



RUN FOR THE WALL

Quarterly Newsletter

“We Ride For Those Who Can’t”

October 2009

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THE EDITOR’S NOTES



What will you be doing on Veterans Day? Traditionally, it’s a day of remembering and honoring our veterans through parades and community picnics. Plans are being made all over the U.S. for Veterans Day celebrations—and many cities are expanding Veterans Day to several days or even a full week.

If you are in the New York area, you are fortunate to be able to attend the largest Veterans Day Parade in the country. This year’s parade is a special commemoration marking the 90th Anniversary of Veteran’s Day (1919-2009). The opening ceremony will start at 10:00 a.m. at Madison Square Park.

Jacksonville, Florida is honoring veterans in their Week of Valor, which begins with the arrival of the Blue Angels on November 4 and ends with their Veterans Day Parade on November 11. The week will feature the Sea and Sky Spectacular and tours aboard Navy and U.S. Coast Guard vessels.

San Diego, California starts their Veterans Week with the Massing of the Colors at the Organ Pavilion in Balboa Park. The week will include a Military Women’s Luncheon at MCAS Miramar, a Veterans Walk, Veterans Day Program at the Mount Soledad Memorial, and a Naturalization Ceremony for Active Duty Personnel on board the USS Midway Museum.

My own hometown of Lake Havasu, Arizona will be honoring veterans with a full week of events, starting with the arrival of the Wounded Warrior Project on November 11 for their annual Soldier Ride on November 12. We're having a ceremony under the London Bridge, accompanied by a major brick-laying in the Memorial Walkway along the Bridgewater Channel. During the week there will be a motorcycle rodeo, vendors, motorcycle and classic car shows, a tattoo contest, poker run, and Farewell Party. On November 13 we're having a Welcome Home Vietnam Veterans party, with live bands. On November 15, a 40th Reunion of 1969 Vietnam vets will be held, which will include a motorcycle ride to the Eternal Flame at Veterans Park in Bullhead City. I invite you to come and enjoy our city and events—you'll learn why Lake Havasu City is becoming known as the Veterans' Capital of the West.

To all Veterans, thank you for your service, and Welcome Home.

*Freedom is never Free. It is paid for with the blood of the brave.
It is paid for with the tears of their loved ones. It is up to us to
preserve and defend that which they have paid so dearly for.*

Judy "Velcro" Lacey

THE PRESIDENT'S MESSAGE

By John "Ice Scout" King



I am John "Ice Scout" King, Jr. and I'm honored to have been selected by the Board of Directors to serve as President this year. I ask you to join me in thanking Mark Rittermeyer for the outstanding job he has done as your president, and I promise that I will do my best to fulfill the duties of president with fairness and careful thought.

I am a USAF veteran, having served from 1967—1972. I first rode with RFTW in '99. I kept going a little farther each year, finally making it to DC in '02. Beginning in '04, I rode as a Southern Route Road Guard for five years and was elected to the Board of Directors in '05 as the Treasurer. Through all of this, I've had the pleasure of working with the most dedicated and faithful colleagues you could ever ask to know.

Here are my thoughts about our Run:

It's about volunteers and the Mission; the reasons why we ride and the people who make it happen.

It's about organizing and operating as safely as we can.

It's about respecting and honoring the communities who welcome us.

It's about thanking those who came before us and helped build this Run.

It's about keeping faith with each rider and helping one another get to DC.

It's about standing up for those who cannot ride.

The annual board meeting was held at the Angel Fire Reunion this year. An open riders' forum is also held at the board meeting. This year, the two Route Coordinators: Ray McDowell and Arnie Swift, sat in on the entire Board meeting. They were joined by their Assistants, Richard Moore and Harry Steelman. I'd like to recap for you the business covered at the meeting.

RFTW has \$72,000 in the bank. The detailed annual financial statement is published in this issue by Treasurer Michael Mendell. He is working with Ted Riedel, the Merchandise Director, to conserve our money while selling enough merchandise to support the Run.

Ross Currie, Director of Operations and Training, is reviewing the SOP and looking to help route leadership improve overall safety. He is working with the two Road Guard Captains to help recruit and train new Road Guards.

Judy Cockrum, our Secretary, is overseeing the registration process and will be ready to open the online registration site in December as well as keeping our records in proper order.

Ron Young, our Risk Management Director, is working with the AMA on our insurance policy and reducing our liability exposure.

Mike McDole is continuing his service as Chairman of the Board and keeping all of us on track.

Both Route Coordinators and their State Coordinators are working to finalize the 2010 schedule of daily stops. We want to publish the lodging list in December and have the final itinerary ready for printing in March 2010.

There will be some changes on each route. Some fuel stops cannot safely accommodate the number of bikes we bring. In particular, we are looking for an alternative to the stop at Toms Brook, Virginia.

RFTW has applied for a parking permit at the National Mall for Friday, May 28. Without a permit and a secure place to park, we cannot take our large number of bikes directly to the Wall on Friday. Remember, we have been denied a parking permit every year since 2005. Much has changed in DC since then. The National Park Service has its security issues and it sometimes seems that, to them, we are just another large traffic problem regardless of our true purpose. It is our right as citizens and as veterans to assemble at our memorial. It is also our responsibility to obey the law and ensure that all of our riders are able to arrive at the Wall safely and without interruption by the Park Police. One way or another, we will settle this question soon so the detailed route schedule and plans can be finalized.

Another topic at the Rider's Forum was an extensive discussion about how important it is to welcome recent veterans and those young warriors now serving to RFTW.

The final event of the reunion was a church service at the Memorial Chapel on Sunday morning. It was a fitting close to a wonderful weekend of work and fellowship. I think everyone felt renewed and excited about RFTW and eager to make the 2010 Run the best ever.

Ride safe,
John "Ice Scout" King

► MEET THE NEW RFTW BOARD MEMBERS

Ross Currie **Director of Operations & Training**

I've been a member of the Run For The Wall family since 2000. In 2003 I became a pacesetter. This was the first year the Central Route developed the platoon formation. The following year I became a Road Guard and have been a Road Guard for six years. The past four years I've been on the advance Road Guard team. This will be my 10th year "All the Way."

I enlisted in the US Army in 1970 with a draft lottery number of 1 and went through basic training at Fort Ord, CA. I took Advanced Infantry Training in Fort Polk, LA, went through Non-Commissioned Officer's School in Fort Benning, GA (School of the Americas), and was given an MOS of 11



Foxtrot Long Range Recon, Operations & Intelligence. I was sent to Viet Nam in 1971 and received an early out in May 1972.

When I returned from service in Viet Nam I went to Nursing School in Santa Barbara, CA and worked as an ER nurse for seven years. After my term as an ER nurse I worked for the Santa Barbara County Fire Department as a Firefighter and was promoted to Reserve Lt in charge of training where I worked until 1990 when I married my wife Joanne.

My wife and I operate a café in Pismo Beach, CA and one in San Louis Obispo, CA called Splash Café. We've owned and operated these cafes for 18 years. We have a daughter, Christina, who is a RN and is married to a local police officer.

It is truly an honor for me to serve on the Board of Directors. I will do the best job I can and look forward to working with everyone. The Run For The Wall family is very important to me and I, like many, find myself standing around in the garage in March ready to go. It is an honor to serve with my fellow Road Guards every year and I am really looking forward to this year's Run.

See you all in Rancho Cucamonga-

Michael "Enigma" Mendell
Treasurer/Purchasing



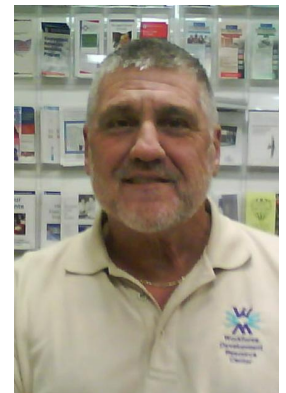
I entered the U.S. Army and was on active duty from 1968 to 1991; almost all of my service was as infantryman. I served in RVN (Co D Ranger, 151st Inf; Co D Ranger, 75th Inf; Echo Recon, 1/8 Cav, 1st Cav Div); Fort Bragg (LRP Tm Ldr, Recon, 1/325, 82nd Abn; ARSOC); Fort Jackson (TRADOC), Fort Riley (Rifle and Recon Plt Ldr, S-3/Air, 2/28th Inf, 1st Inf Div); Berlin, before the wall fell (CI Tech, USASAFS Berlin); Mainz, FRG (Section Ldr, Recon Plt, 1/509 Abn Inf; AT Section Ldr, 1/28 Inf).

