons of soup, 500 pounds of potato salad, 200 pounds of slaw and 270 pounds of corn bread were consumed while helping raise more than \$5,000 for various charitable groups within the Louisville metropolitan area.

"No choice of words could express our thanks to those who devoted their time in making this an annual success," said Master Sergeant John Lundergan, coordinator of the Bean Soup Feast. "This special event reflects the deep care which the KyANG has for the community."

Volunteers from around the base spent more than a month getting ready for the big day, and at least one week was spent on the actual preparing of the soup and salads.

The money raised was about \$1,500 more than last year, said MSgt Lundergan, and over the years, has yielded almost \$50,000.

### CE Trains At Fort Knox

By Capt. R.D. Bateman, 123rd CE

With the co-operation of Capt. Michael Corbett, and 1st Sgt. John Sherlock of the 13th Combat Engineers at Fort Knox, the 123rd Civil Engineers are enjoying special training opportunities.

Presently every drill weekend, groups of 10 to 12 Heavy Equipment Operators receive hands on training at Ft. Knox. This is a unique opportunity for Heavy Equipment Operators. Our base has neither the equipment nor space to operate such equipment, yet at Ft. Knox, these items are available.

With the recent redistribution of manpower within C.E., over 30% of the squadron personnel are now Heavy Equipment Operators. With this large a commitment of manpower, maintenance of these specialized skills is an extremely important squadron responsibility. With the fortunate geographic location of our bases, and the co-operation of our Army compatriots, the 123rd C.E. is able to maintain a high degree of job proficiency.

To date, this program has included operation of 5 yard front loaders in rock quarries, operations and maintenance of mobile asphalt plants, rock washing and screening equipment, self powered rock and well drills, track type horizontal earth moving equipment, and heavy self powered cranes.

Future plans include asphalt laying operations, rebuilding of existing roadways from subgrade to finish wear course, high acreage grubbing operations, and the earth work associates with rebuilding of tank training facilities.

This specialized training environment is also utilized by the Water and Waste Treat-

ment personnel. Every drill weekend, two individuals of this AFSC receive one-on-one training at operating stations of their speciality.

With the assistance of Mr. Letendre of Reserve Affairs, we plan to continue and expand these programs.

### Think Safety Always

#### HIGH ALCOHOL LEVEL

A sergeant left the NCO club just after midnight and had a minor accident on his motorcycle. His Blood Alcohol Level (BAL) tested at .283. He was released to his First Sergeant, who took him home. About 0600, he was taken in for drunkenness and disorderly conduct. Again he was released to his First Sergeant. The First Sergeant told him to go to bed and not leave again. About 0130 the next day, the sergeant was riding his motorcycle east in the westbound lanes of a four-lane divided highway when he hit a car head-on. He died of massive internal injuries. His BAL was .361.

#### ALCOHOL AND ANGER

A sergeant left his on-base housing just after midnight, angry and under the influence of alcohol. He had driven his automobile about half a mile on a base street at high speed when he lost control on a right hand curve. The car crossed the center line, went off the road and hit a tree and a power pole. The car was destroyed and the member, who had not worn his seat belt, suffered massive injuries. He died three days later in the hospital.





Professional stuntman Roger Pryor dashes from the simulated explosion of an F-4 aircraft in the re-enactment of an actual accident. (U.S. Air Force photo by J.B. Godwin)

## Great Balls of Fire

Compiled by Capt Ed Memi  
San Antonio Air Logistics Center  
Public Affairs Office  
Kelly AFB, Texas

The Airman's parka burst into flames as the JP-4 fuel tank exploded, hurling his body over the rail and throwing him 40 feet to the ground.

Fearing the fireball on the tank would reach out to sear him again, the airman dragged himself to his feet and made a wild life-saving dash across the earthen dike and over a security fence.

His body still engulfed in flames, he rolled over the 6-foot fence. His body hit the ground with a thud. He was unconscious when rescuers found him.

This was the first of four accidents a professional stuntman re-enacted for "Great Balls of Fire II," a safety training film on the hazards of static electricity in refueling operations.

Other re-enactments include the refueling of an F-4C in which a spark causes the fuel to ignite and the aircraft to catch fire. The stuntman's clothing catches fire and he runs from the flames.

In the third accident, a fire is ignited in a 5,000-gallon fuel truck during a C-141 defueling operation.

The fourth re-enactment involves a Huey helicopter that catches on fire during refueling due to improper grounding and the build-up of static electricity.

The safe and proper handling of fuels and their potential hazards. In real life, airmen have been severely burned because of electrostatic ignition of volatile aviation fuels.

Electrostatic energy is produced by the movement of liquids, including aviation fuels during refueling operations. The sparks discharged by static electricity can turn a fuel tank or airplane into a "great ball of fire."

"Great Balls of Fire II" is a sequel to an original film by the same title that won the 1975 National Safety Council Award for best film in government or industry.

The latest version will be available through base audiovisual film libraries and safety offices, said J.B. Godwin, a general engineer in the Directorate of Energy Management at Kelly AFB.



