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Veterans Salute 2013

The Clinton Chronicle – SECTION 2

June 26, 2013



To all current soldiers and those
who have served so bravely,

Thank You

for your courage and sacrifice.

It will not be forgotten.

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Remembering a father

By Gary Vincent

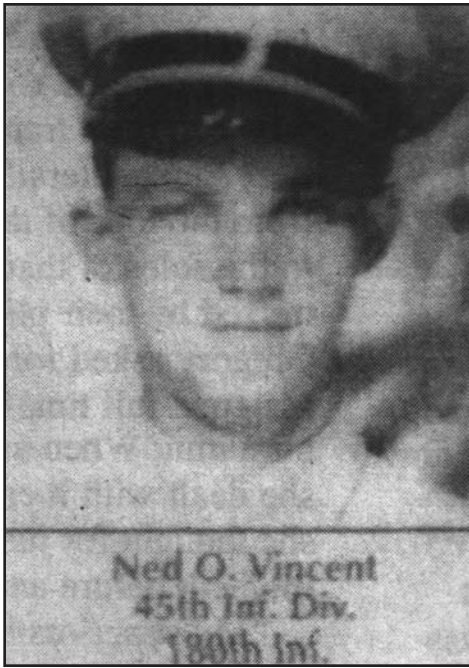
For Vet Salute 2013

Greatest Generation World War II veteran Ned O. Vincent remembered:

My father, Ned O. Vincent, died June 3, 2013 at age 90. He was a proud World War II veteran who saw a lot of death when he served, but cherished his years of service.

Ned O. Vincent, my father, told me he'd never see "Saving Private Ryan" because he saw much of what it depicted and briefly described one thing- but he would never talk about that. That is just how he served.

He served and was especially



proud because his generation had rid the world of Adolf Hitler and Hitler's barbarity. When 9/11 occurred I sensed he was shell-shocked because he thought this kind of brutality and mercilessness was largely put to rest by the Greatest Generation.

I salute him and cherish his memory and the memory of all those of the Greatest Generation and all American generations who either made the ultimate sacrifice or were ready to make it, and are ready to make it in order to make and keep America what it became and is and will be.

My father had a single message for today's generation of young people, love your country and stand behind it.

The men who fought in WW II were united by a common purpose, but also by common values, love of family and country, and above all, responsibility for oneself.

June 3, 2013 marked Ned O. Vincent's final roll call with us, and as General Douglas MacArthur said: "Duty, Honor, Country"-these three hallowed words reverently dictate what you ought to be, what you can be, what you will be. They are your rallying point to build courage when courage seems to fail, to regain faith when there seems to be little cause for faith, to create hope when hope becomes forlorn.

Dad: I may shed a tear but I will also break into a smile. You leave us blessed. Go in peace.

Thomas

Thomas, From Page 3

a commanding officer. "You put a WWII pilot in a jet - he's going to tear something up."

Finally, air sickness got the best of Thomas. Flying in a straight line, tracking an object - he was fine.

When the pilot decided from thousands of feet up to "check out" a battle group of destroyers on the sea below, not so much.

"Any kind of acrobatics," Thomas said, that would get him. It didn't get any better when one "fly boy" decided to fly under a bridge. "You put a 21-year-old into an airplane, they're going to do something with it," Thomas said.

When the Air Force decided to send 60 officers on 30 planes to Goose Bay, all on the same day - perhaps it was inevitable that they would get thrown out of the Officers' Club the same night.

"The officer that ran the club had 10 Commandments," Thomas said. "The 10th Commandment was 'no singing in the bar.' So we were all in there, singing, and somebody went and woke him up. He came in and gave us the lecture, and when he finished we sang 'For He's a Jolly Good Fellow.'"

"We were put out of the club right

then. Our commander calmly finished his drink, and threw the glass against the wall. He told the officer, 'You will never see another one of my men in here ever again (it was to be a year's deployment, and this was the first night).

"The officer eventually relented." After military service, Thomas returned to college - the University of South Carolina in business. He switched to mechanical engineering, graduated in 1958 and worked for Union Carbide and Martin Marietta at Oak Ridge, Tennessee, and Paduka, Kentucky.