I consider myself an erstwhile carpenter and an itinerant motorcycle rider for charity when I'm not on the Run: I work with Hoagy's Heroes and Children With Autism. I am single with one dog (and too set in my ways to be looking).

Ted "Oscarbear" Riedel
Director Merchandise/Purchasing

Hello, my name is Ted "Oscarbear" Riedel. 2010 will be my eighth run. I started in 2003 and was only going to do it one time, but after the first year I was hooked and have been doing it every year since. I have been all the way on both the Central and Southern routes, just to be able to say I did them both and I did enjoy each route. I have been a road guard, led the bike and trailers, road captain for the advance team, and then the Advance Team Leader for the Southern Route.

I was in the military from 1969-1978 and stationed in Nam in 70-71. After that I spent time in Louisiana, Ohio, and three years in England.



I have made many friends on the run over the years and yes we are just one big family regardless of which route we take. I will be the Merchandise Director for the Board of Directors this year. I look forward to serving all the members of the run and seeing my friends and making new ones.

► MEET THE NEW ROUTE COORDINATORS

2010 Central Route Coordinator: Arnie Swift



I entered the Army in 1970 and four months later was sent to Vietnam with the 1st Cav. I was supposed to work on helicopters but ended up being a Chaplain's Assistant when I asked Jesus to be Lord of my life. It is that relationship that drives me to serve and be part of this Run.

For the last four years previous to the 2009 Run I have worked as a Chaplain, working my way up to Head Chaplain in 08. My passion for Christ is still a driving force. I am an ordained minister and am on staff with ES First Assembly of God in Excelsior Springs, MO. I am a worship leader and the Director of Firebase America, a ministry to bikers and Vets. I no longer work on cars but am a technician at Funky Munky Music working on guitars and amps.

Oh yeah, I am still in a Rock N' Roll band. We are called Firebase America the Band. In 09 I was the Central Route Assistant Route Coordinator under Russ Cockrum. What an honor to serve under him and the rest of the crew.

For 2010 I have been asked to be the Central Route Coordinator and take the Run once again across this great country. It is my honor to do so. I want you to understand I am very passionate about the POW-MIA issue and part of that is driven from my tour in Vietnam as a Chaplain's Assistant. It has taken a few years but I am slowly finding the names on the Wall of those men that I held services for. I realize that the Run is not the same as it was when I started in 1997, but I want to bring back some of that passion and the reason why we do the Run. This Run is not a one man show, it is a team project and you are part of that team whether you are in a leadership position or an FNG. We are the Run and we make it great or mediocre. The Run will only be as good as YOU make it. The Run is based on integrity and honor. You will be asked to travel in ways you may not be used to. You will be asked to ride in all sorts of weather and conditions. You will be pushed to the limits physically and emotionally. You will be more tired than you probably have ever been. You will ride with people from all walks of life and nationalities. You will become family. You will find healing like can be found nowhere else. Even 13 years later I am still finding healing in this Run, another reason I am driven by the Run. You will laugh, you will cry. You will shout and you will be speechless. You will leave the Run different than when you started. My prayer is that you will join me in this endeavor and make it the best Run ever. Get to know me, get to know the person on your right and on your left. Make new friends and memories and then share the passion with someone else.

2010 Central Route Assistant Coordinator: Harry Steelman

I joined the Army in March of 1968 after receiving a "less than honorable" recommendation to terminate my educational endeavors at the University of Mississippi. Once in basic training, having two years of college studies under my belt (successful or not), I was invited to attend OCS with instructions to choose three potential branch assignments, two of which had to be combat arms. And, oh by the way, since I wear glasses, one of them must be Infantry. (The guy next to me had to choose Infantry as well because he had red hair.) After graduation from OCS, which I was assured was a "gift" because I was in no way "qualified to be a leader", I served almost a year stateside as a senior instructor on the



machine gun range at Ft. Benning. In March of '70 I was on my way across the Pond. Initially assigned as an Assistant Mobile Advisory Team Leader (MAT), I was located in Minh Duc District of Vinh Long Province in IV Corps for about 6 months. I was then assigned to my own team in Vinh Long District and worked out of the Province Capital for the remainder of my tour. My tour was a relatively quiet one and I was lucky enough to come home with all my body parts and no holes. I was honorably discharged from the military in April 1971.

Since 1971 I have earned a degree in Civil Engineering from the University of Delaware (my home state) and pursued a career in Railroad Engineering. I first went to work for the Union Pacific Railroad in Omaha NE and worked my way up the ladder in various capacities and in various locations until deciding to leave the RR and do some consultant work in California, building Light Rail Systems in several major cities in the West. In 2005 I returned to the "real railroad" world in accepting a position as Division Engineer with Amtrak, a position I still hold.

2010 Southern Route Coordinator: Ray F. McDowell



I was born in Snyder, Texas, moved to Midland TX, and then to Odessa, TX. I entered the Army in 1967 and served in the 572nd Combat Engineers, proudly serving in Vietnam from 1968-69. When I returned from Nam, I was assigned to Ft. Hood in Killeen, TX until I was discharged from the Army as an E-5.

Odessa has always been my home even though I spent many years away working in the oilfield. In 1991, I married Kay "Too Small" McDowell. We have a blended family of six children and twelve grandchildren. In 2004 we started our own business, Ray's Equipment, LLC.

I'm a member of CrossRoads Fellowship Church and active in community events, such as the Permian Basin Fair & Exposition (Past President, Executive Director), the Odessa Chuck Wagon Gang, and the Heritage Holiday Lighted Christmas Parade.

In 2004 we went on the "Run" for the first time and were hooked. We have made the Run every year since. I consider laying a wreath at the Tomb of the Unknown Soldier in Arlington as my greatest honor.

2010 Southern Route Assistant Coordinator: Richard Moore
(To be posted in next issue)

► **FINANCIAL STATEMENT**

**Run For The Wall
Statement of Assets & Liabilities-Income Tax Basis
As of August 31, 2009**

ASSETS

CURRENT ASSETS

Cash-Bank of America Checking	5,693.56	
Cash-Wesbanco Checking	70,448.93	
Inventory	27,294.57	
Total Current Assets		\$103,437.06

PROPERTY AND EQUIPMENT

Trailers	21,500.00
Less: Accumulated Depreciation	(18,450.00)

Net Property and Equipment	3,050.00	
TOTAL ASSETS		\$106,487.06

LIABILITIES AND FUND BALANCES

FUND BALANCE

Fund Balance	98,038.28	
Current Revenue	8,448.78	
Total Fund Balance		106,487.06

TOTAL LIABILITIES AND FUND BALANCES

\$106,487.06

Run For The Wall Statement of Income & Expenses-Income Tax Basis For the Year Ended August 31, 2009

Revenue %

Merchandise Sales	\$109,382.74	73.44
Donations	10,098.23	6.78
Registration Fees	17,640.00	11.84
Newsletter	20.00	0.01
Fiscal Agent Donations	11,800.00	7.92
Total Revenue	148,940.97	100.00

Cost of Goods Sold

Purchases	73,748.28	49.52
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Total Cost of Goods Sold	73,748.28	49.52
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Gross Profit	\$75,192.69	50.48
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Operating Expenses

Bank Charges	1,790.71	1.20
Business Promotions	15,300.00	10.27
Depreciation	4,300.00	2.89
Equipment Rental	240.00	0.16
Fiscal Agent Expense	11,800.00	7.92
Insurance-General	8,258.00	5.54
Office Supplies	666.51	0.45
Supplies	9,286.62	6.24
Permits & Licenses	38.00	0.03
Postage	1,861.30	1.25
Printing & Reproduction	2,049.44	1.38
Professional Fees	810.05	0.54
Repairs & Maintenance	125.00	0.08
Telephone	848.85	0.57
Training & Education	3,000.00	2.01
Travel	458.90	0.31
Truck & Auto Expense	5,059.41	3.40
Web Services	1,125.00	0.76

Total Operating Expenses	67,017.79	45.00
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Net Profit From Operations	8,174.90	5.49
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Other Income (Expense)

Interest Income	273.88	0.18
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Total Other Income (Expense)	273.88	0.18
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Net Profit (Loss)	\$8,448.78	5.67
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Submitted by Michael Mendell, RFTW Treasurer

► OUR STORIES

I STILL WOULD HAVE GONE

By Jim Bowen

From RFTW Website Forum

First I want to thank all of you that e-mailed my wife to wish me a speedy recovery. When people talk about the RFTW family, it's all so very true. All of you folks are like my family and I want to thank each and every one of you for making my trip to The Wall something I will always remember.

