



Pat's Gourmet Coffee Shop

166 North Main Street, Mooresville, NC

The Most Patriotic Coffee Shop in the USA

Volume 03 Issue 05

May, 2007

"The Patriotic Truck"

It's 8 a.m. and the Veterans from here at the coffee shop and veterans from the V.A home in Salisbury are making their way into the coffee shop, awaiting the arrival of the Patriotic Truck Freightliner brings to the Coffee Shop every year around Memorial day, which is it's first stop before they make there tour to different states showing the truck to honor veterans.

There was much anticipation on the faces of the Veterans as they watched the Mooresville Fire Department bring in two of their trucks, so to bring ladders across Main Street so a flag could be hung flying high when the patriotic truck came through underneath it. After the flag was up and flying, the sound of Mooresville police cars were heard coming down the street with their sirens going, announcing the arrival of the truck into town and how close it was to reaching us. The Veterans stepped farther into the street to see if they could see the truck yet. They caught a glimpse of the bright blue lights on the police cars flashing and heard the sound of police cars sirens sounding closer. Right behind the police cars were Patriot Guard and Rolling Thunder members on their motorcycles also bringing in the patriotic truck. At that point the Patriotic tuck could be seen as big as day. Amongst the sound of sirens going and motorcycles running, things got quiet for a moment and then there was the sound of bagpipes which were being played by a marine veteran, Johnathan Shaw. Right behind him was the Patriotic truck as big and beautiful as they always are. Johnathan walked tall and proud as I could see ahead of the truck.

As the truck came into full view cameras were clicking and veteran and non veteran alike were applauding the arrival. Some stood in awe of the truck and some like me got a little teary eyed but a happy teary eyed as the truck pulled up to the front of the coffee shop and parked.

The veterans surrounded the truck, just checking the beauty of it all. I watched and smiled as I usually do. The freightliner team who brought in the truck spoke to the veterans and Ed Keeter spoke from his heart to them also, the purpose of the Patriotic Truck.

The veterans visited and looked around the truck and had their pictures taken in front of the truck, standing very tall and proud.

After several hours of the trucks visit, it had to move on, but before it did, the team had to take the flags down. The American flag was taken down and veteran and non veteran alike stood and watched as George from the Freightliner team and Earl Fowler, Navy veteran here at the coffee shop who is a member of the Iredell County funeral detail folded the flag which I have seen before but didn't realize it was called "The Retiring of the Colors", I thought that was so beautiful. All watched as the folding ceremony took place. I took a picture of every fold; I thought it was so touching.

After the folding ceremony, Richard asked if Ron Bliss our Marine Veteran would call to arms, and as he did all who were gathered around the truck either placed their hand over their heart in their salute or if they were a veteran they stood to salute the flag by placing their right hand just above the eye brow in their salute and held it as long as it took for the Marine veteran to play taps on his bagpipes. All around me was so beautiful to watch. I saluted with my hand over my heart, then in a moment I watched the veterans in their salute, and was so moved once again, that I had to capture that moment of pride in the heart and in the eyes of the veterans. The sad part was when the truck had to leave to begin its tour, and George climbed up into the cab of the truck and he got the truck turned around and as he drove past us, he waved at all those standing on the sidewalk until the next trip when "Patriotic Truck" comes this way next year. What a special day for some pretty special veterans.

Thank you Freightliner, Mooresville Fire dept, Mooresville Police dept., those from the Patriot Guard, and Rolling Thunder who helped get the Patriotic truck here for the veterans to see.

Cheryl Ann

May 17, 2007

Please see the special insert page for the photographs taken by Cheryl Ann during the Freightliner visit.





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Memorial Day roots run deep in upstate N.Y. village as holiday's official birthplace

WATERLOO, N.Y. -- Like almost everyone in this village, pharmacist Henry Welles joined the jubilant crowds at welcome-home parades for Civil War soldiers in 1865. It got him thinking that a solemn day to memorialize those who didn't make it back alive also was needed.