By 1990, he was in Clinton, SC.

Send-offs and welcomes in Columbia and Washington, D.C., for WWII, Korea-era and Vietnam veterans attending Honor Flights include families, friends and other well-wishers, military bands, and law enforcement and military personnel offers salutes. Bill Thomas, right, of Clinton, took the Honor Flight April 17, and photos from all the SC Honor Flight missions are posted on-line.



Bill Thomas-Air Force

By Vic MacDonald

For Vet Salute 2013

In the days before the Korean War through The Cold War, won by President Ronald Reagan and even today, a thin "red line" at the top of the globe separated the United States from a powerful adversary.

From 1950 to 1955 Bill Thomas of Clinton was part of the "red line," flying radar in jets painted red on their noses and red on their tails.

Red, as a distinctive "fighting" color? No. Red so the aircraft could be seen if it crashed on the polar ice caps.

Thomas was part of the first-ever crews that manned radar mounted on jet aircraft. WWII "fly boys" got back into the skies, "behind the stick" of the world's newest aviation technology.

Guys like Bill Thomas went along for the ride.

They patrolled the airspace north of Canada, flying from Newfoundland and Greenland, checking out the "unidentified objects" found by ground radar.

After his military deployment, Thomas found his way into the nuclear energy field, but not as a scientist. He discovered a gift for



Post-WWII air duty. Bill Thomas, left (identified as "Tom" on his jacket), and Don Schipke wear their flight jackets in this 1950s-era photo taken while the men were assigned to the 59th Fighter Interceptor Squadron.

managing people - "I trained in engineering," he said, "but I found I was better with people, so I moved into management."

When Thomas retired, the nuclear facility for which he was the top manager had 3,900 employees and a budget of \$500 million.

"The nuclear plant where I was manager had more acres of roof



What Thomas' squadron flew. The 59th Fighter Interceptor Squadron flew this aircraft in 1952-53, based out of Goose Bay, Labrador. The nose and tail were painted so the aircraft could be spotted if it crashed on ice at the "top of the world".

- Photos in album of Fritz Adams at [picasaweb.google.com/59thfis](https://www.picasaweb.google.com/59thfis)

than was on our farm," said Thomas, who grew up on a small farm near Orangeburg.

Now that he's retired, and entering his 80s, Thomas can indulge a passion for being on stage. He has been seen in about 15 productions of Laurens County Community Theater.

He is bouncing back from his life's biggest challenge - the death of his wife of 57 years, Bernie, January a year ago. They married while Thomas was in the Air Force.

He stays busy following retirement in 1989 working on optics in son, Dr. Gill Thomas' shop. "I did his optics for 15-17 years. I'm helping him now a little bit," he said.

His wide-ranging professional career started in electronics school in Biloxi, Mississippi. Out of specialized training, he became one of the first "radar observers" in the U.S. Air Force.

At this time, the Air Force had "ground radar," but its findings could not be verified by "eyes in the sky" until technology evolved and airmen to ride along in new-fangled jets were trained.

Thomas got his rating and commission in six months at Waco, Texas, and was transferred to Tindal AFB in Florida. That's when he went from flying in B-25s to F94 jets.

More training followed at Otis AFB, Massachusetts, then it was on to Goose Bay, Labrador.

Eventually, the flight crews wound up in Greenland, where they had to train for three months in constant darkness.

"We had to get the regulations changed," Thomas said, "because there was no daytime flying."

After flying missions at "the top of the world," Thomas settled in at Langley AFB, Virginia, having honed his "people skills" with three years as an Air Force officer.

"Our mission," he said, "was to identify anything that came into America territory. Until we identified it, it was classified as 'unidentified'. This was a time of tensions with Russia. We had to be airborne within five minutes of an alert."

The threat was this: Russian air-

craft possibly with nuclear capability could fly over the North Pole and bomb targets in Canada. With the Canadian Air Force occupied, another flying fleet would make its way to targets in the mainland United States.

Remember, when Thomas entered the U.S. Air Force in 1950, it was just nine years after Pearl Harbor.

"By the time we got into the airplane we had to be strapped in, no matter the weather," Thomas said. "If we couldn't get back we just had to find a place to land."