I am finally home from the hospital; I should be riding Big Red in about 6 more weeks. The cast came off my ankle Thursday and the doctor says I am healing great. My chest is still a little painful, but I don't seem to miss whatever they took out LOL. Now for the good part—I lost 47 lbs and don't seem to miss them either. Probably not the best weight loss program, but whatever works, right?

I am at a complete loss of words to try and explain what the ride from LA to DC was like for me. The people I met will truly always be in my heart. All I can say is that if some one had told me “Jim if you take this trip you will have an accident when you reach DC,” I would still have gone. It was a trip I needed to make, and the people on the CR are some of the greatest people I had ever met. As soon as I can figure out how to post my pictures on the website I will share them with all. The one thing I really want to say is riding in the Missing Man Formation was the most unforgettable experience I have ever had. Thank you Bill so very much for that. I would also like to thank all the people who worked so hard to get us all to DC safely—you did a GREAT job. May God Bless you all and keep you safe till we meet again.

TO THE FNG'S –BOTH CURRENT AND FUTURE

Diann “Mojo” McKee

As I read the recent FNG stories, it makes me remember my own FNG year, 2003, and that same awesome feeling I had after participating in such an emotionally charged event. I, too, was hooked on RFTW by the time I made it to DC. Even though I rode that year in honor of some Nam vet friends, the friendships I made and my observations of the Run's riders and their healing journeys impacted me greatly. Doesn't it affect all of us, though? And that is why I was more than eager to work in whatever capacity I could for RFTW that very next year. Long story short, I've been state coordinator for part of Texas for the past 6 years. I've also worked on the Advanced Team in the past, back when it was still in the concept stage, and am currently a platoon leader.

As in all organizations, it takes people with various gifts and talents to make “the whole” complete and efficient. RFTW is no different. I surely don't have to list all the duties—the FNGs saw the work done every day. Some of the workers, though (and there are over a hundred each year that help make this run happen), have an extra special gift, whether they were on the fuel team, chase team or in merchandising. I've seen it year after year. And that extra gift is their ability to make the FNGs feel comfortable in showing their feelings or in sharing their stories. Somehow, despite their hectic, busy duties, these workers stop long enough to help in whatever way they can, seeing that window of opportunity. It could be by lending an ear for even 5 minutes, or to follow up on how the rider is doing later that day. I admire these people that give so much on the Run.

What I hope to convey to the FNGs is this—some of us are better at the “mechanics” of the Run than with the helping of the riders and the emotional healing side. This is not to say that we don't care—because we do! I feel that I am a “mechanic.” I take very seriously my job of making sure the stops in my area of Texas run smoothly, yet are ones that the riders will remember with fond and healing memories. Likewise, I work to make the platoon an enjoyable and safe one. When we platoon leaders have to get stern with the group or individuals

about an issue, please know that it is for the safety of not only that person but also for the whole group. At other times, I know that I am running around crazily trying to get things done, not having time to stop and chat.

During my FNG year, I could not tell you anything about the platoon leaders that helped lead us along the way. But that doesn't mean that they didn't do their job, which was to help get us from Point A to Point B. I definitely remember the Road Guards, and I gained an immense respect for these men who put themselves on the line to keep us safe. I remember Papa Smurf, the route coordinator. And I remember making friends with the riders, and seeing that I had found a new family. It didn't matter that I was civilian—I was accepted. What I'm saying is that even though not all us workers are able to help relieve shoulders of burdens, we are there working because we want you to find that healing like we did. We care, because we remember how much our first Run helped us, whether or not we remember who worked it. Many of us want to return that gift. We want you to return home with healing in your hearts and minds, and with a sense of pride and accomplishment of your journey. But most of all, that you have, indeed, found a new family.

THE LONGEST RFTW RIDE EVER

By Dick "Trike" Amick, Chesapeake, VA

From the RFTW Website Forum

"7th PLT LDR THIS IS TRIKE – 7th PLT IS OFF THE HIGHWAY AND IN THE LINCOLN MEMORIAL PARKING LOT"

As the last bike in the Seventh Platoon, that is what my radio call would have been when I finally finished the RFTW. I know it was a bit later than the rest of the Run, but here is the "Rest of the Story," as Paul Harvey would have said. My Run for the Wall was rudely interrupted in Illinois when the drive shaft of my trike was destroyed by some road construction. After that was repaired I was trying to catch up to the group when the clutch went out. There was no way to get that repaired in time to complete the Run—in fact, the bike was down for a very long time. I had to put it on a U-haul truck to get it back to Virginia to a shop that took nine weeks to repair it.

Well, after those nine weeks I got it just in time to head west to the Gathering of the Guard (Patriot Guard Nationals) in Ogden, UT, at the end of July. On the way back from that I went up to Sturgis and then swung down into Illinois and picked up I-64 and headed east determined to complete the RFTW ride, even if a tad behind the rest of the group. I figured I was always the last bike in the last platoon anyhow, so no one would really notice if I arrived in town a bit late.

I had kept the ribbons on the trike that indicated I was registered in the RFTW (yellow) and assigned to the 7th Platoon (white) and rode to the Lincoln Memorial, parked and went to visit the "Wall." One thing different, and this will only be understood by the handicapped folks who make the Run, since there were no Road Guards around to keep me from doing it, I parked in a Handicap space that was open. (Even though I have HP plates I can't do it on the Run – don't ask me to explain it, I can't.)

I have photos of the trike at the Lincoln Memorial, the ribbons – with the All The Way patch to show how little is left of the ribbons – and my 'group' photo at the Lincoln Memorial (just me) but don't know how to attach them here—anyone have an idea??? I'm submitting all this to the RFTW site hoping it will get to the folks who can bless me with credit for completing the Run so I can wear that 'All The Way' patch for this year and not just the 'Participant' patch.

End Note:

Dick received the blessings he asked for – to be able to wear the "All The Way" patch.

“Now that is what I call determination. Mission accomplished. Like John said, you've earned that patch. Wear it with pride.”

“Better late than never. Nothing wrong with a little indirect route when life throws you a few curves.”

THE WATER RUNS DEEP

Ted "Oscarbear" Reidel received this letter after the Kerrville Reunion:

“Dear Ted,

I was at Kerrville, Texas a couple of weeks ago when the RFTW group was there. It was a two-fold event for me, as I was there for our 55-year high school reunion. The RFTW group was a super bonus. Out of the seven guys that were there, four of us served during the latter part of Korea. Ben and Cindy sent me ten pins for the group. A big thanks to them.

As it happened, I stopped to visit one of the group at the door to my room. He was a Nam vet, over six feet tall and had a gentle nature about him. I wish I could remember his name. After a little exchange of history, he took off his Run pin and put it in my hand. He then thanked me for my service and welcomed me home. As I did nothing significant during my tour, I couldn't help the lump in my throat and mist in the eyes for those that had.

I will be 75 years old soon and the one thing that happens when we get old is the memories go way back and the water runs deep. --- Thomas Albright”

► OTHER STORIES

“THERE'S A WALL IN WASHINGTON ...”

