Attendance at our mandatory meetings has been steadily declining. To the point, in fact, where something must be done to reverse the trend.

According to the latest CONAC Evaluation Data, our Squadron had only 73% airman participation. The highest squadron in 5th Region had 100%. While the 9514th is not the lowest in this category, it is below average—a condition which did not exist a year ago, and a condition which is inexcusable.

I feel that the least % attendance permissible is 90%, and this should be our goal.

Next, at Family.

It is apparent that the reason for the above discrepancy is the performance of a minority of Squadron personnel. The majority of our membership have attended with regularity, and it is only a handful of individuals who are dragging us down and making us look bad. I am continually approving excuses for some individuals for the least permissible reasons.

This, of course, is my fault, and in the future, I will personally review all requests for absence and if attendance does not improve, some of our marginal members will be transferred to NARS, regular active duty, or the retired list, as the case may be.

Officer Attendance Better.

Officer attendance for the latest reporting period is somewhat better--88%—than our 90% goal. What I can’t buy is the 15% difference in officer and airman attendance. I am not of the opinion that our officers are 15% healthier or 15% less prone to family problems and difficulties than are airmen. I will agree that there is more incentive for an officer to be here, but this is no excuse for non-attendance by airmen.

As Here as Scheduled.

I do not want to put a mandatory requirement on all Squadron members that all absenteeism must be made up. This certainly would be a burden to some of us. So, the best thing that can happen for all concerned is to be here when scheduled.

I would like to add that one unexcused absence is all that is allowed, if you are to remain in the program. The second one automatically suspends your Reserve affiliation with this organization.

Let’s all try conscientiously to improve our Squadron standing on attendance, and earn gold stars each UTA.

THE COMMANDER

Short Shorts

A man, who was once called “cheap skate” and later referred to as a “man with an impediment in his reach, is spoken of in this nuclear age as a “fellow with a shell-out falter.”

A man’s condition is best judged by what he takes to be a time—stairs or pills.

In case of nuclear attack, we would advise people to come over and hide under our wastebasket. Nothing’s ever hit it yet.

Remember when demonstrations were something people did in store windows to sell household appliances? And a sit-down was a strike.

U.S. AIR FORCE THUNDERBIRDS WILL BE FEATURED AT ANNUAL AIRPORT DAY IN SEP.

VRRRRRRRRRRRMMMMM!

Here they come—the USAF Thunderbirds will perform over the Decatur Municipal Airport.

The performance is scheduled to be at 1300 hours on 22 September.

This appearance will be part of the annual Airport Day festivities which are sponsored by the Decatur Association of Commerce, with the cooperation of the various armed forces.

Charute Band

Besides the Thunderbirds, the Decatur AF unit will also have on hand the Midwest AF Band from Chappie AFB. Also, the USAF Documentary Art Program Exhibit, consisting of the best in AF art, is to be on display in the new T-hangars.

Please Be Here

Although Airport Day is Sunday the 22nd, unit members should all try to be here, Saturday the 21st, to help set up. This will be a lot of work, but the crowd control and parking. The Art Exhibit and other static displays will be set up for the 21st.

Chapute is sending 29-passeger buses to help transport people from Operations to Ed’s Flying Service, which will offer plane rides for those who wish to partake— for a reasonable fee. (Charged per pound as usual.)

Since Group personnel will be having an inspection by Sector officers, the squadron can’t expect much help from them on Saturday. But, Sunday they’ll be free to lend a helping hand (we hope).

(S/Sgt. Charles S. Boyer) #Yeah
GOONEY BIRDS FLY TO THE LAST NEST
Alaskan airmen knew them as the "Gooney Birds." They had served at air bases in the states for more than 20 years. They were the workhorses in carrying supplies for the battle of the Aleutians and in evacuating wounded. And they were the first to land at the North and South Poles and the first on an ice island in the Arctic Ocean.

Recently the last 2,474 transport planes assigned to Alaskan Air Command, left Elmendorf AFB, for retirement at the Arizona base. The era of the "Gooney Bird" ended in Alaska.