Even on the ice. The crews could fly above 55,000 feet.

One time ground radar picked up something at 20,000 feet making seven knots, and Thomas's crew took off to identify the "UFO". It turned out to be a reflection - a dog sled on the ice below had its image bouncing off low clouds in just the right way to get picked up by radar.

Another time, at Goose Bay, ground radar picked up an image, and the Number 1 crew was scrambled. They looked for it until fuel got low, then the Number 2 crew - Thomas's crew - was scrambled.

Now, things were getting dicey. It was starting to look like a UFO - until the flying radar could verify what the ground radar was picking up, the image was classified "unidentified flying object".

It turned out the image was a single lightbulb in an Eskimo village, and the weather conditions were "just right" so that it appeared the image was traveling "away from" the intercepting jets at 400 mph.

"This was the first class of radar observers, and I was in a leadership position - first lieutenant chief radar officer," Thomas said. "I was 23 years old, commanding a crew of 50 (pilots and observers). The radar was not very advanced, it was still vacuum tube."

There was another challenge for

Thomas, Page 18

Robin Morse-National Guard

By Vic MacDonald

For Vet Salute 2013

As the nation’s National Guard units have been deployed overseas continually since the early 2000s, it is easy to overlook a time in the nation’s history when these “Minute-men” were assigned to keep the peace at home.

When Civil Rights and Vietnam War protests were rampant in the United States, it was the National Guard that was called upon in an attempt to ensure “domestic tranquility.”

It was the National Guard often called upon to fly into the face of danger, rescuing people from hurricanes and floods, as well.

Robin Morse, Clinton’s Director of Public Safety, never deployed to Vietnam, and never had to use his military training to quell a riot; but he and fellow National Guardsmen trained - all the time - in tactics to confront rioters and looters.

Morse also reconstructed tanks headed to Vietnam and worked on all manner of motor vehicles in support of the war effort. He served in the Army National Guard, based in Clinton, from 1971 to 77, getting his mom and dad to sign him up at age 17 living in Cross Hill.

He knew at that age he wanted a career in law enforcement, but he had to be 21 to work for a police department or Sheriff’s Office. Morse’s first job in law enforcement was with the Laurens County Sheriff’s Office; he also has served as Chief of Police in Laurens.

“I knew what I wanted to do coming out of high school,” Morse said. At that time, the United States was drafting high school-age young men into military service; Morse said signing up for the National Guard was seen as being a “draft dodger.”

“That’s not the reason I did it (to avoid being drafted),” Morse said. “I wanted to serve.”

His dad, Tilman Morse, was an Army Air Corps serviceman who handled stateside training for flight crews in WWII. His son, Eric, now serves with Laurens District 55 High School JROTC.

Last week, Eric attended a lead-



Three generations of “Morse men” have served and are in service to the nation. Tilman Morse, left, was in the Army Air Corps in World War II. He was not deployed overseas and remained stateside as a trainer for crews on bombers. Robin Morse, center, now director of the Clinton Department of Public Safety and former Laurens Chief of Police, served in the Army National Guard during the Vietnam-era. He was not active duty Army and did not go to Vietnam; his stateside training included riot control, a National Guard duty during the turbulent Civil Rights and Vietnam War protests of the 1960s and 70s. Eric Morse, right, Robin and Barbara Morse’s son, serves in Navy JROTC at Laurens District 55 High School, and last week attended a leadership camp at The Citadel. - Photos courtesy Robin and Barbara Morse

ership-development event at The Citadel, the military college of South Carolina, located in Charleston. Robin Morse expects his son to return home with a clearer idea of his military options.

Eric has a busy summer ahead, including the national Boy Scouts Jamboree, and two more years at LDHS serving with JROTC, the Beta Club and student government.

Eric also will work toward his Eagle Scout status. He was one of less than 200 Scouts nationwide to receive a prestigious God and Country Badge, completing a four-part requirement, his mom Barbara said, proudly. She and Robin have been married 27 years, after meeting on a blind date.

To qualify for The Citadel program, the younger Morse had to pass extensive PT, aided by the fact that Eric is an avid bicycle rider.