By Reed Black, staff writer Land Line Magazine (for truckers)

The Vietnam Veterans Memorial – The Wall – is polished black granite and had to be made 500 feet long to accommodate the more than 58,000 names that are engraved on it. Every year bikers, including veterans of Vietnam and other wars, ride cross country so they can be at the Wall on Memorial Day weekend. By July 4, most are back home.

Just before *Land Line* went to press with this July issue, one of two large groups of riders that left California on May 14 passed OOIDA (Owners Operators Independent Drivers Association) headquarters on Interstate 70 in Grain Valley, MO. Many of us went out to wave and cheer as the long procession of motorcycles rumbled by. They rode two abreast in the right lane with their headlights on, as cars and trucks passed them on the left.

The bikers call this particular ride the “Run for The Wall.”



At the Oak Grove Petro truck stop down the road, the bikers pulled in for free gas, courtesy of the American Legion, and a free lunch courtesy of local volunteers. The food, fuel, rest stops and, in many areas, police escorts were all carefully planned ahead of time. The planning included breaking the group of more than 300 bikers into platoons of about 40 riders each.

Navy veteran and assistant platoon leader Ralph Ferguson was among those who set the pace on the road for the eight platoons. He had 38 riders in his platoon.

“They ride side by side on highways; on rural roads, we are staggered,” said Ferguson. “I rode last year. This is my second trip.” He describes the experience as “awesome.”

“It’s overwhelming when you get there. Motorcycles are coming in from everywhere,” Ferguson said.

While Ferguson was marshaling his platoon down the interstates, veterans Dave Talley and Carl Hartz – both of whom are professional truck drivers – used the CBs on their bikes to communicate with the truckers in the other lane. Talley is from Wisconsin. Hartz is a New England resident.

Talley said this year the Run for The Wall organizers asked him to put a team together to keep the riders moving safely around big trucks. When on the road in such large numbers, the group tries to keep the truckers aware of what the bikers are doing and vice versa. Talley said, for example, the bikers are told that if they pass a truck they need to be able to see the top of the truck’s trailer in their rear-view before pulling back over.

“Most of the truckers respect what we are doing,” said Talley. “I drive a truck for a living, so I can tell these guys how to travel the highway with big trucks.”

Talley doesn’t see the ride from California to DC as fun. To him, it’s serious business, meant to raise awareness about POWs and MIAs.

“We have 1,700 people we want back,” he said. “I’d rather be in my Freightliner drivin’ but we want people in uniform to come home. It’s something you gotta do. It’s not a rally, not a party; it’s a mission.”

All sorts of people make the Run for The Wall, not just vets. Wives, friends, and at least one veteran’s elderly mother were among this year’s riders. That mom is Californian Mary Schreiber. She rode on the back of her son’s bike, decked out in her own black leathers and stars and stripes do-rag. She doesn’t hesitate to tell you how old she is. “I will be 88 in October,” she said.

At first, Schreiber resisted. “Me, ride a motorcycle, are you kidding? But my son said plenty of women did it. It sounded pretty good. He took me to a shop to get my helmet, gloves, jacket and anything I would need.” Schreiber said one big motivation was that this year her son was given the honor of presenting a wreath from the West Coast at The Wall and she didn’t want to miss that.

The bikers rode in platoons, in almost military fashion. Whether a veteran of Vietnam or some other war, each rider had a reason for making the Run for The Wall. For Gulf War Air Force veteran Jim Dawe, part of it was what he saw of America along the way. Dawe hails from Illinois. This was his second trip to The Wall. “I like seeing the good of it. The entire Run and seeing the people who come out and support the riders,” he said. “Right now there’s so much gloom and doom, it kinda restores the faith in the good of this country.”

Steve Engelbrecht is a veteran from Huntington Beach, CA. His Vietnam tour was spent as part of the 5th Marine Regiment Scout Snipers. He’s been part of the Run for The Wall since 1999 and has found the ride to be healing, a process he’d been seeking for years. “During the Run for The Wall, I had my first meaningful conversations with other vets,” said Engelbrecht. The war clearly left its mark on Engelbrecht, who confessed that for a while he couldn’t even watch “Gunsmoke” without tears. Less than six months ago, he said he went to Vietnam and stood in Hue City, in the same place he was wounded during the Tet Offensive of 1968. And while he still gets emotional around other vets, making the ride “has helped.”

The bikers left the Petro the same way they arrived, two by two, rank and file, and keepin’ it tight.

Headlights on, flags waving, a rolling army stretching as far as the eye could see, they headed east toward The Wall, that sacred place.

Thanks to James “Gunny” Gregory, RFTW founder, who wrote to Land Line Magazine about RFTW. News Clerk Kerry Spillman told Gunny “For the past two years, the OOIDA and Land Line staff have gotten a big kick out of waving at and cheering for all the bikers as they go past our office along I-70. We hope one of your groups takes the same route next year so we can see you all again. We sincerely admire what you do to honor our Veterans.

PHOTOS REQUESTED FOR VIETNAM MEMORIAL

The National Call for Photos, a campaign to gather images of the more than 58,000 men and women whose names are on the Vietnam Veterans Memorial, was launched recently at an event here hosted by officials with the Vietnam Veterans Memorial Fund and FedEx Office. FedEx Office officials will use their locations across the country to help in gathering photos.

Established in 1979, the Vietnam Veterans Memorial Fund is dedicated to preserving the legacy of the Vietnam Veterans Memorial here, promoting healing and educating people about the impact of the Vietnam War.

The fund's latest initiative is The Education Center at The Wall, an underground facility near the memorial that is being designed to help visitors discover the stories of those named on The Wall and celebrate the values embodied by servicemembers from all of America's wars.

Exhibits will include a wall of photographs of people whose names are on The Wall, a selection of the more than 100,000 items that have been left at the Vietnam Veterans Memorial, a timeline of key military events of the Vietnam War and a history of the memorial.

To submit photos, visit <http://www.buildthecenter.org/index.cfm?pageStringKey=photos>. Or go to <http://www.vvmf.org/> and look for Call for Photos.

THE HONOR RUN

A number of RFTW members participated in The Honor Run from DC to CA in Aug-Sept. The purpose of The Honor Run was to raise awareness and funding for the Fisher House Foundation. The Fisher House helps the families of wounded warriors find a place to stay for free while visiting service members. They also fly family members free, collecting frequent flyer points from corporations and individuals to donate back to the families. For more info on Fisher House, check out their web site at <http://www.fisherhouse.org/>. The 1st Marine Division was one of the sponsors.

Although many participants traveled from California and all other parts of the U.S. to Washington, D.C., The Honor Run officially started at the Wall in D.C. on August 28 and ended at the Oakley World Headquarters in Foothill Ranch, CA on September 5, where a car show and concert by Gary Sinise and the Lt Dan Band was held.

Malcolm “Honeymooner” Kirby went all the way from California and back and kept a Facebook daily diary of the Honor Run, with photos. James “Gunny” Gregory, RFTW Founder, wrote of his experience with the Run from South Carolina to D.C.

YOU’LL NEVER LOOK AT A MONOPOLY GAME THE SAME

Starting in 1941, an increasing number of British Airmen found themselves as the involuntary guests of the Third Reich, and the Crown was casting about for ways and means to facilitate their escape. Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of “safe houses” where a POW on-the-lam could go for food and shelter.

Paper maps had some real drawbacks—they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush.

Someone in MI-5 (similar to America's OSS) got the idea of printing escape maps on silk. It's durable, can be crunched-up into tiny wads, and unfolded as many times as needed, and makes no noise whatsoever.

At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington, Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort.

By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game, Monopoly. As it happened, 'games and pastimes' was a category of item qualified for insertion into 'CARE packages', dispatched by the International Red Cross to prisoners of war.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany or Italy where Allied POW camps were located. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece.

As long as they were at it, the clever workmen at Waddington's also managed to add:

1. A playing token, containing a small magnetic compass
2. A two-part metal file that could easily be screwed together
3. Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!

British and American air crews were advised, before taking off on their first mission, how to identify a 'rigged' Monopoly set—by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWS who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war. The story wasn't declassified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honored in a public ceremony.