(National Observer) 

MAJOR CHANGE IS PLANNED IN RESERVE PROGRAM:
LONGER BASIC TRAINING SLATED FOR CERTAIN SKILLS

Washington:
The House Armed Services Committee is proposing a major change in the active duty training program of reservists.
The change would extend the active duty obligation from six months to 18 months for those reservists and National Guardsmen who receive training in certain military skills.

(Berlin Crisis)
The plan is an outgrowth of the experience of the Berlin crisis call-up in 1961. It was found then that many reservists with only six months of active duty had to have additional training.

Thus, military officials tended to refrain from calling certain reserve units. Instead, men who had served two years or more were recalled for emergency duty which lasted nearly a year.

(New York Times) 

There are so many labor-management disputes, the AFL-CIO is thinking of inventing a new watch which will keep time and a half.

(Decatur Herald) 

THE OTHER SIDE

Does a member of Congress who holds a military reserve commission and also passes on military spending bills have a built-in conflict of interest?

This question has been discussed much recently, especially in Washington. There is a group called the Reserve Officers Association, in which approximately 150 congressmen are said to hold membership.

(Political Power)

This number represents nearly a fourth of Congress, and certainly could wield considerable political influence if all reservist members agreed on certain policies.

There are certain policies on which congressmen do seem to be agreed -- perpetuation of the reserve units in which they hold their commissions. However, this has been one of the real problems for Pentagon planners who have frequently advocated reduction of the military reserve and state National Guard units. These moves often come to nothing because the reserve and the appropriations committee, dealing with the armed forces, could very well have a serious conflict of interest if he also holds a reserve commission.

For that matter, Congress has been singularly indifferent to the whole question of conflict of interest.

(Others Are Hit)

A Robert McNamara or a Charles Wilson is required to divest himself of all stock of companies doing defense business before being allowed to become secretary of defense.

Other members of the executive branch undergo similar scrutiny, and sometimes have to undergo severe financial loss in order to hold public office.

The elected officials, on the state as well as the national level, have been far too casual for too long a period about their financial conflicts of interest. It is time the standards applied to appointive officials also were applied to elected officials.

Each issue the Warrior will present a controversial viewpoint in this space. Here's Number One:

Guard units have considerable muscle.

It is broadly true, too, that one of the reasons for high defense costs and spectacular examples of waste in the past has been the rivalry among the separate branches of the armed forces. A congressman who holds a high rank in the reserve unit of a particular branch may try to be as fair as he can, but he certainly is not going to support a measure that he considers downright detrimental to his branch of the service.

(Service Okay)

Certainly, there is no reason why a congressman may not serve in the military reserve -- whether for patriotic, monetary or other reasons. The reserve units like to have congressmen on their rosters for the same reason Hollywood stars and other noted figures hold commissions; it's good public relations.

But a member of congress who has an important role in connection with defense, say as a member of the armed services committee or the appropriations committee, dealing with the armed forces could very well have a serious conflict of interest if he also holds a reserve commission.

## End ##
BRIGGS LEAVES THE ATC; RETIRING AFTER 4 YEARS AT RANDOLPH

San Antonio, Texas—Lt. Gen. James E. Briggs, commander of the Air Training Command, has retired at Randolph AF Base here. He is succeeded by Lt. Gen. Robert Burns who comes to Randolph from Washington, where he has been serving as chairman of the Inter-American Defense Board.

Gen. Briggs has held many command posts in the AF, including that of superintendent of the AF Academy at Colorado Springs, Colo. On Aug. 1, 1959, he took command of the ATC at its Randolph Field Hqs., where he has directed the training of hundreds of thousands of pilots and young airmen. (New York Times)

THE DAY THE RUSSIANS DOWNE U.S. SUPERFORTESS
Capt. Rainey was Co-Pilot of the "Hog Wild"

The Cold War began a few years early for Capt. Robert Rainey, training officer for the 9514th. In fact, World War II barely ended before he found himself up against the Russians.

Early in the afternoon of Aug. 29, 1945, a U.S. Superfortress was shot down over Korea by Russian Yak-3 fighter planes. Capt. Rainey, then a lst. Lt., was the B-39's co-pilot, and he recalls that while Russia may have had a wartime ally, things weren't exactly friendly when one of the Red planes peeled off and shot into the Superfortress' No. 1 engine.