“We had to take him and leave him. We couldn’t even help him with his gear. There were drill instructors there,” Robin Morse said. “It was like I remembered arriving at Fort Dix.”

Robin Morse “went for it” at age 21 when he was eligible for a law

enforcement career. Six years later he had an associates degree; 10 years after that he earned a bachelors. Morse also spent 11 weeks studying at the FBI Academy.

His law enforcement and National Guard service overlapped. Morse joined the Laurens County Sheriff’s Office on Dec. 13, 1974 - “it was a Friday,” he recalled - and he left Guard service in 1977.

He says he wishes he had stayed in.

“Today, we see the Guard overseas fighting,” Morse said, “but in its history the National Guard was the true ‘Minutemen’ (volunteer Revolutionary War soldiers ‘ready in a minute’ to fight the British). This was the nation’s original military.

“The National Guard is very important.”

Morse remembers going to training at Fort Dix, New Jersey; and when the “regular army” guys left, the National Guardsmen stayed behind - for riot training.

These were the days not far removed from the Birmingham, Alabama, racial unrest, and the Little Rock, Arkansas, school integration

controversy.

“When you had a riot,” Morse said, “the National Guard was generally sent at that time to work with local law enforcement. They gave us a gas mask and a long stick. They taught us the formations - the V, diamond - and you took half-steps.”

The Guard responded to natural disasters, too - and still does. “They help local law enforcement maintain order in times of chaos,” Morse said. “They have a national and a local role.”

Morse said the Clinton Guard unit where he served was “very fortunate, we were never sent to a riot or overseas.” But they were sent to “Camp Swampy,” the Guardsmen’s name for Fort Stewart, Georgia.

Today, he said, the role of the Guard has been extended to deployments in Iraq and Afghanistan, as part of the all-volunteer Army, protection and enforcement at the U.S.-Mexican border, and in support of Homeland Security.

“I enjoyed my time in the Guard,” Morse said. “It taught me discipline. Law enforcement is sort of a military-oriented profession.”

Charles Little - Air Corps

By Vic MacDonald

For Vet Salute 2013

They don’t have them any more - and people of a certain age around Laurens most likely regret it - but Charlie Little’s ‘possum dinners still live on.

The late Mr. Little used to love to have friends around, feed them, of course, and tell them stories. In his formal correspondences about his dinners, “Mr. Charlie” - one of his many nicknames - referred to the served-for-dinner “guests” as o’possums.

A child of The Great Depression, Little was among millions of American men who became part of what we now know as The Greatest Generation.

For three years, Little had one of the most dangerous jobs in U.S. military history - he was a gunner on the Army Air Corps’ B-24.

A waist gunner, Little served from Nov. 4, 1942 to Nov. 1, 1945, during “a break” in his studies at Berea College and later at Auburn University. He wound up with a bachelors degree and a masters degree, and was just a couple hours short of his doctorate.

“He always blamed me (for not finishing the Ph.D.),” son Mike Little said. “I was three years old, and he used to say I started eating too much, so he had to get a job.

“He was lacking one chemistry course and something else, and he hated chemistry. He never said it,



Emogene Little put together this framed collection of U.S. Army Air Corp mementoes for her late husband, Charles Dewey Little. The collection includes photos, a commendation certificate, and insignias, decorations and citations including the Air Medal, European Theater Ribbon, three Bronze Stars, four Battle Stars, and one Oak Leaf Cluster. Little served in the Air Corps from Nov. 1942 to Nov. 1945.

but I think that’s the reason.”

The oldest of eight children on a farm in Alabama, Charlie Little was driven to never have his wife and children return to that “hard-scrabble” Depression-era life, Mike said.

Learning poultry science, Charlie Little eventually founded a business, AMT (Agricultural Manufacturing & Textiles Inc.), in Laurens.

The international business today markets and sells egg belt, curtain material and other merchandise to the poultry industry in the U.S., Canada and other countries.

The business is one of the reasons Charlie Little also was known as “Chicken Little.” His other nicknames were Junior (although he was not a junior), Dewey, Charles,



Flight crew for B-24 flying out of Carignola, Italy, in 1945



Charles Dewey “Tiny” Little, age 22, at Advanced Bombardier School, Childress, Texas

smart man, a smart businessman.”

