

USS EVERETT F LARSON DD/DDR 830

SPRING 2011 Official Publication of the U.S.S. Everett F. Larson Association
Newsletter Address: 83 Stonehedge Lane South, Guilford, CT 06437
WWW.USS-EVERETT-F-LARSON.COM

PRESIDENTS CORNER



Gene Maresca

If you missed the Portland Reunion, you really missed something. Max and Fran Schwald, ably assisted by their daughter, Brenda, Roy and Krista Pomeroy and Jerry and Mary Kerns put together a really well-balanced and well executed reunion. Among the things you missed: Edith's 90th Birthday party: the first she has celebrated since Everett was lost.

Since then Edith and Bob have had a major fire but she is still positive and upbeat as always. If we could bottle her spirit, we could save the world!!!!

Tom and Peggy have things well in hand for the Great Lakes reunion, and I think it will be a homecoming for a lot of us. Makes me want to get a pair of leggings, shave my head (Oops. No longer necessary!), see if I can find my old clothes stops and my Bluejackets' Manual and slip back in just to relive the experience. Haven't been on the U-Boat in years, either! A couple of the chiefs who used to push boots back in the day have a couple of watering holes to look up as well!

Our web site has been getting a LOT of hits, so somebody knows we're there! I understand that the Jayne Mansfield page is the most popular! Just because there's snow on the roof doesn't mean there's no fire in the furnace!

(continued)

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This will be the year we will be looking for a new president. Five years is plenty. Art Colson served longer but I don't want to threaten his record. Time for one of you guys to step up. I will keep on with the historian part, but we need to rotate people in and out of leadership so we'll have a bench if we ever lose somebody and have to put in a permanent sub!

Hope to see a lot of people sign up, and spread the word to anybody you know who may not be a member yet! – Gene



From the Vice-President

Shipmates and friends. It is a great privilege and honor to serve as an officer of our Association. I was elected/drafted (Shanghai'd may be closer to the truth) during our business meeting in 2008. Since then I have been delighted to take part in the routine administration of our organization. In my Navy career from enlistment in 1958, graduation from the U.S. Naval Academy in 1966, my tour aboard USS Everett F. Larson (DD-830) 66-68 and retirement in 1987, I have had many memorable and rewarding experiences. However, I cherish the entire evolution of preparing for and hosting, with my wife Donna-Rae, the USS Everett F. Larson (DD/DDR-830) Reunion in Washington DC in 2009. I am looking forward to seeing many of you at the Great Lakes this Fall. – Pete



From the Treasurer

Our "dues postcard" mailing in late January has resulted in dues receipts totalling \$1,295.00 thru the end of February. Dues are the bloodline of our association and helps us meet our largest expenditure which is our newsletter publication costs. In most instances we have generated positive cash flow from the annual reunions. Our goal at these events has always been to break even. Additional expenditures go to memorials for departed shipmates and in prior years we have also supported causes such as the US Navy Memorial and restoration of the USS Laffey. Thanks for your continued participation and support. Your shipmate – Frank Wyzywany



From the Secretary

I'm Terry Weathers and I'm your current Secretary. The Secretary's primary job is to take and prepare minutes of the annual meeting and the annual board meeting. In addition, I'm also in a position to help members of the Association try to find answers to questions, or submit stories, photos and anecdotes that may or may not be appropriate for the Association Website. I'm also starting a file of newsletters and minutes of meetings: If you've got any old ones lying around, please let me know. The best way to contact me is by email at tmw@sisqtel.net, but my phone and address are listed on the front page of the newsletter. Please let me know if I can help.



Chaplain Francis E. Juntunen

In Memoriam

Departed Shipmates (since last newsletter)

Frank Ryan, SN, 1952-1953, passed away February 4, 2010.

James P. Olson, GMG3, 1967-1969, passed away May 3, 2010.

Marion G. Stephenson, LCDR, Former XO 1958 Passed away June 21, 2010.

Albert "Tony" DeChiara, Jr, LT, 1945-1946 (Plank Owner) passed away September 21, 2010.

James S. Montgomery, FA, 1959-1962 Passed away October 3, 2008.

Edmond P. Wilson, RD3, 1952-1953. Passed away January 19, 2011.

Donald E. Koelsch, ET2, 1952 - 1955, Passed away January 28, 2011.

James M. Shea, MM1, 1945-1946, Passed away October 12, 2010. Plank Owner

Donald E. Founds, BT1, Unk-Unk. Passed away December 8, 2010.