The fact that the maps were made at all was symptomatic of a change in attitudes to prisoners between the two world wars. In the 1914-18 war, being taken prisoner was regarded as a disgrace. By the outbreak of World War II policy regarding prisoners had become more constructive; in December 1939 M19, the branch of the Secret Service responsible for escape and evasion, was set up. It was made clear that it was the duty of all those captured to escape if possible. One man who was behind many of M19's most ingenious plans, including the Waddington project, was Christopher Clayton-Hutton. He was a forceful character who worked ceaselessly to overcome both technical and bureaucratic obstacles when he was inspired by an idea. His disregard for regulations and the proper channels sometimes got him into trouble, but he was responsible for an enormous variety of escape aids—flying boots and uniforms that could be converted easily to look like civilian dress, powerful torches concealed inside bicycle pumps for use by the French Resistance. He regarded a map as “the escaper's most important accessory,” and maps printed on silk and miniature compasses were amongst his first projects. However, it was one thing to provide members of the armed forces with escape kits just in case and another to get these things into the POW camps, and it was here that Waddington was particularly helpful.

Prisoners of war were allowed to receive parcels from their families and from relief organisations such as the Red Cross. Personal deliveries, it was known, were checked thoroughly, and it was felt that it would be

unethical to interfere with Red Cross parcels. A number of fictitious charitable organisations (often based in bombed buildings) were created to send parcels of games, warm clothing and other small comforts to the prisoners. One of the major problems of captivity was boredom (a fact that was to play its part in the creation of some rather different escape mapping) and games and entertainments were permitted as the guards recognised that if the prisoners were allowed some diversions they would be less troublesome.

Waddington already possessed the technology to print on cloth and made a variety of board games, packs of cards and so forth that could be sent to the camps. They began by printing silk maps for supply to air crews, both British and American, and went on to conceal maps inside Monopoly boards, chess sets and packs of cards which could be sent into the prison camps. The whole business of making the maps was shrouded in secrecy and the letters do not tell the whole story. The references to different coloured playing cards, for example, made in one of the letters, are not explained at all in the correspondence; many communications were by word of mouth and never written down for security reasons. A special code, which is described in another of the letters, was used to indicate to the Ministry which map was concealed inside a particular game so that it would be sent to a prisoner of war camp in the appropriate area. A full stop after Marylebone Station, for instance, meant Italy, a stop after Mayfair meant Norway, Sweden and Germany, and one after Free Parking meant Northern France, Germany and its frontiers. "Straight" boards were marked "Patent applied for" with a full stop.

Almost throughout the correspondence maps are referred to as pictures, and codes were used to identify them, such as Emerald, Double Eagle or Dutch Girl; exactly what these codes meant is not explained by any of the letters. The very first letter from the correspondence seems to be the only one even to mention the word "maps." One letter, from Clayton-Hutton of M19 to Norman Watson of Waddington, states cryptically that "I have some ideas on the lines you and I know of, but gives no indication of what these lines are. Parcels are sent to the left luggage office at Kings Cross Station rather than directly to the War Office." Another letter refers to a conversation between Clayton-Hutton and Norman Watson of Waddington on the innocuous subject of car parking; this was actually a reference to the Free Parking space on the Monopoly board which had been marked with a full stop to show that there was a map inside of northern France.

It's impossible to know how many of the maps smuggled into the camps were found or used. But it is known that over 35,000 British and other Allied troops imprisoned or cut off behind enemy lines did manage to make their way to Allied territory before the end of the war. It has been estimated that about half of these would have had a silk map with them. In many of these cases their maps and compasses, and other escape aids, must have saved their lives.

Prisoners' Press

While Waddington and the War Office were plotting to get maps into the POW camps, the prisoners themselves demonstrated astonishing resourcefulness. The BL Map Library has acquired some maps that the prisoners themselves printed on a home-made printing press virtually under the noses of their German guards, as well as accounts of the process by two of the prisoners involved, Philip Evans and Wallis Heath. These were acquired owing to the generosity of Wallis Heath and of the heirs of Philip Evans. From 1944 until the end of the war both men were held at a POW camp in Querum, just outside Braunschweig (Brunswick). Evans was a printer by trade and was most heavily involved in the printing project. A few maps smuggled into the camp would be of little use to the three thousand men inside, and some method of reproducing more was highly desirable.

Philip Evans' matter of fact account of life as a POW and the map printing process carried out under extremely difficult conditions is truly inspiring. It also highlights the boredom of captivity that provided further motivation for the production of the maps; the desire for purposeful activity must at times have seemed almost as strong as the need for maps. Wallis Heath also mentions the general fear that the war would end with complete anarchy and "every man for himself," especially following the attempt on Hitler's life by a group of German army officers in 1944. Evans was inspired to try and produce the maps after realising that some wall tiles from a bombed building in the camp could be used as printing plates. The tiles were made of a limestone suitable to be used as a lithographic stone.

Inside the camps the prisoners had a well-organised (and completely secret) structure for planning escape and general insurrection, and subversive activities were carried on under its authority. Evans presented his idea to this initially skeptical group, who soon realised its potential value and helped by providing him with a guarded room and various assistants. A camp of such a size contained someone who knew something about almost anything, including cartographers, carpenters and chemists, although Evans described one of the most useful men as a “fixer,” a natural entrepreneur who could obtain almost anything by bribery.

The technical problems of improvising printing plates, pens, ink and a press, in secret and out of very limited materials, were considerable. All the information on the maps had to be drawn on by hand, in “mirror writing” of course, using home made wooden pens and melted margarine. The plates were treated with jelly from Red Cross parcels, and the printing press itself was made of oak floorboards covered with leather. A roller was fashioned from a window bar, and ink was made from pitch scraped from between the flagstones of the pavement, boiled to separate out the dirt and mixed with margarine and pigment. After much trial and error, a satisfactory method was developed and efficient teams of four worked together on map production.

The standard of the resulting maps is astonishing given the circumstances. The information for the more detailed maps of the area around the camp was obtained partly by reconnaissance by temporary escapees, and partly from a map of the area obtained by the “fixer.” Smaller scale maps were copied from smuggled silk maps.

Perhaps inevitably the map printers were eventually discovered, had some of their precious equipment and a few half finished maps confiscated, and were punished with five days solitary confinement. This was not before four different maps had been produced, with up to 500 copies made.

This prisoners' press was not unique, and attempts were made in other camps to copy maps by hand, but it is a remarkable demonstration of resourcefulness and dedication in the most discouraging circumstances. When the war ended very few of the maps were in fact used as the camp's inmates were transported safely home. A few individuals had attempted to escape from the camp and taken copies of the maps with them, but how many got home will probably never be known.

► **VA UPDATES**

DD-214'S NOW ONLINE

The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214's online: <http://vetrecs.archives.gov/>

This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records centers mailroom and processing time.

MORE HELP FOR PTSD

Secretary of Veterans Affairs Eric K. Shinseki announced the Department of Veterans Affairs (VA) is taking steps to assist Veterans seeking compensation for Post-Traumatic Stress Disorder (PTSD).

“The hidden wounds of war are being addressed vigorously and comprehensively by this administration as we move VA forward in its transformation to the 21st century,” said Secretary Shinseki.

The VA is publishing a proposed regulation today in the *Federal Register* to make it easier for a Veteran to claim service connection for PTSD by reducing the evidence needed if the stressor claimed by a Veteran is related to fear of hostile military or terrorist activity. Comments on the proposed rule will be accepted over the next 60 days. A final regulation will be published after consideration of all comments received.

Under the new rule, VA would not require corroboration of a stressor related to fear of hostile military or terrorist activity if a VA psychiatrist or psychologist confirms that the stressful experience recalled by a Veteran adequately supports a diagnosis of PTSD and the Veteran's symptoms are related to the claimed stressor.

Previously, claims adjudicators were required to corroborate that a non-combat Veteran actually experienced a stressor related to hostile military activity. This rule would simplify the development that is required for these cases.

PTSD is a recognized anxiety disorder that can follow seeing or experiencing an event that involves actual or threatened death or serious injury to which a person responds with intense fear, helplessness or horror, and is not uncommon in war. Feelings of fear, confusion or anger often subside, but if the feelings don't go away or get worse, a Veteran may have PTSD.