/Mercy Mission over Korea/

The B-29, named the "Hog Wild," had left Salina that morning laden with supplies to be dropped over a POW camp near Hamhung, Korea. Problem was, there weren't any maps of the area available, and the "Hog Wild" had to circle in search of its target.

Then, said Capt. Rainey, 3 fighters appeared. He recalls the Americans wondered whether they were friend or foe, because though the war was over, no one was sure the area had been secured. "They turned out to be friendly foe," the captain remarks.

The Russians hand-signaled the B-29 to land at their field near Hamhung. One insisted type fired a burst in front of the B-29 for emphasis. But to the Americans the field looked very short for a Superfort to roar onto, and with fuel dwindling, they headed the "Hog Wild" toward the Sea of Japan and home.

Then came the burst into no. 1, setting it afame. The B-29 banked back over Korea, and men began bailing out. A crew of 9 was aboard, plus 3 "observers" along for the ride. Seven parachuted, 6 rode the B-29 into a crash landing at the Russian field. ("Well, actually we grounded into a rice paddied near the field," remarks Capt. Rainey.)

/Red Reception/

The captain and five others fled the burning wreck and ran into Russian troops "with weapons drawn." The Americans were taken to field Hqs.--which did little good, since no one there could speak English. One of the B-99"s crewmen could speak Russian, and to the 2 sides did communicate --very, very vaguely," Capt. Rainey recalls.

The Russians held them for 3 days, then trucked them to the POW camp the "Hog Wild" had been destined for. The Britons and Australians who had been prisoners there welcomed them. Some days later, a Russian general flew in to (Cont. on page four)
U.S. DEFENSE DEPARTMENT
PIANS AIR LIFT
15,000 ACROSS ATLANTIC

Washington — The Defense Department expects to stage a swift airlift of an entire Army division to Europe late this year in a full-scale, realistic test of its new combined Army-Air Force strike command.

The mass movement of about 15,000 soldiers across the Atlantic would be the biggest such overseas deployment for training purposes yet. Previous similar exercises involved units of only battle group size.

/expensive lift/

It also could be one of the most expensive training exercises.

Estimates of cost still are being worked up. However, the cost would run into millions.

The money question may sidetrack the plan. The House trimmed $114 million from funds for operations and maintenance for all the services in the coming fiscal year. That item takes in many such field exercises by the armed forces. The Defense Department has asked the Senate to restore $98 million.

/less transport/

Key to the capacity of the strike command (STRICOM) is fast air transportation to any faraway point. One of Secretary of Defense Robert S. McNamara's earliest programs was to start mass production of long-range jet transports. The AF now has more than 30 C-135 jet powered transports, besides other older or shorter range airlift planes.

To make the proposed test realistic, the Defense Department would like to put it into effect with as little advance notice as possible — except to alert bases by radio.

(AR)

(Rainey's story contd)

apologize for the incident, and the B-29's crew — those who had parachuted all made it to the camp — were allowed to make radio contact with Saipan. A C-47 was sent, and finally the full crew made it back to the home base.

A few weeks ago, the men of the "Hog Wild" held a reunion in St. Louis, which Captain Rainey attended. It was a great day, but memories still were fresh about the day the Russian pilots shot down their B-29, the "Hog Wild." (A/30 Ivan Doig)

The average wife wants a roof over her head — plus the right to raise it once in a while.

The chief difference between the housewife and her husband is that he gets paid for his problems.

*****

*****
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Robert S. Rainey  
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Decatur, Illinois 62521  

Dear Mr. Rainey—

First of all, I'd better be sure I have the right Robert Rainey: the Captain Rainey who was in the Air Force Reserve unit at Decatur when I was, in 1963-64. If I have the wrong fellow, please excuse the imposition.

I wrote the enclosed account of the "Hog Wild" incident for the squadron newspaper in 1963, and have always wanted to do something further with the story. Since I've had a bit of luck the past few years—my last book was nominated for the National Book Award last year—I have some time to think ahead on writing projects, and while I have a book or two lined up for the next few years, it may be that I can eventually do something, probably a novel, based on the "Hog Wild" adventure. A couple of questions: if I make it through Illinois sometime, would you be game to talk to me again about the story? And are you still in touch with the other crew members?