Once the family business was successful, Charlie Little had no qualms about traveling, Pat said, and stayed in touch with Army Air Corps buddies. In WWII, he flew out of Italy.

Little served as waist gunner in a B-24 Bomber, named for Raigh Smoak Johnson, of Charleston, with a flight crew stationed in Cerignola, Italy.

His 1945 flight crew included men from New Jersey, New York, Ohio, North Carolina, Alabama, Arkansas, Vermont and Massachusetts.

“To Daddy,” Pat said, “the world was a small place. He loved to travel. He thought nothing of getting in the car and going somewhere.”

He had no reservations about flying, even though the B-24 in which he flew in WWII engaged in dog-fights and bombing runs.

Mike Little, who has traveled to Italy and on other foreign “trade missions” for the family business, said his dad was “a real Southern character” and “very intelligent.”

Interviewed a day after Father’s Day, Mike said of his dad, “He gave us a good outline (for business and life). I give him all the credit.”



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*A salute to
all veterans.
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Veterans Garden

The veterans garden features three tablets of Indonesian Black Granite to honor our veterans of present and past wars along with the United States flag and State flag. One free pre-need grave space will be given to each honorably discharged veteran along with their names being engraved in the Wall of Honor.

One year payment on other grave spaces with no interest.

For more information, please contact Barry Whitman at 864-833-3413.



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Thomas one of first Korean vets to take Honor Flight

By Vic MacDonald
For Vet Salute 2013

“Forgotten” no more.
Korean War-era veterans now are included on the Honor Flight, a special program for the nation’s vets to receive transportation to Washington, D.C., to see war memorials and to be honored by a grateful United States.
For many years, Korea was known as “the forgotten war.” Spaced between WWII, and its “Greatest Generation” reputation, and the civil unrest caused in the nation by the Vietnam War and its protestors, the Korean conflict was “forgotten” by many. But not by the men who fought there, and the families who knew of their sacrifices.

Korea-era veteran Bill Thomas, of Clinton, was among the first veterans of his time - he served in the Air Force, 1950-55 - to be eligible to go on the Honor Flight.

The Honor Flight program had been dedicated to WWII veterans, but with so many of that time reaching old age or dying, the program was expanded to Korean-era veterans.

“It’s really worth doing,” Thomas said, of the flight from South Carolina to the nation’s capital.

“They do a great job with that (honoring the nation’s veterans).”

Thomas said there are about 1,500 photos at an Honor Flight Internet site from the flight he went on in April out of Columbia. His daughter made him a CD of about 50 photos in which he appears.

Thomas, a widower, has three

“We can’t all be heroes. Some of us have to stand on the curb and clap as they go by.” - American humorist Will Rogers, quoted on www.honorflight.org



Bill Thomas, of Clinton, joined WWII and Korea-era veterans April 17 on the South Carolina Honor Flight to Washington, D.C. A national organization with chapters in most states, Honor Flight started as a way to get WWII - The Greatest Generation - veterans to see the nation’s war memorials. As more WWII veterans have died, eligibility for the flights has been extended to veterans serving in the Korea and Vietnam wars, and in military service during those eras. - Photos by Perry B. McLeod, South Carolina Honor Flight

children, five grandchildren and three great-granddaughters.

In Washington, D.C., the veterans received a water cannon salute and had arranged tours of the WWII and Korean monuments in addition to the Iwo Jima and the Air Force monuments.

They saw the changing of the guard at Arlington National Cemetery.

Thomas said about 70 Korea-era veterans and 20 WWII veterans made the trip. “They had a guardian for each veteran,” he said. “In my case (because he could get around on his own), a guardian for every two veterans.”

It is a \$50,000 expense to put on the Honor Flight, Thomas said. He was on the 16th flight to go out of South Carolina.

Upon their return, Thomas said the veterans were expecting to deplane and go straight home. They

had another surprise.

“We got back to the Columbia airport. We left the plane together,” he said. “There about 20 Highway Patrol officers there to salute us, a band and 300-400 people there, clapping and wishing us well.”

