



# *The Delaware Crossing Patriot Kansas Society*

April 2015

Metro Kansas City's Oldest & Largest Chapter, Founded 1960

## **NEXT MEETING:**

**When:** 18 April 2015 @ 9:00 am  
**Where:** Hilton Garden Inn, 12080 S Strang Line Rd. Olathe, KS  
**Program:** John Forbes: McGuffey's Eclectic Educational Series

**Reservations & Cost:** For reservations, e-mail [reserve@dxsar.com](mailto:reserve@dxsar.com) or call Richard Cox at 913-387-7598 by 3:00 PM, the Wednesday before

## **COMING EVENTS CALANDER**

May 9	BOG – Emporia
May 16	Chapter Meeting – Brooks Lyles “Trail from Concord to Lexington”
June 20	Chapter Meeting – Craig Dillavou U.S. Secret Service, Tales from Experience
Jun 27-Jul1	National Congress
Jul 18	Chapter Meeting – Gary Hicks as Alexander Majors
Aug 15	Chapter Meeting – Bob Capps “Voluntaires Estrangers de Lauzon”
Sep 19	Annual DX Picnic & Flag Burning Ceremony
Oct 17	Chapter Meeting



## **The President's Corner**

Brian Revard, Pres. DX

Spring is here! This is my favorite season in Kansas. The trees are beginning to bud, the grass is getting greener, and the bulbs are blooming.

The downside is that the pollen is back and I have to start mowing again.

We have had some excellent SAR activities so far this year with the George Washington Birthday Celebration in February and the KSSAR Conference in March. I enjoyed visiting with many of you at these events. As a chapter, we continue to have great programs and have received several flag streamers at the state conference for our activities. They will be on display at our April meeting for your review.

Our chapter meeting will be on April 18th at 9:00AM at the Hilton Garden Inn, Olathe. If you haven't been to a meeting for awhile, come on in! The location and food are good. Catch up with old friends, meet some new ones, and see what your chapter is doing.

It is a real honor to carry on the traditions and memories of our patriot ancestors. Your Delaware Crossing Chapter is dedicated to doing just that. If you have ideas for program topics/speakers or other activities, I'd love to hear from you. Also, if you have friends or family members that are interested in learning more about the SAR I would be happy to talk with them. You are our best source of new members. Sharing your patriot ancestors stories with friends at work or church may spark an interest in learning more about their genealogy and possible membership.

## 2015 State Conference – March 21st



The 2015 KSSAR State Conference was quite the busy event. DX's Bob Capps retired as State President and was succeeded by Henry Leavenworth's Brooks Lyles. Above, DX's own Dennis Nelson was promoted to Major General and was installed as the new KSSAR Color Guard Commander as well as State Vice President.

The morning started off with the annual Memorial Service held at the ornate chapel, on post. DX's Charles Rush and Thomas Jefferson's Bobbie Hulse assisted in a flag folding ceremony followed



by a reading of names of those society members who passed away this year. Afterward, the Color Guard joined Secretary General Thomas Lawrence, for photos at the statue of General Grant (left).

Following the business meeting, members met for a 'Best Practices' workshop where many useful ideas were shared on membership retention, recruiting,

color guard formation and genealogy. All in attendance left with several ideas that each could take home to their respective chapters.

At the evening's banquet, attendees were treated to Secretary General Lawrence's keynote address as

well as the installation of new officers. One of many awards presented was 'Color Guardsman of the Year' which this year, went to DX's Dewey Fry.



It was a great conference; congratulations and thanks are owed to Dave Comer and his team for making it run smoothly.





## New Genealogy Policies At National

by Tim Peterman

Tim Peterman came home from Spring Leadership with some very useful information on changes to the national genealogy policy changes:

**Genealogy Committee Policy Changes.** The Genealogy Committee approved 5 policy changes last Friday. **For exact wording of the policies, please see the Genealogy Policy Manual at the website. You can use the dropdown menu from the Membership tab on the home page.** An updated version, along with the Application Preparation Manual, will be posted late this week or early next.

a. 2011-06, **Applications from other lineage organizations.** SAR will now accept an official record or chapter copy of a DAR or C.A.R. application approved after 1 January 1985 as evidence of lineage and related fact except where DAR, C.A.R. or SAR has determined that the facts have been determined to be incorrect. In other words, **center checks on applications approved after 1 January 1985 no longer prevent a DAR application from being accepted in lieu of other documents.** Applications approved before this date are acceptable for corresponding facts marked as individually-verified on DAR and C.A.R. applications. The subcommittee acknowledged that there were arguments on both sides of the issue and what it proposed was a middle ground that it deemed in the overall interest of the organization. No review process is perfect, but the overall DAR review process is an excellent one that includes a number of checks and balances. The old policy was clearly confusing to many applicants, chapter registrars, and state registrars, and the genealogy staff was spending a great deal of time requesting further information relating to DAR applications. Compatriot Peterman made a point in discussion I think all of us share: **we do prefer copies of the documents themselves.**

b. 2005-03, **Application completeness.** **The applicant's certificate of birth stating the names of parents, date, and place of birth of the applicant, if available, is no longer required.**