His idea took root on May 5, 1866. The woolen mills along the canal shut down for the day. Banks and grocery stores did too. And scores of villagers marched in mourning, some like Welles visiting all three cemeteries to decorate each veteran's grave with a floral cross.

More than two dozen communities around the United States, from Boalsburg, Pa., to Macon, Ga., and Carbondale, Ill., to Richmond, Va., claim to be the birthplace of Memorial Day. Yet the official distinction, signed into law by President Johnson in 1966, is held by Waterloo.

Civic boosters here are redoubling their efforts to capitalize on the honor -- from hanging "Birthplace of Memorial Day" banners across Main Street to digging more deeply into the history of the national holiday's local origins in this village of 5,100 in central New York's Finger Lakes wine region.

"It doesn't take away from other places where homage was paid by various individuals," said Tanya Warren, curator of Waterloo's newly expanded National Memorial Day Museum. "The difference is Waterloo's commemoration was consistently observed and community-wide. Everything shut down. That did not happen elsewhere."

In 1866, people were overcome by more than just emotion. It turned out to be stiflingly hot, and Welles was felled by heat stroke severe enough to be blamed for his death 14 months later at age 47.

"Poor Henry! He sacrificed his life for Memorial Day," lamented Warren.

The town switched the holiday to May 30 in 1868 when Gen. John Logan, the new commander of the

Grand Army of the Republic, issued a proclamation to Union veterans designating it a day of commemoration for Civil War dead.

First known as Decoration Day, Memorial Day expanded to an observance honoring all U.S. war dead after World War I and in 1971 was made an official national holiday to be held on the last Monday in May.

Though Waterloo had a full slate of events this weekend, its official ceremony will be held on Wednesday. Graves are adorned with flags and flowers and, in the evening, residents of all ages join a somber parade.

"Our forefathers have always been very humanistic and patriotic, and we're carrying on where they left off," said Caren Cleaveland, 49, the force behind an elaborate cenotaph memorial being erected along the Cayuga-Seneca Canal to honor Civil War soldiers from both North and South.

"We need an American Civil War Memorial to recognize that we have all become one," she said.

The remodeled museum, which opened in 1966, recently had "Waterloo" removed from its name in place of "National." Locally bequeathed artifacts -- Civil War letters, muskets, battlefield maps and the like -- now fill four rooms instead of one. The front parlor windows and a soldier's portrait over the fireplace are draped in black to mirror the Victorian era's culture of mourning.

Nowadays, the underpinnings of Memorial Day are little-known to many Americans, Warren said.

"We can do some re-educating of our community and others who come to visit, especially schoolchildren, to kind of re-ignite the true meaning in their hearts," she said.

"If it takes 10 minutes to just teach your children about the holiday, then you can have a good time the rest of the day. By all means, spend it at a cookout. Enjoy your family and your freedoms."

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WARRIORS OF THE SKY

In the dark days following the attacks on Hawaii and the Philippines, the United States found itself masters neither of the sea nor the air. With the Navy rebuilding its shattered Pacific fleet, the burden of stopping further Japanese aggression was laid at the feet of American aviators.



It was in the skies over China that the Japanese got their first taste of American air power ...courtesy of the

Flying Tigers. Rough and rugged like the men who flew them, the P-40 War Hawks harassed the Japanese military effort, causing them to divert precious fighter resources to combating the menace of the Tigers.

As America clawed its way back into the war the skies over Guadalcanal began to fill with the men who would become US aviation legends. The fight was desperate and the stakes high; Hold off the Japanese bomber formations or lose Guadalcanal.



Capt. John Smith

The fighting around Guadalcanal in the early days of the war pitted a superior Japanese air arm against a building American effort. Almost always outnumbered, leaders like Capt. John Smith flew their desperate

missions knowing that all that stood between the vulnerable landing strips and the Japanese bombers were a few good men. And in the end a few good men proved to be more than enough.

During the early stages of the fight for Guadalcanal, American forces were typically vastly outnumbered and their planes barely adequate to take on the excellent Japanese "Zero" fighter. Undeterred, the US pilots would fly into the swarming Japanese fighters and bombers blazing away in their F4F Wildcats.