I heard at Christmas from Dave Felts, who was my boss at the Herald and Review the couple years I was in Decatur, that he'd had a severe heart attack. Dave is in Florida now, but I always thought he was a kind of natural resource of downstate Illinois.

best wishes

Ivan Doig

2-20-80

loow,

Me to hear from you and surprised too.

Yes, I'll be happy to talk to you if you should ever get back to Central Illinois. The crew still gets together. We met in Omaha two years ago. Good luck to you.

Bob Rainey
Lt. Allen "Red" Miller, a tall, wiry veteran of the 11th Army Air Force, emerged from a Reeve passenger plane at Adak on August 15, 1980, knelt and kissed the ground. Thirty-seven years earlier, as a fledgling second lieutenant, he had co-piloted a B-24 from the same runway for a bombing raid on Paramushiro, Japan. Now, at long last, he was completing his mission.

"I was just out of flying school and determined to drop my eight bombs on target if I could," he recalled. "But we were down to two and a half engines . . . one not properly feathering. It wasn't a bad airplane . . . but it wasn't the best of airplanes."

Forced to turn back just short of the target, his crew attempted to return to home base, but were finally forced down at Petropavlovsk, Russia, where they were only a shade more welcome than they would have been in Japan, for at that time the Russians were neutrals in the Pacific war.

After a year's internment with some 50 other luckless American pilots, Miller was flown to Tashkent from whence he was ultimately allowed to "escape" through Teheran. Now, he'd finally made it full circle.

Miller's arrival at Adak was part of operation Remembered Front, a reunion held by some 20 veterans of the World War II Aleutian Campaign in conjunction with the 40th anniversary celebration of the Alaskan Air Command. Ceremonies at Elmendorf Air Force Base near Anchorage opened this effort to honor a little-known chapter in a big war.

Instigator of the reunion was Col. Charles "Chuck" Pinney (Ret.), who had mustered some of his comrades for a Stateside reunion in 1978 and dreamed of returning to the Aleutian front.

He tried the idea out on the late Bob Reeve, president of Reeve Aleutian Airways, from whom he'd learned the tricks of bush flying as a young pilot.

"My Electras are at your disposal," Reeve said.

Following the Anchorage meet, 10 of the Aleutian veterans, several with their wives, headed for the Chain.

Members of the reunion party of World War II veterans of the Aleutian Campaign gather at the Shemya airstrip. From left are: Don G. Cooley, Lawrence Reineke, Allen T. Miller, John W. Fletcher, Jr., B.B. Talley, Isaac J. Brill, Charles A. Pinney, Richard B. Cross, Douglas Elseza, James S. Russel, Joe G. Schneider, Paul Carringan, and H.S. Monroe.
World War II Reunion in the Chain

Returning 11th Air Force veterans paid a visit to an old friend Bob Reeve a scant fortnight before the famed glider pilot died in his sleep August 26, and found him in good spirits. Talking obviously tired him but he was eager to be brought up to date on mutual friends, listened carefully and fired questions in his customary brash, shotgun manner.

And his humor remained intact. In response to a sad report on a jellof flier who had locked out, Reeve commented “Chicken today; feathers tomorrow,” and his visitor left chuckling.

armed with foul weather gear, sleeping bags, and high enthusiasm.

“I never thought I’d be going back but I’d like my wife to see how bad it was,” joked Pinney, who had survived numerous bombing missions at Kiska and Attu, gone on to drop an atomic bomb in the Christmas Island test, and later engineered Vietnam missions for the Strategic Air Command. He had long wanted to return to the scene of his first combat and was disappointed it had not found a place in the history books. “We remember it pretty damn well, even if no one else does,” he said.

The first stop was Cold Bay, which had once served as staging area for thousands of Aleutian-bound Gl’s. This day the whole town turned out with an enormous welcoming feast and, even though the veterans arrived five hours late, enthusiasm was still high. Residents accommodated their visitors in well-appointed guest rooms, a far cry from their original reception in 1942 when at least one spent his first night in the rain in a tent under the wing of his plane.