## PEE WEE REESE Louisville: 1938-1939 Elected to HOF: 1984

Home-grown Reese played in industrial leagues around Shawnee Park but, as a 120-pounder, played only five games in high school. He signed as a 19-year old with the Louisville Colonels in 1938 for \$150 a month.

The following year, again hitting .280, and leading the American Association in stolen bases and triples, he was picked as the all-star shortstop; the Colonels went on to win the Little World Series. While en route to the all-star game he learned from a reporter that he had been sold by the Boston Red Sox to the Brooklyn Dodgers.

Never one to hit for average, Reese still had slapped out 2,170 hits and played in eight All-Star Games by the time he hung up his spikes in 1959. When he anchored the Dodgers he was simply the best there was—an effortless shortstop, a consummate clutch hitter and an inspirational field leader.

**Baseball Hall of Famer Takes a Ride**  
Former Brooklyn Dodger all-star shortstop, Pee Wee Reese (right), tells TSgts Vic Colon (center) and Mike Harp (left) about his first ride in an RF-4C Phantom II. Major Don Goley did the front seat work over Ohio and Kentucky. (Photo by SMSgt Dave Tinsley).



I have often encountered a common and dangerous misconception that young adults with minor children and little property don't need a Will. Countless times I have heard a young parent or divorced parent speak the assumption that they "are just getting started, don't have much property, and don't need a Will." This assumption is wrong. The reason is simple when you think about it. What happens to your minor children who survive you in the event that both parents die? What would happen to your children if you and your spouse were killed in a common disaster? With the increasing number of automobile accidents, this is by no means an impossibility.

One of the most important reasons for a young parent to have a Will is to express his or her desire as to who will be the custodian of any minor child or children. The lack of a Will does not mean that a minor child will go to an orphanage or become a ward of the state. However, the lack of a Will does mean that the custody and care of surviving children will, in all probability, be deter-

## Legal briefs The guardianship clause of a will

mined by a judge. Think of it this way: If you and your spouse died today, who would have custody of your minor children? Can you foresee a custody dispute between your family and your in-laws? It happens.

The law allows you and your spouse to express your desire as to who will have the care and custody of your surviving minor children in the event that both parents predecease minor children. You cannot bind the court with your expression as to who you want to be the guardian; otherwise, Howard Hughes would be the guardian of every one. The judge will always do what is in the best interest of the child. However, your expression of who you want to be the guardian of your surviving minor children will in almost every instance be followed and implemented by the Probate Court.

The guardianship clause in your Will becomes particularly important in the case that you may want to leave your property to your surviving minor children if you are not survived by a spouse. The effect is that the guardian will control your estate for the benefit of your surviving minor children. For obvious reasons, the guardian that you and your spouse choose should be someone you would trust to accomplish what would be best for your children.

The moral of the story is simple. Don't wait until you are old to make a Will. A penny's worth of prevention is worth a pound of cure. Talk to your spouse about the guardian of your surviving minor children. The Base Legal Office will do your Will at no cost to military members. No appointment is necessary. When you think about it, you simply have no reason not to have your legal affairs in order.

Gary L. Napier  
Captain, KYANG  
Base Legal Officer

By L/C Jacquelyn Reid

## MEDICAL MINUTE

This month's medical topic is "TSE" (Testicular Self Examination). Cancer of the male gonad (testicle) is one of the most common cancers in men from 15 to 34 years of age. Just over 10% of all men between the age of 15 and 34 die of cancer have cancer of the testicle. If discovered early, the condition can be treated effectively. The important thing is to be able to recognize the early signs. This can be learned very easily.

First, any time one testicle becomes larger than the other one you should have your physician perform an examination. If one testicle changes in consistency (a normal testos feels sort of like a hardboiled egg) it should be reported to an M.D. Finally, although many complain of no pain, there may be a dull ache in the groin or lower abdomen accompanied by a heavy or dragging feeling.

To be safest, it is best to perform an examination of testes each month. It takes about three minutes and some have said performing the exam gave them peace of mind. To complete the exam, follow these simple steps:

1. It is best to complete the exam after a warm bath or shower when the scrotum (sac) is relaxed.

2. Gently roll the testos, one at a time, between the thumb and fingers of both hands.

3. As mentioned before, the testos feels somewhat like a hardboiled egg in consistency and the surface should feel smooth and regular.

4. If you find any hard places or lumps you should see your M.D. as soon as possible. The area may not be malignant, but only

a physician can make that decision.

5. When you see the M.D., he may order an X-ray to assist in the diagnosis of the abnormality.

The treatment for cancer of the testes is removal of the diseased organs. Radiation and cancer drugs may also be given to control the spread of the cancer cells within the body.

The chance of cure for *all* cancers of the testes is 68%. The cure rate for the most common type of testicular cancer is 100% if detected and treated early. (Remember, "cure" in cancer means to survive for 5 years without developing more tumors).

If you want to know more about examinations of the testes, ask your M.D. (or one of the physicians when you have a physical on base). So much protection for only three minutes investment of your time!!!

