



The Bugle Call Rag

Post 134, Fulton County, Georgia

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APRIL GUEST SPEAKER



Major J. Robert "Flash" Light is a retired C-130 Evaluator & Test Pilot with over 10,000 hours of flying time. Previously, he flew the MC-130 Combat Shadow for Special Operations Command and accumulated 75 hurricane

penetrations and 2,000 hours in the WC-130H/J for the World-Famous Hurricane Hunters. He instructed and evaluated in the C-130H2/H3 at Dobbins Air Reserve Base in the Formal Training Unit and as a combat coded pilot with multiple deployments. He currently flies for NetJets. Flash has two adult children and lives in Powder Springs.



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PLAY BALL !

(Reprinted from the April 2014 BCR)



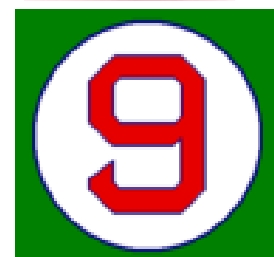
The Boston Red Sox slugger who wore No. 9 as a major leaguer, would now be assigned to an F-9 Panther jet as a pilot. Ted Williams flew a total of 39 combat missions in Korea. He was selected by his commander John Glenn (later astronaut and senator) to fly as Glenn's wingman.

While flying an air strike on a troop encampment near Kyomipo, Williams' F-9 was hit by hostile ground fire. Ted commented later, "The funny thing was I

didn't feel anything... I knew I was hit when the stick started shaking like mad in my hands. Then everything went out, my radio, my landing gear, everything. The red warning lights were on all over the plane." The F-9 Panther had a centrifugal flow engine and normally caught fire when hit. The tail would literally blow off most stricken aircraft. The standard orders were to eject from any Panther with a fire in the rear of the plane. Ted's aircraft was indeed on fire, and was trailing smoke and flames. Glenn and the other pilots on the mission were yelling over their radios for Williams to eject. However, with his radio out Williams could not hear their warnings, and he could not see the condition of the rear of his aircraft. Glenn and another Panther flown by Larry Hawkins came up alongside Williams and led him to the nearest friendly airfield. Fighting to hold the plane together, Ted brought his Panther in at

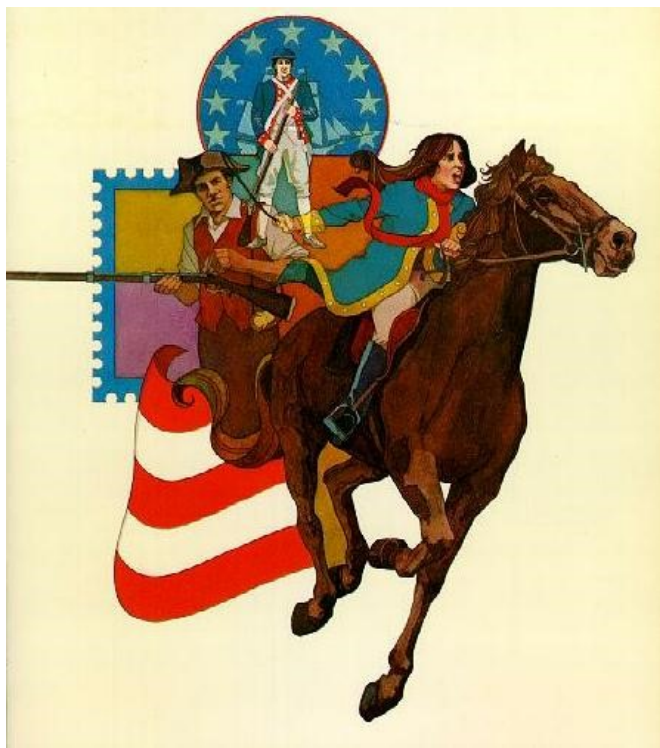


Ted (right), with 39 combat flight missions on his resume, gets ready to bat for the Red Sox while the opponents' catcher (Yogi Berra), himself a veteran of the D-Day landings, looks on.



TED...Continued on Page 4

THE MIDNIGHT RIDE OF...WHO?