Pinney made a pilgrimage inland to the site where he’d lived in a Quonset (14 men sleeping head to toe and, standing in the doorway of a weathered hut, he recalled early encampments.

“We ate out of metal pie plates. Our cups were from tin cans and there were no knives or forks, just a bunch of serving spoons. The meat we got was mostly gristle. . . . It was long before we had the delicacy of Spam. Mostly powdered eggs and dehydrated potatoes. Most of the time we found it wasn’t worth the trouble of walking across the runway to the mess hall.”

He’d been in the thick of it, piloting raids over the heavily fortified Japanese base at Kiska.

“One day we made two runs; the 73rd had gone in with 15 airplanes, and there had been three other attacks. When we got back at the end of the afternoon, the sky was black, but we could still see their guns belching fire. . . just like strobe lights. . . . and you knew something was coming at you.”

Pinney talked of coffin corners (five knots too fast or too slow you stall out) and black orchids (enemy fire that misses, exploding in the air in beautiful black puffs); of fallen comrades and men gone mad under the pressure of waiting and attack.

“Kiska had the most concentrated anti-aircraft fire of the war except for the British at Malta,” he said.

He recalled the day he raided Kiska and no one fired back. The enemy had escaped them, and they ultimately invaded the desolate island at a cost of 96 men who fired on each other in the fog or drowned when one of our invasion boats hit the rocks. Then the war moved on to other fronts. “We felt kinda left out of the war . . . the forgotten front,” Pinney said.

“If someone will lead us to the runway, we’ll fly,” one of the men volunteered when fog moved in on the gathering at Cold Bay. This cry had been their theme song in the Aleutians, which they claimed to have perpetual fog and the worst weather in the world. Today, as in the past, they were game to fly by chance.

“For every plane we lost in combat we lost five to weather,” Pinney recalled. “We had no instruments at first and radar was new. When we had it we couldn’t trust it.”

“I made the pilot’s approach with him when we landed at Adak,” confessed Richard Cross. “It was really different from the way we used to go in. With all electric equipment there’s really no sweat at all, but I couldn’t help getting that old feeling . . .

Although Adak was turned over to the Navy in 1950, the fliers received a warm welcome there, complete with red carpet, and a stay at private homes.

“Anyone who flew in the Aleutians, whether it was Army or Navy, has the strongest bond in the world,” said Gen. Ben Talley (Ret.), the Corps of Engineers’ man who built most of the military runways in Alaska and had been made an honorary member of the 11th Air Force for the reunion.

Many of the young Navy men, especially those who had served in Viet-

Continued on page 76

AT THE REUNION:

Brill, Isaac J., MSGT, Active Air National Guard, Fresno, California
Cody, Don G., Active Air Force, Gainesville, Georgia
Crary, Nathan M., Col. (Ret.), Salem, Oregon
Cross, Richard B., Discharged 1945, Mereed, California
Elzea, Douglas, Active Air Force, Goleta, California
Fishburn, Thomas W., Col. (Ret.), Corvallis, Oregon
Gipple, Harvey W., Lt. Col. (Ret.), Downey, California
Mahaffy, William T., MSGT (Ret.), Sioux City, Iowa
Mahan, Alton F. (Ret.), Fairfield, California
Meals, E.O., Col. (Ret.), Salt Lake City, Utah
Miller, Allen T., Lt. Col. (Ret.), Kailua, Hawaii
Monroe, H.S., Adm. (Ret.)
O’Brien, Frank L., Col. (Ret.), Ft. Worth, Texas
Pinney, Charles A., Lt. Col. (Ret.), Redondo Beach, California
Pletcher, John W., Jr., Col. (Ret.), Lakewood, Colorado
Reinkeke, Lawrence, Lt. Col. (Ret.), Middletown, New York
Russell, James S., Adm. (Ret.)
Schabel, Ralph D., Lt. Col. (Ret.), Noblesville, Indiana
Schneider, Joe G., Col. (Ret.), Fallbrook, California
Sillim, Norman D., Maj. Gen. (Ret.), Washington, D.C.
Stroo, John, Active Duty, Sheboygan, Wisconsin
Talley, B.B., Maj. Gen. (Ret.), Anchorage Point, Alaska

ALASKA magazine regrets any incompleteness in this list. It was hard to pin everything down.
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Memories of the Aleutian Campaign
Continued from page 40

Nam, quickly discovered they had much in common with the World War II fliers. "We even used the same equipment," marveled EOI Aaron Myers, who hosted Douglas Elzea. "We got their leftovers."