### Update on uniform policy for travelers

RANDOLPH AFB, TEXAS — All Air Force people traveling to bases in the United States must have the proper uniform combinations to meet local policies at their destinations, according to Air Force Manpower and Personnel Center officials.

However, if the member is wearing a uniform while traveling and plans to stop at a base other than the final destination, local wear policies do not apply, officials said.

For instance, if the member is traveling to Blytheville AFB, Ark., and stops at Carswell AFB, Texas, and Little Rock AFB, Ark., the traveler does not have to conform to local policies at Carswell and Little Rock, as long as AFR 35-10 regulations are met. Local policies at Blytheville must be met, however.

AFMPC officials explained that many bases throughout the Air Force have local policies that aren't in effect at all bases. For example, Randolph AFB requires wearing a tie with the lightweight blue jacket. This is not a policy at all bases. Air Force members whose final destination is Randolph must be prepared to comply with this policy. Before leaving their home installation, travelers should check local wear policies at their destination. These policies may be obtained from the Personal Affairs Office or a designated representative of the installation or area commander at the destination.

Further information may be obtained from Air Force Regulation 35-10, paragraph 1-7a(3).

AFMPC officials also said people traveling by commercial bus, plane or train have the option of wearing civilian clothes or a uniform. However, those choosing to wear a uniform must wear the service dress uniform. The appropriate uniform for pregnant women is the maternity smock.



### 12AF Commander reassigned to Korea

BERGSTROM AIR FORCE BASE, TEXAS — Lieutenant General Jack I. Gregory, Commander of Twelfth Air Force headquartered at Bergstrom AFB, TX, has been reassigned to a top post in Korea effective June 7.

He will be assigned as the Deputy Commander in Chief, United Nations Command, Korea. In this capacity, he will also serve as Deputy Commander United States Forces Korea and Chief of Staff, Combined Forces Command Korea.

General Gregory will depart for his new post at Yongson Army Garrison in Seoul, Korea in early June. A formal change of command ceremony is scheduled here May 31.

The new commander for Twelfth Air Force has not yet been named.

WASHINGTON — Air Force officers must complete the equivalent level Air Force Professional Military Education Course before they can receive credit for another service's non-resident PME.

Officials said this change to Air Force Regulation 53-8 is effective immediately and is spelled out in interim message change 85-3.

The change does not affect officers who are already enrolled in another service's PME, such as the Marine Corps Command and Staff Extension Course. Officials said these people will be "grandfathered" and their records updated if they complete the course within prescribed limits.

IMC 85-3 also allows senior officers to take the National Security Management course from the National Defense University in lieu of the non-resident Air War College Course.

More information is available from base education offices.

### Weight Program to emphasize appearance

RANDOLPH AFB, TEXAS (AFNS) — Appearance will play a greater role in the weight management program as a result of recent changes to Air Force Regulation 35-11.

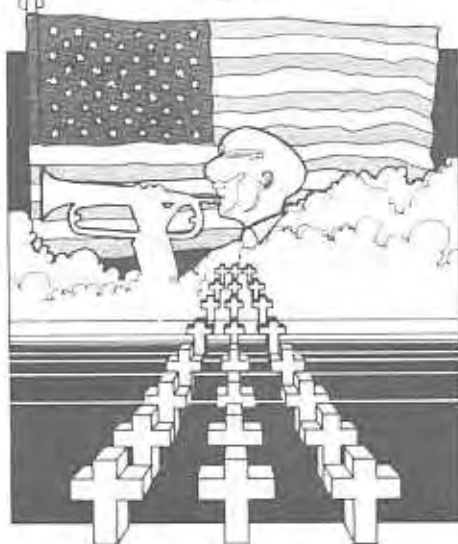
Manpower and Personnel Center officials here said the revised regulation, which will be released this month, does not change maximum allowable weights, but gives commanders more flexibility in administering the weight program.

Officials explained that commanders will be able to lower maximum weight standards if people do not present a professional military appearance at their current weights.

The revisions still allow commanders to adjust maximum weights for those people who exceed the standards, but look good in uniform.

## Memorial Day

May 27



### 1985 Memorial Day message to the members of the Armed Forces from President Ronald Reagan

Today Americans everywhere pay our respects to those who gave their lives for freedom. We lay wreaths and flowers at their graves, fly the flag, and join together in ceremonies honoring their courage and heroism. For those who have lost loved ones in the defense of liberty, Memorial Day is a sad time; but our sorrow and heartache at their loss should be matched by a solemn pride in their bravery and devotion.

Over two hundred years ago, General George Washington rallied his troops before the battle of Long Island with the words, "The time is now near at hand which must probably determine whether Americans are to be free men or slaves . . . the fate of unborn millions will now depend,

under God, on the conduct of this army . . . we have, therefore, to resolve to conquer or die."

Washington's gallant army and the millions of Americans in uniform who followed during the next two hundred years shared that resolve. Many have made the ultimate sacrifice. We owe them our thanks that we are free to voice our opinions, elect our leaders, and enjoy the fruits of our labor.

On this special day for all Americans, I ask my fellow citizens to join me in honoring the living memory of the brave men and women who have laid down their lives in the cause of liberty.