“Honor Flight Network is our way of paying a small tribute to those who gave so much - a memorable, safe and rewarding Tour of Honor,” said the Honor Flight website,

Honor Flight Network is a federal nonprofit 501(c) 3 organization; tax deductible donations can be made on-line.

Organizations also can sponsor entire flights. Chairman of Honor Flight is Jim McLaughlin; he can be reached at chairman@honorflight.org.

The first flight was staged in May 2005. World War II veterans

got first priority because, according to Veterans Administration estimates, 640 WWII veterans die each day throughout the nation.

The Honor Flight Network was originated by Earl Morse, a physician assistant and retired Air Force captain. He wanted to honor veterans for whom he had been providing care for 27 years.

On Sept. 24, 2007, Honor Air out of Hendersonville and Henderson County, N.C., marked the first city and county to fly 100 percent of their WWII veterans to their monuments.

Through the end of 2012, the network has transported more than 98,500 veterans to Washington, D.C., to see their monuments.

(The mailing address for donations is Honor Flight, Inc., attn: Diane Gresse, 300 E. Auburn Ave., Springfield, OH 45506.)

HONORING ALL WHO SERVED

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Mark N. Willis
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We take this opportunity to thank those who contributed to the greatness of our country.



IN HONOR OF THE BRAVE



Laurens County Council and the Laurens County Governmental Offices salute all men and women who have served so bravely. We are grateful for the sacrifices made for our freedom.



POW/MIA table set for those who haven't returned

At the 2012 Laurens County Hall of Heroes induction, The POW/MIA Table was set up. A portion of the ceremony at every military dining in or dining out event honor the unaccounted for soldiers says, in part:

"They are unable to be with us this evening and so we remember them.

"The table is round - to show our everlasting concern for our missing men and women. Remember.

"This table set for one is small ... it symbolizes the frailty of one prisoner against his oppressors. Remember.

"The table cloth is white ... it symbolizes the purity of their intentions to respond to their country's call to arms. Remember.

"The single rose displayed in a vase reminds us of the families and loved one of our comrades in arms who keep faith awaiting their return. Remember.

"The red ribbon tied so prominently on the vase is reminiscent

of the red ribbon worn on the lapel and breasts of thousands who bear witness to their unyielding determination to demand a proper accounting for our missing. Remember.

"A slice of lemon is on the bread late ... to remind us of their bitter fate. Remember.

"There is salt upon the bread plate ... symbolic of the family's tears as they wait. Remember.

"The Bible represents the strength gained through faith to sustain those lost from our country, founded as one nation under God. Remember.