Elzea, who helped build a mammoth tunnel at Attu for a bombproof hospital, recalled tenting with a stick or two of nitroglycerin near his bunk, some of which he and his crewmates periodically fed into the stove to blow soot out of the chimney.

"We did the same thing in Vietnam with napalm," Myers said. Japanese were still hiding in the hills when Elzea hit Attu shortly after the American invasion. The enemy bombed once while he was working there, and a couple of men were killed on his construction job, but even tougher duty was listening to Tokyo Rose, who came in loud and clear.

"She was very sexy, with all the latest American songs," he remembered. "She'd say, 'Your women are going out with other guys back home,' and some of the boys would say, 'What are we fighting for, anyway?' She was so convincing."

"But at least most everybody back home was behind World War II," Myers said. The lack of concern and respect for today's servicemen bothered all of the military men there. The men also shared concern for the exclusion of the Aleutian Campaign from many history books. "They don't even teach it at the academy," one youngster noted with regret.

Slogging through drenching rains at a long-neglected Adak campsite, Don Cooley, a Georgian who served with Intelligence at Umnak, turned back the years.

"We got to Umnak when Dutch Harbor was still smoking, and in the early days we had to put up our tents again and again in soaking rains and high winds that would absolutely blow you over. It was a struggle for survival on the ground. Finally we took to holes, pretty much like rats." The recollection made him smile.

"It was so cold you'd stay in your sack. We'd have contests to see who could stay the longest in the sack and if you had to relieve yourself you were out of the game."

"Our conversations were so dumb. We used numbers. Number one meant 'hello'. . . ."

"How about 'Go to Hell'?' someone asked.

"Nobody got that enthusiastic about anything," Cooley answered. Isaac Brill returned with his leather flying jacket (later presented to the
Ram Deformity Mystifies Scientists

By Flo Whyard, Canada Editor

Strange and as-yet unexplained deformities in the horns of Dall rams, among the population of about 1,300 Dall sheep inhabiting a range of about 700 square miles on the northeast side of Kluane Lake in the Yukon, have now become an international research project.

Dr. Manfred Hoefs, assistant director of Yukon Wildlife Branch, has been gathering information about the sheep population of the Yukon for years, and last April he presented a paper to the biennial meeting of the Northern Wild Sheep and Goat Council at Salmon, Idaho. Summarizing his findings, he indicated the need for more research, at that time beyond the budget of his branch.

To the rescue came the three-year-old Foundation for North American Wild Sheep, based in Minnesota, with an initial grant of $10,000 and the offer of technical assistance from two American sheep specialists: Dr. Tom Bunch, a pathologist with Utah State University, and Dr. Robert Glaze, a Texas veterinarian. They traveled to the Yukon last summer to work with the territorial game officers, and to obtain specimens.

The abnormalities, which have been reported by big game guides for some years now, appear to affect only mature rams, older than seven years, and it is estimated that about 10% to 15% of that group could be affected in that particular hunting zone. One or both of the following problems affect the horns, Dr. Hoefs has learned: part of the horn sheath is lost, usually the first three annual increments, and the remaining horn changes its direction of growth, growing in a very tight angle back toward the skull and reaching it in the general area of the orbit. The affected horns are retarded in growth rates, usually tightly curled and deformed in cross section.

In some of the more severe cases Dr. Hoefs has documented, the horn has twisted around and grown back into the animal’s skull. In two known cases the sheep died. In one case, the horn grew back into the animal’s eye, causing blindness, and another curled into the animal’s mouth, causing starvation.

Three theories as to the cause of the deformities have been proposed. A number of hunters from the Kluane Lake area feel that the sheep there are more prone to accidents. Horn sheaths are lost and horns become deformed when young rams have accidents. This theory is shared by Dr. Eric Broughton, veterinarian with the Canadian Wildlife Service, who was present in the Yukon when two of the affected rams were collected.