Joseph R. Czechowski S1c, 1946 - 1947, Passed away, February 5, 2010

John E. DeMoss ET1, n/a n/a, Passed away November 25, 2008

CURRENT EVENTS

We have received some very interesting and personal emails and letters from those who served on the Larson, that you will find under the "Mail Call" heading.

There have to be hundreds of these stories. We would ask you to think back to those years on the Larson and email it or write it down and send it to drice@ctslabs.com or Doug Rice, 83 Stonehedge Lane South, Guilford, CT 06437. Give us as much detail as possible, with dates, names and we will share it with the Larson crew in our next newsletter!

Larson hats, shirts and jackets will be available from EMBROIDERY CREATIONS, 5050 Nebraska Avenue, Ste. 8, HUBER HEIGHTS, OHIO. Phone: 937-235-0441. Fax: 937-235-0487. Contact Chuck Hertzman Website: www.embroiderycreations.com or info@embroiderycreations.com

LARSON PATCHES AVAILABLE – Vern Smith, 1855 E. Oakmont Ave., Fresno, CA 93720, (e-mail: yttim2@dslexreme.com) has Larson Patches available and the cost is \$4.00 which includes mailing cost.

Mail Call

This took awhile to reach me. We lost our house to a fire in Dec. First month we lived in a hotel– now we are in a large house on the beach– and will live here until June. Our house is being rebuilt.

It is not the best way to Spring clean but it certainly was effective– and I got a new car– my car was in the garage and was nothing but nuts and bolts when the smoke cleared.

We have been married 65 yrs so you can imagine the accumulation of "stuff". We had to remember it all and categorize it.

Here are the dues– "Long may you meet and enjoy each other".

Affectionately, Edith Sanborn
(Everett F Larson's twin sister)

SN Tom Bennett served two hitches in the Army before joining the Navy. He came on board the Larson in April of 67 and did 2 West Pacs. He was the ship's swimmer for torpedo retrieval and pilot rescue.

The following event came from a diary he kept on board the Larson. He named this incident "Shark Attack"

Down on mess deck having coffee – it's never good. PA call to get topside. Mr. Fish and Mr. MacDonald lost control of DASH (Drone Anti Submarine Helicopter). Larson doing flank speed to regain control.

Ran below to suit up. Black dot on horizon – 400 meters from DASH, fuel ran out. Crashes starboard with two torpedoes – Flotation balloon deployed. Jumped overboard, swam to DASH, saw small tear at base of cable – 20 feet underwater. Sinking some from weight of torpedoes.

Tied line to secure Helo. Can see whole keel of ship. In haste, tied retrieval line through chest harness! Untie half hitches or drown – water 8400 feet! Still sinking, amazed no chest pain holding breath. Very fast ??????. Surfaced, hauled aboard. DASH emits "click" for "sonar" location – "Green" fluorescent dye for CARRIER aircraft spotting.

SHARKS starting to appear. I asked Sid Miller if he wanted a shot at it? He said "Hell no ya think I'm Nuts?"

Somebody hands me a cup of coffee and I said lets take a look see from the motor whale boat. Lots of sharks now– everywhere! Sid's looking at me, wonder what he's thinking.

Back on deck Captain Palmer asks me my opinion of the situation? Palmer said "I won't ask you to do this so it's your decision". I said ok I'll do it". I carried the line to secure the DASH up next level to gain more height for deeper dive penetration. Holding my breath! I'm in the air, crewmen scream SHARKS – swimming down cable – BIG FELLOW 13-14footer! 20 feet away. Hand over hand to get behind DASH. Shark turns towards me. How much time I got holding my breath? How do you be quiet and not attract shark's attention?

SHARK opening, closing jaws! I make a perfect fit! Sharks coming slow. I surface – crew standing on my life line! Now throw line to me. Everybody screaming. Yank line out of my grasp before I get a grip! Throw line again. I yell "I'll tell you when."

SHARK goes to "feeding mode" turns on side – dorsal fin down– pectoral fin up – at my flippers I'm not even thinking, just staring at IT!

continued

Bullets striking all around 3–4 feet. Pull knees to chest, make smaller target. Scream “NOW” – yanked so fast lifted me back to second level next to 50 cal Machine Gun!