Other evidence for this information is now acceptable. Basically evidence that is acceptable for all other generations is acceptable for the applicant's generation. A birth certificate with the information above conveniently proves multiple points on the application.

c. 2012-04, **Proof documents in foreign languages.** Policy 2012-04 still requires that a document in a foreign language be submitted with an accurate English translation of the pertinent facts. **If a foreign language document is in an archaic handwriting with the text not easily recognizable, a transcription of the pertinent portion of the document is also required. It is no longer necessary to provide attestation that the translation is adequate by a competent translator.** The latter was overkill for simple translations of birth and death registers, and essentially impossible to achieve for translations of documents for which the originals are not readily accessible.

d. 2011-01, **Direct and Indirect Proof Sources for Providing Revolutionary War Service of a Patriot Ancestor.** **Letters and newspapers and broadsides created between 1775 and 1783 have been added as examples of documents that can be accepted as evidence of service.** These have already been acceptable, but all of the examples in the policy previously were official records.

e. 2011-03, **Acceptable Revolutionary Services. Renouncing allegiance to the King of England is no longer sufficient for Patriotic Service.** Oaths of allegiance also had another part that is critical: swearing allegiance to a state or the Congress. Clearly, if allegiance was sworn to another king and not to a state or the Congress, the renunciation of allegiance of the King of England would not be Patriotic Service in furthering the Revolution.

## Warrior Profiles – A Continuing Series

### Eddie Rickenbacker

The son of poor German-speaking Swiss immigrants, Edward Vernon Rickenbacker overcame prejudice, a debilitating eye injury and being an elementary school drop-out, to become the American ace of aces in WWI.

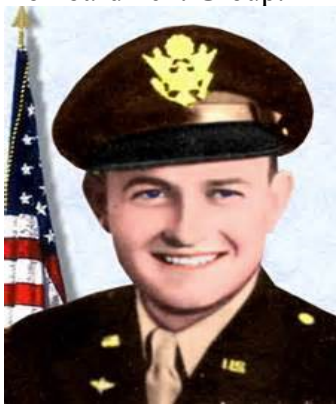


During his career he shot down 26 German aircraft and would take command of the 94<sup>th</sup> Aero Squadron which grew to be America's most successful air unit. After the war, Rickenbacker went on to start a premier auto company, owned the Indianapolis Speedway, and founded Eastern Airlines.

### **Congressional Medal of Honor Recipient**

Donald Gott – WWII (Air Mission)

Donald Gott, First Lieutenant, US Army Air Corps, 729<sup>th</sup> Bomber Squadron, 452<sup>nd</sup> Bombardment Group.



Lt. Gott was awarded the Medal of Honor for actions taken near Saarbrucken, Germany, 9

November 1944.

On a bombing run upon the marshaling yards at Saarbrucken a B-17 aircraft piloted by 1<sup>st</sup> Lt. Gott was seriously damaged by anti-aircraft fire. Three of the aircraft's engines were damaged beyond control and on fire; dangerous flames from the No. 4 engine were leaping back as far as the tail assembly. Flares in the cockpit were ignited and a fire raged therein, which was further increased by free-flowing fluid from damaged hydraulic lines. The interphone system was rendered useless. In addition to these serious mechanical difficulties, the engineer was wounded in the leg and the radio operator's arm was severed below the elbow. Suffering from intense pain, despite the application of a tourniquet, the radio operator fell unconscious.

Faced with the imminent explosion of his aircraft, and death to his entire crew, mere seconds from bombs away on the target, Gott and his co-pilot conferred. Something had to be done immediately to save the life of the wounded radio operator. The lack of a static line and the thought of his unconscious body striking the ground in unknown territory would not bring immediate medical attention forced a quick decision.

Gott and his copilot decided to fly the flaming aircraft to friendly territory and then attempt to crash land. Bombs were released on the target and the crippled aircraft proceeded alone to the Allied-controlled territory. When that had been reached, Gott had the copilot personally inform all crew members to bail out. The copilot chose to remain with Gott in order to assist in landing the aircraft. With only one normally functioning engine, and with the danger of explosion much greater, the aircraft banked into an open field, and when it was at an altitude of 100 feet it exploded, crashed and then disintegrated. All 3 crew members were instantly killed.

1<sup>st</sup>. Lieutenant Gott's loyalty to his crew, his determination to accomplish the task set forth to him, and his deed of knowingly performing what may have been his last service to his country was an example of valor at its highest.