VA is bolstering its mental health capacity to serve combat Veterans, adding thousands of new professionals to its rolls in the last four years. The Department also has established a suicide prevention helpline (1-800-273-TALK) and Web site available for online chat in the evenings at www.suicidepreventionlifeline.org/Veterans.

► BRINGING THEM HOME

SCOTT SPEICHER—HOME AT LAST

WASHINGTON, August 2, 2009 – Navy pilot Capt. Michael "Scott" Speicher was shot down over the Iraq desert on the first night of the Gulf War in 1991 and it was there Bedouins apparently buried him, hidden in the sand from the world's mightiest military all these years.

In a sorrowful resolution to the nearly two-decade old question about his fate, the Pentagon disclosed Sunday it had received new information last month from an Iraqi citizen that led Marines to recover bones and skeletal fragments — enough for a positive identification.

Shot down over west-central Iraq on a combat mission in his FA-18 Hornet on Jan. 17, 1991, Speicher was declared killed by the Pentagon hours later. Then-Defense Secretary Dick Cheney went on television and announced the U.S. had suffered its first casualty of the war. But 10 years later, the Navy changed his status to missing in action, citing an absence of evidence that Speicher had died. In October 2002, the Navy switched his status to "missing/captured," although it has never said what evidence it had that he ever was in captivity. More reviews followed, without definitive answers.

The family Speicher left behind, from outside Jacksonville, Fla., continued to press for the military to do more. A group of high school classmates who helped form the group "Friends Working to Free Scott Speicher" said Sunday his biggest fear was that Speicher had been taken alive and tortured.

"This whole thing has been so surreal for all of the people who have known Scott," said Nels Jensen, 52, who now lives in Arkansas.

Jensen said the group was frustrated the military didn't initially send a search and rescue team after the crash, and then grew more perplexed as reports of his possible capture emerged. "Never again will our military likely not send out a search and rescue party for a downed serviceman," Jensen said.

To the top Navy officer, the discovery is evidence of the military's commitment to bring its troops home. "Our Navy will never give up looking for a shipmate, regardless of how long or how difficult that search may be," said Adm. Gary Roughead, chief of Naval Operations.

Over the years, critics contended the Navy had not done enough, particularly right after the crash, to search for the 33-year-old Speicher. A lieutenant commander when he went missing on a combat mission, Speicher later reached the rank of captain because he kept receiving promotions while his status was unknown.

Family spokeswoman Cindy Laquidara said relatives learned on Saturday that Speicher's remains had been found. "The family's proud of the way the Defense Department continued on with our request" to not abandon the search, she said. "We will be bringing him home."

The U.S.-led invasion of Iraq in 2003 finally gave investigators the chance to search inside Iraq. Speicher's family — including two college-age children who were toddlers when he disappeared — believed more evidence would surface as Iraq grew more stable.

A number of new leads did come up, including the discovery of what some believed were the initials "MSS" scratched into the wall of an Iraqi prison. More than 50 sites were checked by military search crews in the months after the invasion — hospitals, prisons, security archives, homes, and the original site where Speicher's plane crashed, about 100 miles north of the Saudi Arabian border.

Crews first visited the site in 1995. They found wings, the canopy and unexploded ordnance, but the cockpit and Speicher were missing. Investigators excavated a potential grave site in Baghdad in 2005, tracked down Iraqis said to have information about Speicher and made numerous other inquiries.

Officials said Sunday that they got new information last month from an Iraqi citizen, prompting Marines stationed in the western province of Anbar to visit a location in the desert which was believed to be the crash site. The Iraqi said he knew of two other Iraqis who recalled an American jet crashing and the remains of the pilot being buried in the desert, the Pentagon said.

"One of these Iraqi citizens stated that they were present when Captain Speicher was found dead at the crash site by Bedouins and his remains buried," the Defense Department said in a statement.

The military recovered bones and multiple skeletal fragments and Speicher was positively identified by matching a jawbone and dental records, said Rear Adm. Frank Thorp. He said the Iraqis told investigators that the Bedouins had buried Speicher. It was unclear whether the military had information on how soon Speicher died after the crash. Some had said they believed Speicher ejected from the plane and was captured by Iraqi forces, and the initials were seen as a potential clue he might have survived. There also were reports of sightings.

Many in the military believed for years that Speicher had not survived the crash or for long after. Intelligence had never found evidence he was alive, and some officials felt last year that all leads had been exhausted and Speicher would finally be declared killed. But after the latest review, Winter said Speicher would remain classified as missing, despite Winter's strong reservations about the pilot's status and cited "compelling" evidence that he was dead.

Announcing his decision, Winter criticized the board's recommendation to leave Speicher's status unchanged, saying the board based its conclusions on the belief that Speicher was alive after ejecting from his plane. The

board "chose to ignore" the lack of any parachute sighting, emergency beacon signal or radio communication, Winter said.

On August 14, 2009, Speicher's remains arrived in Jacksonville and the next day thousands lined the street as he was taken to the Jacksonville Memory Gardens for burial.

JPAC BRINGS FOUR HOME

An Arrival Ceremony was held on September 25, 2009 at Hickam Air Force Base, Hawaii to honor fallen U.S. personnel whose identities remain unknown. One case from the Lao People's Democratic Republic is associated with the Vietnam War. Three cases are associated with World War II: one from Vanuatu, one from Germany, and one from Papua New Guinea. Following the ceremony, the remains of these fallen Americans were transported to the JPAC Central Identification Laboratory where the forensic identification process begins. Once identifications are established, the names will be announced following the notification of next-of-kin.

► THE PRICE OF FREEDOM

As Veterans Day approaches, it is fitting that we reflect on the price Americans have paid for freedom in the last 228 years.

WAR OF THE REVOLUTION 19 April 1775 - 20 September 1783
Participants: 250,000 :: POWs: 18,152 :: MIAs: 1,426 :: Deaths In Service: 6,824

WAR OF 1812 18 June 1812 - 24 December 1814
Participants: 286,730 :: POWs: 20,000 :: MIAs: 695 :: Deaths In Service: 2,260

MEXICAN WAR 24 April 1846 - 2 February 1848
Participants: 78,718 :: POWs: 20,000 :: MIAs: 695 :: Deaths In Service: 2,260

INDIAN WARS US Date 1815 - December 1890
Participants: 106,000 :: POWs: Many, few survived :: MIAs: Many :: Deaths In Service: 1,000

Aboriginal American Date 1540 - 2004
Participants: Unknown, in the millions :: POWs-MIAs: Unknown - Aboriginal Americans are the longest held documented POWs, serving into the 20th Century in excess of 28 years :: Deaths In Service: Millions

CIVIL WAR 12 April 1861 - 26 May 1865
Union Participants: 2,213,365 :: Union POWs: 194,743 :: Union Deaths In Service: 364,511
Confederate Participants: 1,082,119 :: Confederate POWs: 214,865 :: Confederate Deaths In Service: 134,563

SPANISH-AMERICAN WAR 21 April 1898 - 12 August 1898
Participants: 260,000 :: POWs: 8 :: MIAs: 72 Deaths In Service: 2,446

WORLD WAR I 6 April 1917 - 11 November 1918
Participants: 4,743,826 :: POWs: 7,470 :: MIAs: 116,708 :: Deaths In Service: 116,708

WORLD WAR II 7 December 1941 - 2 September 1945
Participants: 16,353,659 :: POWs: 124,079 :: MIAs: 30,314
Deaths in Service: Disputed Numbers - All References Provided
Military:

- Keegan: 292,000
- Harper Collins: 292,100
- Britannica: 292,131 (not incl. 115,187 non-battle)
- Compton's: 293,986
- Urlanis: 300,000
- Info. Please: 291,557 KIA + 113,842 other causes = 405,399
- DoD: 291,557 KIA + 113,842 other = 405,399
- Ellis: 405,400
- Encarta: 292,131 KIA + 115,187 other causes = 407,318
- Wallechinsky: 292,131 KIA + 115,187 other = 407,318
- Eckhardt: 408,000
- Small & Singer: 408,300