Think back to my Infantry days. I jack the handle and let ‘em fly. Peppered him good – lots of blood. Feeding Frenzy – thinking – now or never! Jump back in sea 75–100 feet from sharks. Swim down cable secure line, get out! Told later cooks dumped two cans of meat scraps to attract sharks back for photo opt!

I never saw it happen but it sure would have changed my decision on a fools errand. Had nightmares next two nights! Got to thinking “you IDIOT” they must have hundreds of those little helicopters” just another tax payer item / you almost died for it! – SN Tom Bennett

I am an 83 yr. old survivor of a lot of years eventually retiring as a College Professor but remember my time in 1945 and 46 on the Larson in Japan. (over a year). We got on in Sasebo I think or maybe Tokyo, relieving many of the plank members after the war was just over. We patrolled all around the Islands to many ports with lots of interesting and some exciting times.

I was an LCVP coxswain (S1c), getting supplies or taking liberty parties ashore or Officers and sometimes the Captains Gig when the "Flag" was aboard and occasionally an LCM getting stores from shore etc. I was in Div #1 over the anchor locker and sometimes in charge of the Paint and Stores Locker when in port. I never kept a log or sent much home so have lost so many details of those days and those sorties and would cherish any data available to help my failing memory. A big guy named Haptenstall was the Chief Boats and probably saved my life once when the captain started backing down after we hooked to a buoy with the hawser and I was still on the buoy.

The hawser reduced to about half it's size and I was hanging on it. The Chief ran to the Bridge and took over. We heard later that the Cap may have been drinking. I never knew. Anyway they got me off in the whaleboat before the line broke. Was kept pretty busy most of the time – too much to get into much trouble. I saw myself in one of the pictures of Div. #1 on the web-site. – Phil MacMichael

I joined the Navy in late 1957. After Boot Camp and Radar A School, both at Great Lakes, I had been in the Navy nearly a year without seeing a real Navy ship, let alone an ocean. When I got my orders to USS Everett F. Larson (DDR 830), I learned the ship’s home port was Long Beach, California but I had to go to Yokosuka, Japan to catch up with her. She had been in Westpac for nearly four months. I was told at the transient barracks in Yokosuka that my ship was in but it was tied up to a buoy in the harbor. Somehow I managed to find the Larson boat when it came to a pier. There was a Chief and a two man working party busy loading stores. I told the Chief I was to report aboard Larson. He said, “Okay Sarge, get in the boat.” Now even though I was a boot, I knew there were no Sergeants in the Navy. I was to learn later that the Chief was Commissaryman Chief West and he called everybody Sarge. As the boat shoved off for the ship, I had no way of knowing that I was going aboard one of the finest destroyers afloat.

The first week was spent trying to find my way around and trying to NOT look like a boot. The first part was easy due to the size of Larson. I’m afraid I didn’t pull off the second part; not looking like a boot.

After a week or two in Yokosuka (Larson had just returned from New Zealand), we got underway for the Formosa Patrol. I was excited about finally becoming a real Sailor. That excitement didn’t last too long. There were a few white caps in the ocean but by most standards, it wouldn’t be considered rough seas. But those ground swells off of Japan were another story. It became clear to me that first day at sea why destroyers are called tin cans. That must have been what we looked like from the air, a tin can bobbing around in the ocean. After standing at the rail and feeding the fish for three days, I finally became acclimated and got some semblance of sea legs. As we returned to the States a couple of months later, (this is 1958 by now) we went through typhoon Maria. I don’t think anyone on board got sea sick.

My leading PO in OI Division was RD2 Joe Yeaman, a guy who retired as a Master Chief at the end of his 30 year Navy career. He taught me a lot about becoming a Radarman and a Sailor. Joe was one of the reasons Everett F. Larson (DDR 830) was one of the finest destroyers afloat. He and his wife Bette are good friends to this day. – Bill Forbes, Radarman 1958–1962

"Thoughts" edited into the September 2010 newsletter by Eugene D (Ed) Haas, retired DKC, RR6, Box 302, McAlester, OK 74501 918-423-2420 Served on Larson from 48-52.