Part of the Cactus Air Force, Major Galer led VMF-224 in relentless attacks against overwhelming Japanese air power during the battle for Guadalcanal. Flying his Wildcat "Barbara Jane," Galer inspired his fellow pilots by leading by example while pressing home the attack.



Part of the "Cactus Air Force" that deployed to Guadalcanal, Major Joe Foss formed a unit of his own called the "Flying Circus," and he and his squad knocked down 72 enemy aircraft during the savage fighting for the island. Known as the "Ace of Aces," Foss alone

accounted for 26 of the total enemy kills.

With Guadalcanal secured, the US military began to seek out the Japanese to engage them. When a decoded message revealed that Admiral Isoroku Yamamoto, architect of the Pearl Harbor sneak attack and the Japanese Navy's most capable leader, was going to be traveling from Rabaul to Ballalae Airfield in the Solomon Islands the decision was made to take out one of the war's most important military minds.

Selected for the job was a squadron of sixteen Lockheed P-38 Lightnings from the 339th Fighter Squadron of the 347th Fighter Group, 13th Air Force led by Major John Mitchell. As the pilots rose off the deck on the morning of April 18th, 1943 the only information they knew for certain was that they were going after a high ranking Japanese officer. Major John Mitchell led the successful Yamamoto raid.





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This is something else!



Above is a picture of the Global Hawk UAV that returned from Iraq under its own power (Iraq to Edwards AFB in CA). It was not transported via C5 or C 17. Notice the mission paintings on the fuselage. It's actually over 250 missions. That's a long way for a remotely-piloted aircraft. Think of the technology (and the required quality of the data link to fly it remotely). Not only that, but the pilot controlled it from a nice warm control panel at Edwards AFB. It has really long legs - -it can stay up for almost 2 days at altitudes above 60k.

Most people have no idea what stealth brings to the battle. Basically, they come into the fight at a high mach thrust, start killing people way out with advanced medium-range air-to-air missiles (AMRAAMS), and continue doing that until everyone is dead, and no one ever sees them or paints them on radar. There is practically no radio chatter because all the guys in the flight are tied together electronically at Edwards AFB, and can see who is targeting who, and they have AWACS direct input and 360°situational awareness from that and other sensors.

Remember that when Global Hawk is on a killing mission in Iraq or Afghanistan, the "pilot" is sitting at a console at Edwards AFB in CA.

Thanks to Anne McCutcheon for the email.

May Birthdays

Jim Kiger. May 7th

Jim Sipes May 7th

Walter Owens May 24th

Michael 'Butch' Brannen, May 27th

Keith Carpenter May 31st

Happy Birthday to anyone we missed.

P.S. The day you were born God saw you and it was love at first sight! Cheryl Ann

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Did You Know

On the morning of 29 August, 1949, a small team of England's top scientists and engineers, in conditions of absolute secrecy, boarded a converted ocean liner on their way to the United States. With them they carried possibly the most precious cargo of the war - a black japanned metal deed box containing all of Britain's most valuable technological secrets. There were blueprints and circuit diagrams for rockets, explosives, superchargers, gyroscopic gun-sights, submarine detection devices, self-sealing fuel tanks, and even the germs of ideas that would lead to the jet engine and the atomic bomb.

But the greatest treasure of all was the prototype of a piece of hardware called a cavity magnetron, which had been invented a few months earlier by two scientists in Birmingham. "It is deemed by many, even now, to be the most important invention that came out of the Second World War".

In fact, it was so important a development that the official historian of the US Office of Scientific Research and Development, James Phinney Baxter III, wrote: "When the members of the Tizard Mission brought the cavity magnetron to America in 1940, they carried the most valuable cargo ever brought to our shores."

It was an extraordinary gesture. By September, the Massachusetts Institute of Technology had set up a secret laboratory; by November, the cavity magnetron was in mass production; and by early 1941, portable airborne radar had been developed and fitted to both American and British planes.

The original cavity magnetron is held at the Science Museum in London.