Civilian:
• Britannica: 6,000

U.S. Merchant Marine: 8,300 mariners killed at sea, at least 1,100 died from wounds. Total killed estimated

9,300. [<http://www.usmm.org/ww2.html>]

- All (undifferentiated):
- Messenger: 300,000

COLD WAR 2 September 1945 - 21 August 1991

Participants: Classified :: POWs: Classified :: MIAs: 343 :: Deaths In Service: Classified :: Deaths In Service: 407,316 ERA

KOREAN WAR 25 June 1950 - 27 July 1953

Participants: 5,764,143 :: POWs: 7,140 :: MIAs: 8,177 :: Deaths In Service: 36,940

SECOND INDOCHINA WAR (VIETNAM) 08 July 1959 - 27 January 1973

Active Duty: 9,087,000 :: In-Country: 2,594,000 :: POWs: 2,583 :: MIAs: 3000-6000 :: Deaths In Service: 58,486

USS PUEBLO 23 January 1968 - 23 December 1968

Incident Personnel: 82 :: POWs: 82 :: POW Deaths In Incident: 1

GREYHOUND 25 October 1983 - 2 November 1983

Participants: 2,700 :: POWs: Unknown :: MIAs: 4 :: Deaths In Service: 20

USS STARK 17 May 1987

Participants: Unknown :: MIAs: 1 :: Deaths In Service: 36

PERSIAN GULF WAR 16 January 1991 - 27 February 1991

Participants: 650,000 :: POWs - MIAs: 52 :: Deaths In Service: 255

SOMALIA 02 December 1992 - 15 September 1994

Participants: Classified :: POWs: 6 :: MIAs: 2 :: Deaths In Service: 44

► **RFTW REUNIONS**

Unfortunately, no one submitted articles or photos on either reunion this year. I found some info on the website, but no photos. Watch the website for photos that may be posted by those who attended.

ANGEL FIRE REUNION

(Info supplied by John King and Arnie Swift)

On Labor Day weekend, over 100 of the RFTW family came together in Angel Fire for the first reunion of the year. Monte and Linda Apodaca did a great job organizing the hotel and the events held at the Memorial. Many thanks to them for doing this for us.

In addition to sharing meals and camaraderie over the weekend, RFTW made its traditional Enchanted Circle ride.

Now known as the Vietnam Veterans Memorial State Park, the Monument is a place of reunion, reflection, healing, and sharing of experiences. RFTW has stopped here for many years and it has a special place in all our hearts. A few years ago RFTW began a walkway paved with engraved bricks to memorialize veterans. This year we added more bricks to the walkway. This year something new and special was added. We started a new trail of bricks up by the Westphalls' gravesite. These bricks contain the names of Medal of Honor recipients. They are not made of clay like the standard bricks, but of granite. We placed eight of them there.

The final event of the reunion was a church service at the Memorial Chapel on Sunday morning. Mark Rittermeyer gave the message, John King shared the scripture, and Arnie Swift provided the worship music. It was a fitting close to a wonderful weekend of work and fellowship. I think everyone felt renewed and excited about RFTW and eager to make the 2010 Run the best ever.

KERVILLE REUNION

(Info supplied by Ray McDowell)

Hello all - just got back from Kerrville for the Southern route reunion. We had a great turnout with about 150 people making it. We had several meetings and there are going to be some changes this year on some fuel stops and 2 or 3 hotels. We are planning to have the list of hotels on the website by December.

We had an open meeting with the board of directors and there were a lot of questions that were answered. One of the questions was about going to the Wall. There are many people that are working on getting us to the Wall on Friday when we go to DC. The problem is the same as we have had before: it is with the parking permits from the DC Park service. We have applied for the permit but they have not given us one at this time. We are in the process of going over their heads to try, but we don't have an answer now. We will let you no as soon as we do.

We are working on several changes to some of the fuel stops that we have out grown, trying to come up with a better plan to get gas and a place with restrooms that we can stage.

Janice had a great program for us with lots of giveaways. A good time was had by all at the dinner.

► **SICK CALL**

Jim Bowen

Good wishes to Jim, a 2009 CR FNG, who broke his ankle in an accident in D.C. after RFTW ended and was in the hospital for 2 ½ months. He was up and walking by the end of August and back on his bike soon after. Jim, the RFTW family wishes you a good recovery.

29Charlie

Charlie suffered a heart attack during the 2009 SR visit to the Tuscaloosa VAMC and after he returned home to Sacramento had a 5-way bypass. He's in good shape now and walks every morning with "my trusted companion Prince, the Sheltie rescue dog, my protector." He hopes to be back with RFTW next year. Charlie, we all wish you good health from now on.

Cliff "Recon" Garcia

Cliff became very ill on CR 2009 and had to leave the Run in St. Louis with what turned out to be a severe bacterial infection in his stomach. He was down for 3 months, but is recovered now. We hope you won't ever experience that again, Cliff. Stay well.

► **TAPS**

"Jungle" Jim Grainger

Jim, of Tucson, AZ, passed away on September 7, 2009. He was a Staff Sergeant in the Army, serving 1967-1979 in A Company, 1st/327th Infantry Regiment, 101st Airborne. He received two Bronze Stars and a Purple Heart. After his service, he continued to serve as a member of the American Legion (past commander), VVA,



American Legion Riders, Pony Express Riders, and Amvets. He was a member of Airborne Assoc, DAV, and Purple Heart Association. Jim was one of five veterans featured in the movie “Homecoming: A Vietnam Vets Journey.”

Bob Gillis



Bob Gillis, a long-time member of RFTW and PGR, passed away on September 18, 2009. Bob was a Vietnam Veteran with 3 Purple Hearts and numerous other decorations. He was a Ranger with the 1st Air Cav from 1968 to 1969 and wore his 1st Cav hat proudly. He was also an active PGR member and went on several Run for the Wall missions. Bob is remembered for his positive outlook and message for those around him.

Marcia Lewis

Marcia Lewis died recently when she was hit by a car while riding with a group of Choirboys in So Calif. Marcia rode with RFTW several times. She had a heart as good as gold. You may remember her as the gal who smoked cigars. Rest in peace, Marcia—you'll be missed.



Matthew Martin, Navajo Code Talker



Navajo Nation President Joe Shirley, Jr., conveyed his condolences to the family of the fourth Navajo Code Talker to pass away within five weeks. Matthew Martin of Crownpoint, N.M., who suffered a lengthy illness, died June 22, 2009 at his home, said his daughter Patricia Begay. Martin was 84.

“As we approach the 233rd anniversary of Independence Day, Navajos’ thoughts turn to the service performed by our warriors and veterans, and our honored Navajo Code Talkers are foremost in our thoughts and prayers,” President Shirley said. “On behalf of the Navajo Nation, I offer our deepest condolences to the family of the late Matthew Martin, another of our distinguished Code Talkers, and we thank him and them for the service he rendered to the Navajo Nation and United States during World War II.”

Mr. Martin was born on May 3, 1925, at Star Lake, N.M. He enlisted in the U.S. Marine Corps at Santa Fe, N.M., on Oct. 12, 1943, was qualified as a marksman and a code talker, and attained the rank of corporal. He saw combat at Iwo Jima and the Volcano Islands from February 19 to March 16, 1945, and during the occupation of Japan from September 23, 1945, to April 20, 1946. He was honorably discharged from the First Separation Company MGB, USMC, on May 13, 1946, received the good conduct medal, the Navajo Code Talker Congressional Silver Medal in 2001, and his service and outstanding contributions were recognized by Arizona Governor Jane Hull on May 9, 2002, and by the 45th Arizona State Legislature on May 13, 2002.

After his military service, Mr. Martin worked for the BNSF Railway, retiring in 1988. Since his retirement, he worked at home in Crownpoint, N.M., raising livestock and farming. Mr. Martin is survived by wife Linda E. Martin, his children, Patricia Begay of Crownpoint, Pearl Nez of Standing Rock, N.M., Lucinda Rosenbauer of Deming, N.M., Perlinda Begay of Crownpoint, son Jasper Martin of Mesa, Ariz., Bernadette Martin of Crownpoint, Matthew Martin, Jr., of Arlington, Va., Merlinda Martin of Becenti, N.M., Brenda Martin of Crownpoint, Sgt. Lamar Martin, who is serving with the National Guard and is stationed in Georgia, Patrick Martin of Crownpoint, Sharlinda Martin of Standing Rock, and his siblings Paul Martin, Billy Martin, Leo Martin, and Alice Platero, all of Crownpoint, and Bernice Etcitty of Standing Rock.