- BJ Forrester SH-1 hung the "handle" on me as "Ed" for my initials (Eugene D. Haas) 12/51
- Sorry I can't make the reunion in Portland OR. Did enjoy seeing many shipmates in Syracuse, NY years ago.
- I was sorry to read of Billy Polk's passing. He was our ship's barber 51-52. Later on he was a barber at the Navy exchange barber shop, Newport, RI.
- Sending a \$50 check to defray incidental expenses that makes this all possible. (He sent in a check for lifetime membership and referred to it as a "Bargain"). Thank you shipmates.
- A mail call article in the September 2010 newsletter regarding a Med cruise in 51 where seas were running 20-60 feet high, Ed inserted--- "Lost man overboard waiting in chow line portside - 1951 - on way to the Med midway from Argentina to Gibraltar.
- Dec 1999 I was serving a Sunday morning breakfast at St. John's Catholic Church, McAlester, OK, when a young oriental man showed me a picture of his ship prior to "her" being decommissioned as a South Korean Museum. The picture had Korean sailors with white flat hats "manning the rail" and a big 830 on her bow.
- Would like to know the whereabouts of CDR Veth (CO 1951) and or family of RADM. K. L. Veth. Last saw RADM Veth on Pearl Harbor. - Eugene D Haas, DKC

**In Response to his question: Kenneth Veth made Rear Admiral. He was also a popular skipper on the USS Providence CLG-6 and was COMNAVFORV in command of all naval forces in Viet Nam before ADM Zumwalk. After retirement he got into the business of producing spot announcements for radio which he sold throughout the country. He died around 1986 at the age of 75. - Gene Maresca

I am the son of CDR H.P. Lair, CO USS Larson 1950-1952. I attended the reunion of the Larson in Washington D. C. I've enclosed my Navy log and my father's so you can see what we are all about. Here is my "Mail Call" circa 1950-1952, Newport, RI. On the weekends, my father, mother, brother and I would go on board the Larson for dinner in the wardroom - I fondly remember the cake and ice cream most of all. As soon as we hit the gang plank, the word was out "The Old Man's" kids were on board, we literally had the run of the ship and were treated great. I remember swinging the gun mounts around most of all. There was a sailor called "Rock" who would give me Sgt. Rock comic books- Boy what great memories. Thought I'd share this with you all.

All my best, Michael J. Lair

Commander Lair Passes Away

Funeral services with military rites were conducted here in Pamplin, VA, Tuesday for Commander Harold Patrick Lair, U.S. Navy retired, who died at his home Sunday.

Commander Lair and his family moved to a farm outside of Pamplin in 1960 following his retirement after more than twenty years service in the U.S. Navy.

During World War II he spent most of his time in the Pacific where he participated in nine enemy actions, and took part in amphibious operations and landings in Attu and Kiska, Alaska; Kwajalein; Peleliu; Sampan; Guam; Leyte Gulf; Lingayen Gulf; Iwo Jima; Okinawa and was in Japan at the final surrender of the Japanese. He received the following medals: American Defense Service Medal, American Campaign Medal, Asiatic-Pacific Campaign Medal (9 bronze stars), Philippine Liberation Ribbon (2 Bronze stars), China Service Medal, Navy Occupation Service Medal, World War II Victory Medal, Korean War Medal, and Bronze Star Medal with Combat Distinguishing Device.

During his Naval career, he served in various large amphibious ships and destroyers as Executive Officer and was Commanding Officer of four combatant ships.

After the war he served in London, England; Quantico, VA; and his last tour of duty was with the Amphibious Forces School, Little Creek, VA, where he was head of the intelligence department.

He is survived by his widow, Mrs. Loe Alley Lair, three sons, Harold Patrick Lair, Jr. a member of the Marine Reserves and Matthew David Lair of Pamplin, and Michael John Lair of the U. S. Navy.

Born 3 September 1910

Greely Colorado\Died 18 April 1965

Attention on Deck!

Dues...You know the drill!

Please send your 2011 Dues. Fill out this form, send it and your check made payable to: **USS Everett F. Larson DD-830** with a self addressed envelope to:

Frank Wyzywany, Treasurer
12 Ashleigh Court
Lansing, MI 48906

Name: _____
Address: _____
City/Town: _____
State: _____ ZipCode: _____
Tel #: _____
Email: _____
Please Check One:
<input type="checkbox"/> \$10.00 per year Full Membership
<input type="checkbox"/> \$120.00 Lifetime Membership (w/ spouse)
<input type="checkbox"/> \$5.00 per year Associate Membership (no voting rights at meeting)
Years beng paid for: _____

Mailing Address:

Are you current? Take a moment to check to see if you need to update information.

*Send in the changes to Doug so you will receive your copy of the Larson Newsletter in a timely and cost efficient fashion.