Secondly, the deformities may be caused by a disease, Dr. Bunch, who has done considerable work in front sinusitis, a disease affecting the skulls and horns of desert big-horns, favored this hypothesis before coming to the Yukon to look at the problem.

Lastly, the deformities may be caused by a genetic defect. Rams with deformed horns have been observed in that area since the 1930s. They have become more numerous in the last few years as hunting pressures built up. More and more of the healthy rams were removed by hunting, leaving more of the deformed rams behind to reproduce.

Dr. Hoefs feels that if the cause were contagious, it would have spread into neighboring sheep populations because their summer regions overlap with the affected group.

The Foundation for North American Wild Sheep is described by past-president Lloyd Zeman as being made up of “concerned hunters who want to do something for wildlife in America.” Several thousand members in both Canada and the United States raise money through membership dues, government and corporate grants, and at an annual auction, which sees everything from rifles and artwork to hunting and fishing trips go on the block. Objective this year is $500,000.
Amborage Historical and Fine Arts Museum) and at Elmendorf he was awarded the Air Medal for his services, 40 years after the fact. Now, walking a lonesome Adak beach as the sun broke through the storm, he spoke quietly of those he'd flown with who had not lived to be honored.

But there were good times, too, he recalled: midnight requisition raids against better-equipped comrades in the Navy camp: an Adak Christmas that featured "Vienna Sausage Hawaiian" (tinned sausage boiled in pineapple juice) for breakfast, dinner, and supper.

John Fletcher remembered missing a similar banquet on Thanksgiving Day, 1942, because he'd been

chosen to bomb a Japanese ship at Chirikof Harbor, Attu, well before the Japanese were supposed to be anchored there.

Richard Cross, who undoubtedly flew some of the most hazardous missions, also looked at the funny side of his tour.

"The Attu runway [built after the invasion by Americans] had a dip in the middle. You'd come in braking as hard as you could, then hit that dip and speed up... headed right for the mountain... and some wiseacre put a stop sign at the end. The crash trucks would run along beside you and about the only satisfaction you had was to thumb your nose at them if you made it."

Navy weatherman Paul Carrigan, who joined the Air Force vets at Adak, recalled dive-bombing Kiska fortifications in a PBY designed for slow reconnaissance flying. And Adm. James S. Russell, the retired four-star admiral who served as commander of the naval patrol squadron, recalled

Isaac Brill strolls in reflective solitude along the beach at Adak, remembering those who had not survived the war in which he fought.

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MONEY BACK GUARANTEE

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some of these planes initially had not passed government inspection.

"We had a 1,400-mile range and self-sealing [fuel] tanks on one side but not the other," he recounted. "That's all the government could afford at the time."

Col. Laurence Reineke (Ret.) told how he planned the first raid on the Japanese base at Paramushiro, Japan, to fill idle hours during his Adak assignment.

"I discovered the Navy had diaries of Japanese troops taken from Attu. They'd all come from Paramushiro, and using their information and some charts the Navy had drawn up in 1880, I figured out the targets," Reineke said.

His Air Force superiors were unprepared when higher brass broached the idea of such a mission and asked Reineke to give the briefing. His information turned out to be accurate, and our surprise attack on the enemy was carried out with fair success; however, his commanding officer was not pleased to learn Reineke's information came from Navy rivals.

"They sent me to Shemya for two months to pull up muskeg," he recalled with a chuckle. "But I felt I earned my keep."

General Talley found the airstrip he'd built on Adak still in use and surveyed it with Col. Joe Schneider who had often served as his pilot. This strip had been a tidal lagoon which engineers drained, dammed, and had in use in just 11 days. Both men recalled planes often landed in a sea of water and marveled at the way maintenance crews managed to keep the Air Force flying under such conditions.

On the last evening of their reunion, Adak sponsors (Reeve, the Navy, local contractors, and citizens) held a banquet for the airmen at which General Talley led off with a toast to fallen comrades.

"We don't know why we were spared and they were taken..." he began, then gave new meaning to an old American classic:

"We are tenting tonight on the old camp grounds
Many are dead and gone..."

Admiral Russell likewise paid tribute to his men, and visiting Admiral H.S. Monroe (Ret.), who commanded the Submarine S-35 during the campaign, spoke "for the submariners still on eternal patrol..."