Mr. Martin was preceded in death by his parents, Christine Tso and Edgar Martin, his siblings Mary Biggs, Tom Martin, Sr., and Willie Martin, and his sons Delbert Martin, Mar Martin, Eugene Martin.

Darrel "Shifty" Powers

"Shifty" Powers died on June 17, 2009 at age 87. Powers served with Easy Company of the 506th Parachute Infantry Regiment. He was awarded two Bronze Stars, a Presidential Unit Citation, Combat Infantry Badge, and Expert Rifleman Badge. He was discharged in 1945, and his character appeared in the television film, "Band of Brothers."

Following his death, an email began circulating in July. It called for a memorial service for "Shifty" Powers, a WWII veteran, a "real hero." The email was not signed, and there was much speculation about who wrote it. The mystery author of the popular viral e-mail calling for an online memorial service was eventually identified. Mark Pfiefer, a former Dow Jones employee, admits meeting Powers at the airport and writing the original e-mail.



The e-mail reads as follows:

We're hearing a lot today about big splashy memorial services. I want a nationwide memorial service for Darrell "Shifty" Powers. Shifty volunteered for the airborne in WWII and served with Easy Company of the 506th Parachute Infantry Regiment, part of the 101st Airborne Infantry. If you've seen Band of Brothers on HBO or the History Channel, you know Shifty. His character appears in all 10 episodes, and Shifty himself is interviewed in several of them.

I met Shifty in the Philadelphia airport several years ago. I didn't know who he was at the time. I just saw an elderly gentleman having trouble reading his ticket. I offered to help, assured him that he was at the right gate, and noticed the "Screaming Eagle," the symbol of the 101st Airborne, on his hat. Making conversation, I asked him if he'd been in the 101st Airborne or if his son was serving. He said quietly that he had been in the 101st. I thanked him for his service, then asked him when he served, and how many jumps he made. Quietly and humbly, he said "Well, I guess I signed up in 1941 or so, and was in until sometime in 1945 . . ." at which point my heart skipped. At that point, again, very humbly, he said "I made the 5 training jumps at Toccoa, and then jumped into Normandy . . . do you know where Normandy is?" At this point my heart stopped. I told him yes, I know exactly where Normandy was, and I know what D-Day was. At that point he said "I also made a second jump into Holland, into Arnhem." I was standing with a genuine war hero . . . and then I realized that it was June, just after the anniversary of D-Day.

I asked Shifty if he was on his way back from France, and he said "Yes. And it's real sad because these days so few of the guys are left, and those that are, lots of them can't make the trip." My heart was in my throat and I didn't know what to say. I helped Shifty get onto the plane and then realized he was back in Coach, while I was in First Class. I sent the flight attendant back to get him and said that I wanted to switch seats. When Shifty came forward, I got up out of the seat and told him I wanted him to have it, that I'd take his in coach. He said "No, son, you enjoy that seat. Just knowing that there are still some who remember what we did and still care is

enough to make an old man very happy." His eyes were filling up as he said it. And mine are brimming up now as I write this.

Shifty died on June 17 after fighting cancer.

There was no parade.

No big event in Staples Center.

No wall to wall back to back 24x7 news coverage.

No weeping fans on television.

And that's not right.

Let's give Shifty his own Memorial Service, online, in our own quiet way. Please forward this email to everyone you know. Especially to the veterans.

Rest in peace, Shifty.

"A nation without heroes is nothing." (Roberto Clemente)

A reporter set out to verify Mark Pfiefer's story. He contacted Shifty's daughter, Margo Johnson, who said her dad was always a hero to her. He was diagnosed with cancer in January. She said that up until his last days "Shifty," a humble man, enjoyed spending time talking with soldiers. He was supposed to go to Iraq but never made it because of his health.

Shifty, who got his nickname playing basketball, did make several trips back to Europe where he fought in the War. One time he graciously met with a former German World War II veteran. Usually, a family member would go with him, but he went alone sometime around 2002. And when he returned he told his family about the man he had met in at the airport in Philadelphia who offered him his seat in first class. The story, it turns out, is true.

Pfiefer said he had no idea the e-mail would take on a life of its own. He just wanted those who received his e-mail to hold a private moment of silence. But thousands of people organized a virtual memorial service for Shifty on July 20. It was on Twitter, Facebook, and a host of other social networking sites.

Our country owes much to World War II heroes like Darrell "Shifty" Powers. We're losing the remaining ones each day. And as Mark Pfiefer points out, they're not getting memorial services at the Staples Center. There are more veterans like "Shifty" and they too should be remembered.

► CLOSING THOUGHTS

HAVE YOU HEARD? Our Navy, Then and Now!!

From RAO Bulletin

Then - If you smoked, you had an ashtray on your desk.

Now - If you smoke, you get sent outside and treated like a leper.

Then - Mail took weeks to come to the ship.

Now - Every time you get near land, there's a mob topside to see if their cell phone works.

Then - If you left the ship it was in Blues or Whites, even in home port.

Now - The only time you wear Blues or Whites is for ceremonies.

Then - You wore bellbottoms everywhere on the ship.

Now - Bellbottoms are gone and 14 year-old girls (or "funny boys") wear them everywhere.

Then - You wore a Dixie cup all day, with every uniform.

Now - It's not required and you have a choice of different hats.

Then - If you said "damn," people knew you were annoyed and avoided you.

Now - If you say "damn" you'd better be talking about a hydro-electric plant.

Then -The Ships Office yeoman had a typewriter on his desk for doing daily reports.

Now - Everyone has a computer with Internet access and they wonder why no work is getting done.

Then - We painted pictures of pretty girls on airplanes to remind us of home.

Now - We put the real thing in the cockpit.

Then - If you got drunk off duty, your buddies would take you back to the ship so you could sleep it off.

Now - If you get drunk off duty, they slap you in rehab and ruin your career.

Then - Canteens were made out of steel and you could heat coffee or hot chocolate in them.

Now - Canteens are made of plastic, you can't heat them because they'll melt, and anything inside always tastes like plastic.

Then - They collected enemy intelligence and analyzed it.

Now - They collect our pee and analyze it.

Then - If you didn't act right, they'd put you on extra duty until you straightened up.

Now - If you don't act right, they start a paper trail that follows you forever.

Then - You slept in a barracks, like a soldier.

Now - You sleep in a dormitory, like a college kid.

Then - You ate in a Galley. It was free and you could have all the food you wanted.

Now - You eat in a Dining Facility. Every slice of bread or pat of butter costs, and you can only have one.

Then - If you wanted to relax, you went to the Rec Center , played pool, smoked and drank beer.

Now - You go to the Community Center and can still play pool, maybe.

Then - If you wanted a quarter beer and conversation, you could go to the EM or Officers' Club.

Now - The beer will cost you two dollars and someone is watching to see how much you drink.

Then - The Exchange or Ship's Store had bargains for sailors who didn't make much money.

Now - You can get similar merchandise, and a whole lot cheaper at Wal-Mart.

Then - If an Admiral wanted to make a presentation, he scribbled down some notes and a YN spent an hour preparing a bunch of charts.

Now - The Admiral has his entire staff spending days preparing a Power Point presentation.

Then - We called the enemy things like "Commie Bastards", "Reds" or whatever is important at the time, because we didn't like them.

Now - We call the enemy things like "Opposing Forces" and "Aggressors" so we won't offend them.

Then - We declared victory when the enemy was dead and all his things were broken.

Now - We declare victory when the enemy says he is sorry and won't do it again.

ALSO . . .

BEAUTIFUL: "Here's to the Heroes," sung by the Ten Tenors <http://www.youtube.com/watch?v=LL-0mdEg0U4>

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