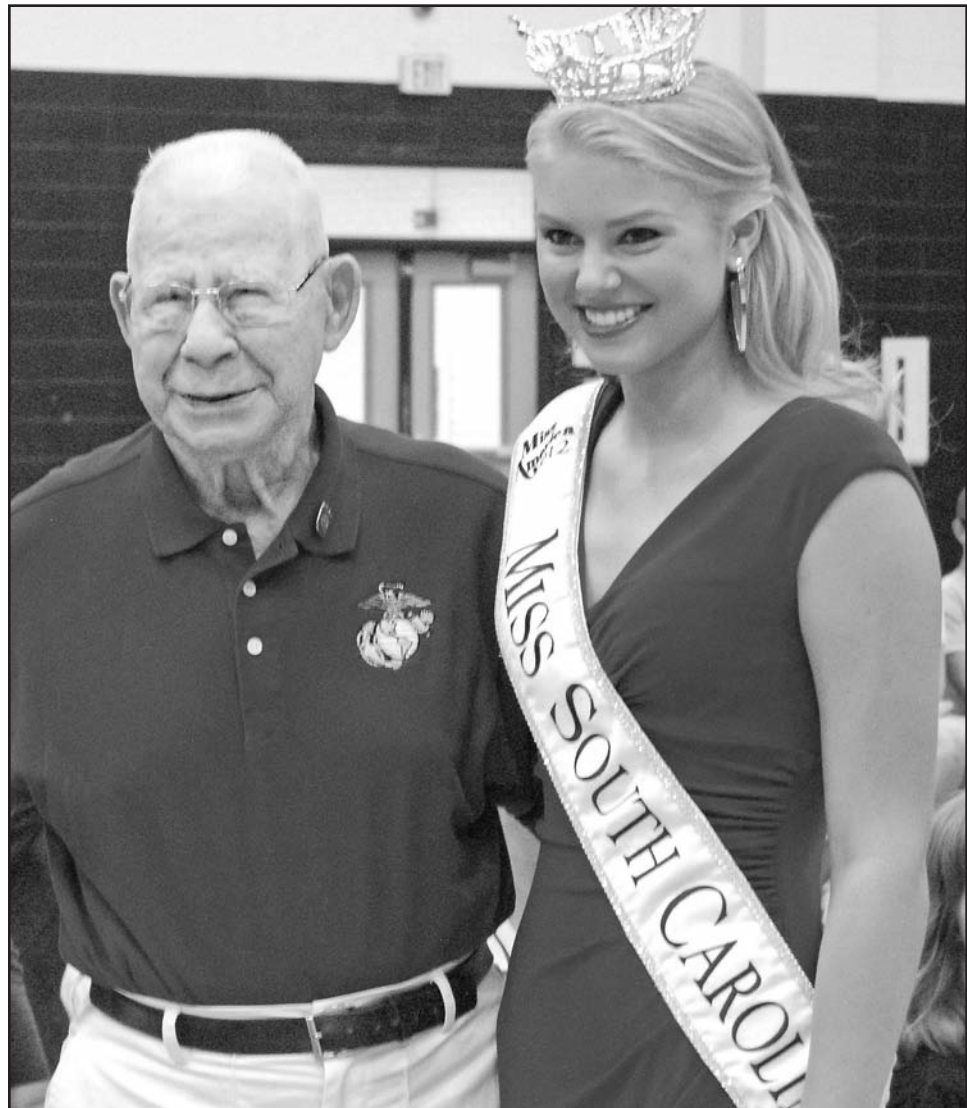
"The glass is inverted ... they cannot toast with us tonight. Remember.

"The candle is reminiscent of the light of hope which lives in our hearts to illuminate their way home, away from their captors, to the open arms of a grateful nation. Remember.

"The chair is empty ... they are not here. Remember."



With reverence. Costell Little, chaplain of VFW Post #5932 and a 2012 Laurens County Hall of Heroes inductee, pauses reverently to provide the Benediction for the May 27 Memorial Day observance in uptown Clinton.



Milo Adamson, a 2012 Laurens County Hall of Heroes inductee and resident of Martha Franks Baptist Retirement Community, Laurens, has his photo taken with Miss South Carolina and Laurens native Ali Rogers at last September's induction ceremony. The 2013 Hall of Heroes induction will be Saturday, Sept. 21, 4 p.m. at Laurens District 55 High School.

Poppies in remembrance

Source:
American Legion Auxiliary

In the WWI battlefields of Belgium, poppies grew wild amid the ravaged landscape.

How could such a pretty flower grow wild while surrounded by death and destruction? The overturned soils of battle enabled the poppy seeds to be covered, thus allowing them to grow and to forever serve as a reminder of the bloodshed during that and future wars.

In 1921, the American Legion Auxiliary adopted the poppy as the organization's memorial flower and pledged its use to benefit our servicemen and their families.

Today, the poppy continues to provide a financial and therapeutic benefit to those hospitalized and disabled veterans who construct them, as well as benefiting thousands of other veterans and their families.

Our continued support of the poppy program is an essential resource not only for those veterans making the poppies, but all efforts supported by the use of poppy funds.

Millions of poppies are distributed throughout America on a Saturday prior to Memorial Day. All the money collected is funneled back into various rehabilitation programs of the nation's service organizations.

The poppy now is generally accepted as a symbol of remembrance in America, replacing the evergreen of the first Memorial Day.