Doug Rice
83 Stonehedge Lane South
Guilford, CT 06437

THIS IS NOT A DRILL

Well, I found at least one guy who paid no attention to this dire warning last month: ME!

I'm just not used to printing things I get on e-mail, and you have to print it to cut out the renewal form! Hopefully this will serve as a reminder to anybody like me, if there are any.

Its still important to get dues paid and to get new members. We need to do both!

- Gene Maresca

DONATIONS ARE ALWAYS WELCOME!

Get Your Larson Association Newsletter Via Email

With every edition, your Association mails out 383 Newsletters and Emails 170 Newsletters to members.

Please let Doug Rice (drice@ctslabs.com) know if we can just provide you with the email version. With the rising costs of stamps, envelopes and printing, we would appreciate your help in cutting our costs.

Thank you for your help.

Name: _____
Address: _____
City/Town: _____
State: _____ Zipcode: _____
Tel #: _____
Email: _____
Rate & Years on Larson: _____
Spouse's Name: _____



WE ARE STILL LOOKING FOR SHIPMATES!

Great Lakes, Illinois Reunion October 5-9, 2011



Plans have been completed for our 2011 Reunion. Tom & Peggy Nordquist will be our Hosts.

We have made arrangements to stay at the EMBASSY SUITES HOTEL, 1445 Lake Cook Road, Deerfield, Illinois 60015. Phone # 847-945-4500.

Reservations can be made directly with the Embassy Hotel by calling 1-800-EMBASSY (1-800-362-2779), please reference USS Everett F. Larson DD/DDR 830 2011 Reunion with the operator and the dates that you will be attending. Room rates are \$95.00 per night plus a current room tax of 12%. (Reservations can also be made via the Embassy Suites website at www.embassysuites.com, using the Group ID code 361378 for the special rate). ALL RESERVATIONS MUST BE MADE BY SEPTEMBER 7, 2011. Any room cancellation will be required by 4:00 PM, Tuesday, October 4, 2011 to not receive penalty charges.

Our room rates include Complimentary made to order hot breakfast and cereal bar every morning and evening cocktail hour from 6:00 - 8:00 PM.

On our arrival date October 5, a hospitality room is available with refreshments and evening pizza and salad buffet, hosted by your reunion association.

Thursday, October 6 activities will be Chicago Town Tour including Chicago History, Architectural, Culture Highlights and the Museum of Science and Industry. Lunch will be on your own. We think each of you will really enjoy the day's activities.

Friday, October 7 activities will be the Great lakes Naval Station attending their Weekly Commencement Exercise, Lunch included on base at the Port of Call Restaurant (on Lake Michigan) and Great Lakes Naval Museum.

Please note that all reservations made for Thursday & Friday activities cannot be canceled after September 1, 2011 to receive a refund.

Saturday, October 8 includes Larson Business Meeting, Memorial Program, Banquet at the Hotel and activities on your own.

Sunday, October 9 Breakfast and Departure Date.

Enclosed with your newsletter is a Registration Form to be returned by Thursday, August 25, 2011 to:

Thomas Nordquist
11608 Channel View Drive
Lakeview, OH 43331
Checks are to be made out to: Thomas Nordquist

If you plan to fly to Chicago, IL and not rent a car, please contact Tom Nordquist, Telephone # 937-633-0040 to get information on reduced Taxi fares from Chicago O'Hare Airport to the Embassy Suite Hotel.

**USS EVERETT F. LARSON DD/DDR 830 REUNION SCHEDULE
OCTOBER 5-9, 2011**

WEDNESDAY, OCTOBER 5, 2011

1200-2200 Hospitality Suite Open & Registration
1730-1930 Larson Pizza & Salad Buffet in Hospitality Suite
2200 Hospitality Suite Closed

THURSDAY, OCTOBER 6, 2011

0600-0800 Complimentary Full Breakfast in Hotel Lobby
0700-0745 Hospitality Suite Open
0745-0800 Board Buses for Chicago Tour & Museum of Science & Industry
Wonderful Town Tour
Navy Pier & Shopping
Memorial Waterfall at Soldier Field
1200 Arrive Museum of Science & Industry
Lunch available in Museum Cafeteria
1500 Depart for Embassy Hotel
1600 Arrive Embassy Hotel
1600-2200 Hospitality Suite Open
1800-2200 Dinner on your own
2200 Hospitality Suite Closed