In this case, it was Sybil (or Sybbell) Ludington who, at age 16, reportedly left her home in Fredericksburg, NY, and rode 40 miles on the night of 26-27 Apr 1777. Reportedly, she warned and rallied her father's militia forces that the British had burned a Continental Army supply depot in nearby Danbury, CT.

But, did she?

Her dad, Henry, had fought in the French and Indian War (1754-63). In the Revolution, he commanded local militia in the Kent and Patterson areas of Putnam County, NY. Later, Colonel Ludington formed the 400-man Dutchess County (NY) militia unit. Subsequently, he served as an aide to General George Washington during the 28 Oct 1776 Battle of Red Bank, PA.

The day before Sybil's questionable ride, a British force, commanded by Major General William Tryon, had landed in what is today Westport, CT, on the Saugatuck River. They marched to Danbury and chased off a detachment of patriot troops. Then they marked the homes of Loyalists and informers with chalk. The Brits soon located the depot which was stocked with foodstuffs, hundreds of cases of wine and rum, tents,

clothing, medical supplies, and shoes. Burning rum struck them as excessively wasteful, so Tryon's men drank most of it before torching the remaining supplies along with the unchalked homes.

According to one account, word of the attack reached Colonel Ludington's home at approximately 9 p.m. on 26 Apr 1777. He began to alert his militia forces who were scattered throughout the area. Most already had gone to bed. Legend has it that Sybil knew the area, and rode out to sound the alert. Regardless, the patriot volunteers didn't reach Danbury in time to do much by way of retaliation.

They caught up with the British on 27 Apr 1777 at Ridgefield, CT. A series of running battles broke out between the militia and some 700 Continentals under Connecticut native General Benedict Arnold. These soldiers had at each other as Tryon retreated to Westport.

The battles galvanized Connecticut patriots to the point that redcoats never again penetrated far into the Nutmeg State's interior.

Doubts persist, however, as to the veracity of the young woman's ride.

The first claim that her feat was genuine appeared in a 1907 book about Colonel Ludington published privately by his grandchildren.

By contrast, *The New England Quarterly* reported in 2015 that there was little evidence that Sybil's ride took place. Further, it noted that doubters had discredited the story since 1956.

In 2022, writing in *Smithsonian Magazine*, Abigail Tucker states that the earliest known record of Ludington's supposed ride appeared in 1854 when Sybil's nephew, Charles H. Ludington, wanted to have his aunt recognized as a heroine. Tucker says none of Sybil's letters which she studied described the ride.

Distinguished historian Martha Joanna Reade Nash Lamb (1826-93), mentioned Sybil in an 1880 book about the New York City area. After reviewing letters, sermons, genealogical compilations, wills, and court records, she found no evidence of the ride.

The New York Weekly Mercury of 19 May 1777

RIDE...Continued from Page 2

suggested that the patriot army – and the town of Danbury – already knew that British troops were coming and thus did not need Sybil’s touted ride.

Despite a mounting tide of doubt, historical markers have been placed at locations Sybil is said to have visited that fateful night.



Anna Hyatt Huntington, considered to be among the 20th Century’s most prominent woman sculptors, created a commemorative sculpture of Sybil on horseback. It was placed near Carmel, NY, in 1961. A smaller version is at the Danbury public library.

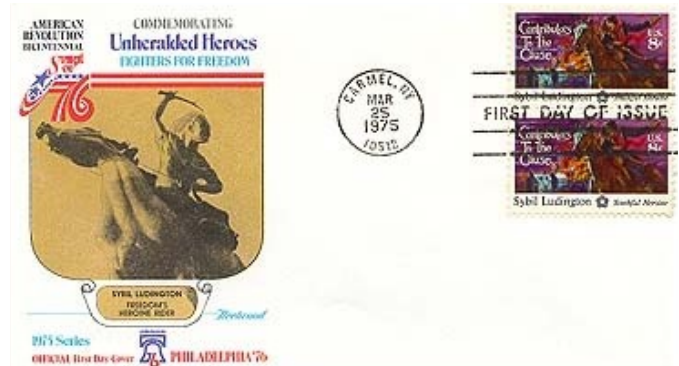


Although there is no evidence that Sybil was armed

during her alleged exploit, The National Rifle Association instituted the Sybil Ludington Women's Freedom Award in 1995.