Red, to remember. In October/November, prior to Veterans Day, the Veterans of Foreign Wars and Auxiliaries distribute the Buddy Poppy in remembrance of sacrifice by servicemen and women, and their families. The American Legion Auxiliary distributes the red Flanders poppy prior to Memorial Day for remembrance, and to raise funds for veterans' rehabilitation services. - File photo

*Symbolism of the Poppy
The red petals stand for the vast outpouring of blood;
the yellow and black center,
the mud and desolation of all battlefields;*

*The green of the stem is symbolic of the forests,
meadows and fields where generations of Americans
have perished to make this land free.*

The stem represents the courage and determination of our fallen warriors.

The assembled product, a flower, is a symbol of Resurrection, which is sure to follow.

**In Flanders Fields
by John McCrae, May 1915**

In Flanders fields the poppies blow
Between the crosses; row on row,
That mark our place; and in the sky
The larks, still bravely

singing, fly
Scarce heard amid the guns below.

We are the Dead.
Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.

Inspired by the death of Lt. Alexis Helmer, 1st Brigade Canadian Field Artillery, May 2, 1915, brigade doctor and artillery commander Major John McCrae penned the draft of "In Flanders Fields". McCrae conducted the burial service for his friend, Lt. Helmer, because the brigade chaplain had been called away.

American teacher, "The Poppy Lady," Moina Belle Michael, wrote a response to "In Flanders Fields". She and "The French Poppy Lady," Madame Anna Guerin, encouraged others to use the red Flanders poppy as a remembrance.

Source:
www.greatwar.co.uk/poems

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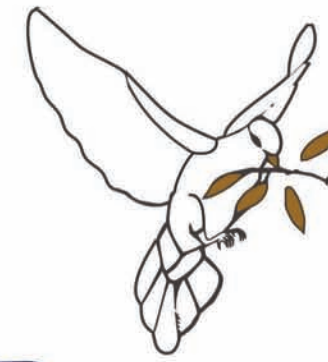
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Bailey Manor veterans pictured left to right are Bill Sellers, Jim Miller, Alton Payton, Earl Rice, Larry "Bubba" Long, and Boh Kramm. Not pictured is Jim Overstreet.



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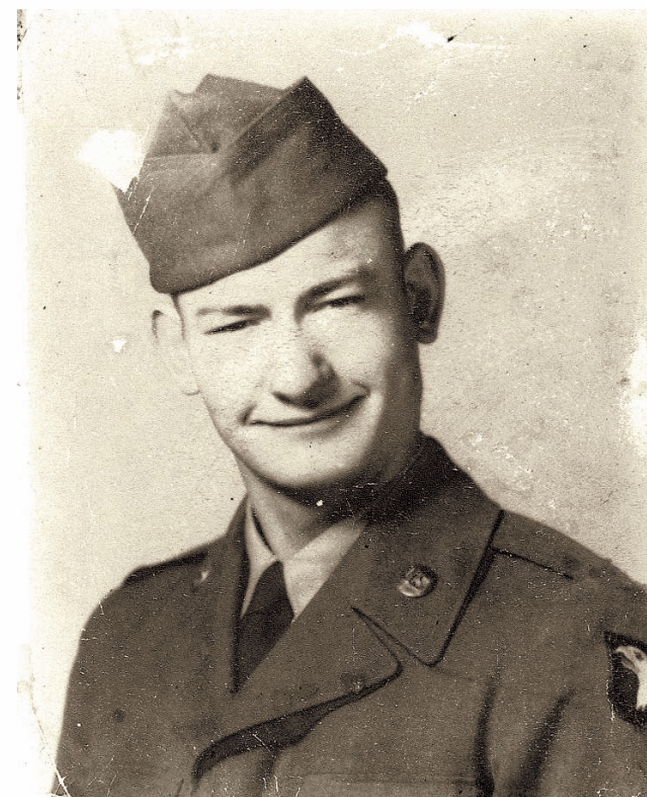


Photo above of Mr. Jim Overstreet, also a resident at Bailey Manor, was a Private in the Army in the 1950's serving at Fort Lee in Virginia, Fort Jackson in South Carolina, and Fort Bragg in North Carolina.

*Earl L. Anderson
Joseph Battle
Stanley Becker
George L. Beveridge
Seth Blackwell
James Blair
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Curtis Brown, Jr.
Elsie E. Brown
Derek Burnett
Danny Burroughs
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Edgar Price
Ernest Price
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