FRIDAY, OCTOBER 7, 2011

0600-0800 Complimentary Full Breakfast in Hotel Lobby
0715-0730 Board Buses for Great Lakes Naval Station
800 Arrive Great Lakes Naval Station & Commencement Exercise
1130-1230 Lunch at Port of Call Restaurant (Include with Tour)
1300 Great Lakes Museum
1500 Depart for Embassy Hotel
1530 Arrive at Embassy Hotel
1500-2200 Hospitality Suite Open
1630-1830 **REUNION RAFFLE IN HOSPITALITY ROOM**
1900-2200 Dinner on your own
2200 Hospitality Suite Closed

SATURDAY, OCTOBER 8, 2011

0600-0800 Complimentary Full Breakfast in Hotel Lobby
0700-0830 Hospitality Suite Open
0830-1000 **USS Everett F. Larson Association Business Meeting in Hospitality Suite**
1000 Memorial Ceremony recognizing recent Departed Shipmates
1030-1630 Hospitality Suite Open after Business Meeting
1730-1830 Banquet Room Open. Cash Bar Available
1845-2000 Buffet Dinner
2000-2200 Entertainment and Music

SUNDAY, OCTOBER 9, 2011

0600-0800 Complimentary Full Breakfast in Hotel Lobby
Departure Have a safe Return to your Home. See you next year on the East Coast.

U.S.S. Everett F. Larson Reunion

October 5-9, 2011

Great Lakes Reunion Reservation Request

A. Chicago Tour & Museum of Science & Industry W/ Transportation...
Number of Persons: X \$55.00 each = \$ _____

B. Great Lakes Commencement & Base Tour W/ Transportation & Lunch...
Number of Persons: X \$53.00 each = \$ _____

C. Reunion Banquet Buffet: Chicken Marcela, Tilapia, Penne Pasta, and London broil...
Number of Persons: X \$48.00 each = \$ _____

TOTAL \$ _____

Reservations required by 8/28/2011

Make Checks payable to: Thomas G. Nordquist

Name Tag Information:

Name(s) _____

Guest: _____

Guest: _____

Years aboard the Larson: _____

Address: _____

Phone # _____ E-mail _____

SEND THIS COMPLETED FORM AND YOUR CHECK TO:

**Thomas G. Nordquist
11608 Channel View Drive
Lakeview, Ohio 43331**

A POEM WORTH READING and sharing!

He was getting old and paunchy And his hair was falling fast,
And he sat around the Legion, Telling stories of the past.
Of a war that he once fought in And the deeds that he had done,
In his exploits with his buddies; They were heroes, every one.
And 'tho sometimes to his neighbors His tales became a joke,
All his buddies listened quietly, For they knew whereof he spoke.
But we'll hear his tales no longer, For old Bob has passed away,
And the world's a little poorer For a Soldier died today.
He won't be mourned by many, Just his children and his wife.
For he lived an ordinary, Very quiet sort of life.
He held a job and raised a family, Going quietly on his way;
And the world won't note his passing, 'Tho a Soldier died today.
When politicians leave this earth, Their bodies lie in state,
While thousands note their passing, And proclaim that they were great.
Papers tell of their life stories From the time that they were young,
But the passing of a Soldier Goes unnoticed, and unsung.
Is the greatest contribution To the welfare of our land,
Someone who breaks his promise And cons his fellow man?
Or the ordinary fellow Who in times of war and strife,
Goes off to serve his country And offers up his life?
The politician's stipend And the style in which he lives,
Are often disproportionate, To the service that he gives.
While the ordinary Soldier, Who offered up his all,
Is paid off with a medal And perhaps a pension, small.
It is not the politicians With their compromise and ploys,
Who won for us the freedom That our country now enjoys.
Should you find yourself in danger, With your enemies at hand,
Would you really want some cop-out, With his ever waffling stand?
Or would you want a Soldier-- His home, his country, his kin,
Just a common Soldier, Who would fight until the end?
He was just a common Soldier, And his ranks are growing thin,
But his presence should remind us We may need his like again.
For when countries are in conflict,
We find the Soldier's part Is to clean up all the troubles That the politicians start.
If we cannot do him honor While he's here to hear the praise,
Then at least let's give him homage At the ending of his days.
Perhaps just a simple headline In the paper that might say:
"OUR COUNTRY IS IN MOURNING, A SOLDIER DIED TODAY."