In 1996, the national Daughters of the American Revolution commented that, although evidence of the ride wasn't strong enough to merit their calling her a war heroine, it was a great story “whether or not it's true”.

Another “aye vote” was cast by the U.S. Postal Service which, on 25 Mar 1975, issued an eight-cent stamp honoring Sybil in its “Contributors to the Cause” (of the Revolution) series. Collectors may expect to pay at least \$1.50 for the stamp today (in mint condition). USPS refers to her as “a youthful heroine”.



Editor's Note: The above envelope (known as a cachet), displays the First Day of Issue cancel and stamp, only released in Carmel, NY on that day. The stamp is released nationally on the following day and has a regular postal cancel.

Following her 26 Feb 1839 death, Sybil was buried near her father in the Patterson (NY) Presbyterian Cemetery. Her tombstone spells her first name “Sybell”.

Unlike Boston silversmith and engraver Paul Revere, Sybil apparently did not come to the attention of American poet William Wadsworth Longfellow who, in 1861, immortalized Revere's ride on the night of 18-19 Apr 1777 to warn and alert Massachusetts militiamen in and about Lexington and Concord that the British were coming.

Notably, patriot stockpiles were involved in both rides—foodstuffs and supplies at Danbury and guns and ammunition at Concord.

In conclusion, while we herewith salute Miss Ludington, it is unlikely her midnight ride, if it happened, will surpass that of Revere's.

TED...Continued from Page 1

more than 200-MPH for a crash landing on the Marsden-matted strip. With no landing gear, dive brakes, or functioning flaps the flaming *Panther* jet skidded down the runway for more than 3,000 feet. Williams got out of the aircraft only moments before it was totally engulfed in flames. He survived his tour of duty in Korea and returned to major league baseball.

Pssst, Ted missed out flying combat missions during WWII, because his flying and gunnery skills were so good that he was kept as an instructor for much of the war. During advanced training at Pensacola, Florida Ted would accurately shoot the sleeve targets to shreds while shooting out of wing-overs, zooms, and barrel rolls. He broke the all time record for “hits” at the school. Following Pensacola, Ted was sent to Jacksonville for advanced gunnery training. This is the payoff test for potential combat pilots. Ted set all the records for reflexes, coordination, and visual reaction time. As a result of his stunning success he was made an instructor at Bronson Field to put Marine aviation candidates through their final paces. By 1945 Ted got his wish and was finally transferred to a combat wing, but weeks later the war was over. He was discharged from the military in December of 1945. Seven years later, in December of 1952, Ted was recalled to active duty for Korea as a Marine Corps fighter pilot.



“It’s a funny thing, but, as years go by, I think you appreciate more and more what a great thing it was to be a United States Marine... People will tell me what a shame it was I had to go back into the service a second time, but I’m kinda glad I did. Besides, I am a U.S. Marine and I’ll be one till I die.”

—Ted Williams

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George Hooten & Victor Mahoney
FOUNDING EDITORS

Todd Copley — BCR Editor

Next Meeting — April 11, 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	EC	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Regular Meeting

Atlanta Athletic Club
1930 Bobby Jones Drive
Johns Creek, Georgia

2023-2024 Post Officers

<i>Commander</i>	Herman Anderson	<i>Finance</i>	Bryant Roland*
<i>Sr. VC</i>	John Ottley, Jr.*	<i>Adjutant</i>	Mike Fallaize, Sr.*
<i>Jr. VC</i>	Arnold Wall*	<i>Historian</i>	Walter Conway*
<i>Chaplain</i>	Rev. J. R. McAliley III	<i>Service Officer</i>	Rev. Larry Robert

Executive Committee Members

Herman Anderson	(2023-2026)	Mike Poynor	(2023-2025)
John Ottley, Jr.*	(2023-2024)	Arnold Wall*	(2023-2025)
Walter Conway*	(2023-2025)	Fred Viele*	(2023-2026)
J. R. McAliley III	(2023-2026)	James Poulin*	(2023-2024)
Bryant Roland*	(2023-2026)		

(Post Officers and EXCOM serve from July 1—June 30 of the CY)

Past Commanders *