The mood lightened and the veterans launched a boisterous rendition of "The Man Behind the Armor-Plated Desk" in tribute to a combat-shy commanding officer they remembered all too well.

Serious again, Don Cooley suggested they might take on one more mission. An amateur historian, he recalled how Civil War veterans had wanted to restage Pickett's Charge for their 75th Reunion and how he, too, wanted future generations to know that, "yes, there was an Aleutian Campaign."

With emotion, he spoke of nearby hillsides pocked with the remains of wind battered Quonsets, "like giant footsteps on the mountain."

These, along with a small local museum at Adak, appear to be the extent of the memorial to the war that was fought here and Cooley asked that something more be done.

"I want to preserve these relics. Don't let the bulldozers come in here and tear this stuff up," he pleaded. "It won't be here much longer."
THE BEST THING THAT EVER HAPPENED TO ME: MY CHUTE OPENED

Charles Dye

I heard the dread word, "Halt," and turned to face two German rifles. All I could see were the two guns as I waited for the end to come.

The author retired as a lieutenant colonel in the Air Force and went on to attack brook in the city where the hustle and bustle of daily life never seemed to end.

CHARLES DY

I was about noon that day in June. Our four-engine B-24 bomber, which had been on an unsuccessful mission to bomb Germany and was struggling back to England, had been hit by enemy fighter planes.

As soon as I heard the crash, I started to feel the impact of the bomb. My legs became stiff and I could see the sky through the smoke and debris. The plane began to shake violently. I knew it was too late.

I closed my eyes and prayed for my family and friends left behind. I felt a sense of peace knowing that I had done my best.

The plane crashed into the sea and I was thrown into the water. I managed to swim to the shore and was eventually rescued.

I knew that I had seen the best thing that ever happened to me. My chute opened and I was airlifted to safety.

The flight was at 2,500 feet over the ocean and I saw the beauty of the world around me. My heart was filled with gratitude.

I was alive and I knew I had to make the most of my life. I opened my eyes and saw the world in a new light.

The plane had opened its parachute and I was airlifted to safety. I knew I had been blessed.

I knew that I had seen the best thing that ever happened to me. My chute opened and I was airlifted to safety.

I closed my eyes and prayed for my family and friends left behind. I knew that I had done my best.

I was alive and I knew I had to make the most of my life. I opened my eyes and saw the world in a new light.

I knew that I had been blessed.
Sorry splitter

Sex demand spoils alliance

DEAR ABBY: I’m a 23-year-old woman who spent recently was involved with a 34-year-old man for about a month. We had a good relationship and enjoyed each other’s company until it was pointed out to me by a friend that the age difference was a problem. I was beginning to fall in love with him. We had a fight and thought I didn’t care for him, so he stopped calling me. Now he’s asking every one that we broke up because of the age difference. I know that wasn’t true, and now I regret that I didn’t give in to be demands for sex.

Can’t sleep nights wishing I had been Miss April member of Miss Goodly-Grady.

Sorry in Toms River, N.J.

DEAR SORRY: Don’t punish yourself. You are so young that you may even out a considerable difference in a few years.

DEAR ABBY: I’ve had a problem. I need your advice on it. I’m 23 and my boyfriend is 34 but he is older than I am by 11 years. We broke up because of a demand for sex and now I can’t sleep nights wishing I had been a Miss April member of Miss Goodly-Grady.

Sorry in Toms River, N.J.

DEAR ABBY: I have a problem. I need your advice on it. I’m 23 and my boyfriend is 34 but he is older than I am by 11 years. We broke up because of a demand for sex and now I can’t sleep nights wishing I had been a Miss April member of Miss Goodly-Grady.

Sorry in Toms River, N.J.

DEAR ABBY: I was talking to a friend of mine who lives in the same city as I do. She told me that her boyfriend is 24 and she is 16. I asked her how he is able to satisfy her sexually. She said that he is able to satisfy her sexually by doing the Kama Sutra. I asked her if she was able to satisfy him sexually. She said that she was able to satisfy him sexually by doing the Kama Sutra.

Sorry in Toms River, N.J.