

THE KORAN IRON HORSE

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THOMAS WILLIAM FAY, JR. AWARD FY 2005

JOHN W. EMERSON AWARD FY 2001 – 2007 - 2010



August 2011

America

Still the Land of the Free . . .
Because of the Brave

God bless and protect our military troops



Voiture 1588 Officers 2010-2011

Chef de Gare	J. R. Johnson	Commis Intendant	Hank Kwiatkowski
Chef de Train	Larry Aytes	Commis Voyageur	Jesse Morrison
Chef de Train	James Vise	Garde de la Porte	Paul Roland
Correspondant	John DeMoss	Aumonier	Carl A. Barr
Avocat	Bob Zirkle	Publiciste	Carl A. Barr
Conducteur	Andy Coburn	Cheminot	James Brumley
Sous Conducteur	Jack Steranski	Cheminot	Waltr Sedlecki
Lampiste	Donnie Glasgow	Cheminot	Jack Fesmire
Medicin	Chuck Rodgers		



Chef de Gare James R. (J. R.) Johnson

Voyageur J. R. Johnson was installed as the Chef de Gare of Voiture 1588 at the Promenade on 28 July. J R has been a steady participant in our activity, driving the 150 mile round trip from his West Monroe home for each event here. He has served as Post Commander for his Legion Post. We expect good things from him.

Membership

Your 40 & 8 dues \$25.00 per year Please send your \$25.00 check to:
 Hank Kwiatkowski—Commissaire Intendant
 5401 Highway 527—Haughton, LA 71037
 Hank will in turn send your 2012 Membership Card to you

Promenade Nationale 2011 is scheduled for 14 to 17 September, in Vancouver, Washington. Chef de Chemin de Fer Hank Kwiatkowski will end his reign on Saturday, 17 September. We expect to see a large number of Louisiana Voyageurs in attendance.

Grande Promenade—Dr. Kenneth LaFleur, V. 1351, was installed as Grand Chef de Gare 2012. Grand Chefs de Train are Dan Leonard and Milton Harrison. Announcement was made that Milton Harrison is National Voyageur of the Year. A report of the weekend activity was published in July "[The Cajun Link](#)."

Voiture 1588 Promenade, 27 July—Despite a low attendance, our officers for 2012 were installed as listed above.

2nd Grande Cheminot will be at A/L Post 3 in Alexandria, 10:00 am, Saturday, 3 September. Finance Committee will meet at 09:00 am.



Other Voiture deaths

Cotton Valley Funeral

14 July: The Church of Christ in Cotton Valley was the scene of the funeral for Voiture 137's **Voyageur Ken Gray**, past 4th District Commander in the American Legion. Legion Riders and Patriot Guard came out to pay respect to Ken, maintaining the flag line despite the intense heat. A large contingent of Voyageurs and Legionnaires was in the capacity congregation.

O. D. Treadway III, Voiture 137, died 28 August

- Service 31 August, Hillcrest

Raymond Walters, Voiture 1618, died 28 August

- Saturday September 3, 2011
- Highway Baptist Church
- 1185 Magnolia Height St., Vacherie, LA
- Viewing begins at 8:30 am, Service Begins at 11 am
- Interment with be in Highway Baptist Church Cemetery

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Citations for the Medal of Honor are a regular feature in this newsletter. They are selected at random from the web site. I encourage you to visit the web site to read more of these tales of courage—true American heroes. L'Editeur

<http://www.history.army.mil/moh.html>

MEDAL OF HONOR



1st Lt. EDWARD S. MICHAEL WWII Air Mission—Germany

Rank and organization: First Lieutenant, U.S. Army Air Corps, 364th Bomber Squadron, 305th Bomber Group. Place and date: Over Germany, 11 April 1944. Entered service at: Chicago, Ill. Born: 2 May 1918, Chicago, Ill. G.O. No.: 5, 15 January 1945.

Citation: For conspicuous gallantry and intrepidity above and beyond the call of duty while serving as pilot of a B17 aircraft on a heavy-bombardment mission to Germany, 11 April 1944. The group in which 1st Lt. Michael was flying was attacked by a swarm of fighters. His plane was singled out and the fighters pressed their attacks home recklessly, completely disregarding the Allied fighter escort and their own intense flak. His plane was riddled from nose to tail with exploding cannon shells and knocked out of formation, with a large number of fighters following it down, blasting it with cannon fire as it descended. A cannon shell exploded in the cockpit, wounded the copilot, wrecked the instruments, and blew out the side window. 1st Lt. Michael was seriously and painfully wounded in the right thigh. Hydraulic fluid filmed over the windshield making visibility impossible, and smoke filled the cockpit. The controls failed to respond and 3,000 feet were lost before he succeeded in leveling off.

The radio operator informed him that the whole bomb bay was in flames as a result of the explosion of three cannon shells, which had ignited the incendiaries. With a full load of incendiaries in the bomb bay and a considerable gas load in the tanks, the danger of fire enveloping the plane and the tanks exploding seemed imminent. When the emergency release lever failed to function, 1st Lt. Michael at once gave the order to bail out and seven of the crew left the plane. Seeing the bombardier firing the navigator's gun at the enemy planes, 1st Lt. Michael ordered him to bail out as the plane was liable to explode any minute. When the bombardier looked for his parachute he found that it had been riddled with 20mm. fragments and was useless. 1st Lt. Michael, seeing the ruined parachute, realized that if the plane was abandoned the bombardier would perish and decided that the only chance would be a crash landing. Completely disregarding his own painful and profusely bleeding wounds, but thinking only of the safety of the remaining crewmembers, he gallantly evaded the enemy, using violent evasive action despite the battered condition of his plane. After the plane had been under sustained enemy attack for fully 45 minutes, 1st Lt. Michael finally lost the persistent fighters in a cloud bank. Upon emerging, an accurate barrage of flak caused him to come down to treetop level where flak towers poured a continuous rain of fire on the plane.

He continued into France, realizing that at any moment a crash landing might have to be attempted, but trying to get as far as possible to increase the escape possibilities if a safe landing could be achieved. 1st Lt. Michael flew the plane until he became exhausted from the loss of blood, which had formed on the floor in pools, and he lost consciousness. The copilot succeeded in reaching England and sighted an RAF field near the coast.

1st Lt. Michael finally regained consciousness and insisted upon taking over the controls to land the plane. The undercarriage was useless; the bomb bay doors were jammed open; the hydraulic system and altimeter were shot out. In addition, there was no airspeed indicator, the ball turret was jammed with the guns pointing downward, and the flaps would not respond. Despite these apparently insurmountable obstacles, he landed the plane without mishap.