HOORAY WARREN R. WILKINS DEVILS DIGEST

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WARREN R. WILKINS RECOGNIZED AS A VETERAN WITH VA ELIGIBILITY

By Ken Hamill

Warren R. Wilkins has good friends. Mrs. Theresa Holt has been trying to gain recognition for Warren Wilkins as a full-fledged veteran since 2012. A few friends of Warren from Charlie Company 1-508 ARCT communicated with Mrs. Holt during the first couple of years of the search. Our 508 Chapter became much more involved in 2015 with Devils Digest Front Page and Paraglide articles requesting help from our membership. Several friends from Charlie Company 1-508 ARCT, some of whom attended basic training and / or jump school with Warren got involved in the search. Photos, Statements and documents were sent to me by veterans Aristeo Blanco Jr., Ben E. Branch, Bernard E. Brown, Frederick P. Gilliam, Raymond Jasinski, Eugene F. Leonard, Joseph G. Lesniak, Patrick J. McCarthy and James H. Vanderhoof. These items formed very impressive evidence of Wilkins having served. The National Personnel Records Center (NPRC) was not impressed and responded with a denial letter stating - "The information furnished on the enclosed NA Form 13075, Questionnaire about Military Service was able to locate the entrance date in January, 1951, but was not able to determine the discharge date, final pay grade, or the final character of service". We proved that Wilkins was a respected leader in the 508 at Fort Benning and volunteered for Korea. Apparently that was not good enough for the NPRC. Theresa Holt contacted her congressman Lee Zeldin at Patchogue, New York. In October 2015, we sent all of the collected evidence to Mr. Cleveland Johnson, the veteran's affairs officer for Congressman Zeldin. Mr. Johnson thought our evidence was undeniable and contacted the VA and NPRC. Thank you Mr. Cleveland Johnson and Congressman Lee Zeldin. A NPRC letter dated 25 April 2016 was sent to Congressman Zeldin indicating that a DD-214 or Report of Separation could not be found but a Certificate of Military Service was furnished in lieu. The certificate may be used for any official purpose and a copy is attached as page 2 of this Digest, with Warren Wilkins permission. I called the National Personnel Records Center and spoke to one of their tech's who explained in part, how their search for Wilkins was conducted. He said the search for Wilkins records started in the 1980's at the request of Warren when he was fit. Mrs. Holt spurred another search in 2012 by contacting her congressman at the time. Our evidence convinced the new congressman's veteran's affairs officer of Warren's military experience and the final search began in 2015. My gut feeling is that some employee's of the National Personnel Records Center believed that Warren Wilkins was a military veteran who may have served honorably, but they could not prove it. Mr. Cleveland Johnson representing Congressman Zeldin had the political clout to encourage NPRC employees to intensify their search. I don't know exactly what NPRC found. But, I'm told that sheets of microfiche were used to store reduced photographs of all veterans' military records. My picture of microfiche is the old celluloid type material that smells like the old film used in cameras and is highly combustible. If Warren Wilkins records were stored at NPRC on 12 July 1973, they would have been in the area that suffered the most damage in the fire on that date and may have been destroyed. There is not a doubt in my mind what happened to Wilkins records. I can visualize NPRC employee's looking through bits and pieces of partly burned and mangled microfiche. I heard that some of the charred remnants of microfiche that was searched included parts of morning reports. Morning reports were submitted by every company size unit in the Army, every working day of the year, I believe. Thank you NPRC workers for finding proof of Wilkins VA eligibility. Now everyone knows that Warren Wilkins was discharged as a Sergeant First Class on 8 January 1951 and he has a certificate of military service to prove it. Thank you veterans of the 508 Airborne Regimental Combat Team that assisted in this search !!!

UNITED STATES OF AMERICA

Certification of
Military Service

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This certifies that	Warren Wilkins RA12332819
was a member of the	Regular Army
from	January 04, 1951
to	January 08, 1954
Service was terminated by	Honorable Discharge
Last Grade, Rank, or Rating	Sergeant First Class
Active Service Dates	Same As Above

Date of Birth: 09/04/1930 Place of Birth: Brooklyn,NY

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Given at St. Louis, Missouri on April 25, 2016

National Personnel Records Center
(Military Personnel Records)
National Archives and Records Administration

THE ARCHIVIST OF THE UNITED STATES IS THE PHYSICAL CUSTODIAN OF THIS PERSON'S MILITARY RECORD

This Certification of Military Service is issued in the absence of a copy of the actual Report of Separation or its equivalent. This document serves as verification of military service and may be used for any official purpose. Not valid without official seal.

OPERATION LONGHORN By Charles M. Wheeler K & H&H Co. 508 ARCT, 1951 – 54 and Salem, NH. I read with great interest Mark's account of Operation Longhorn. It was really well done and I learned a lot about the operation that I had never heard before. I have a few brief memories to share. To begin with, I was assigned to K Co. 3-508 and was the company commander's driver. Most of the 7 day trip was spent driving his vehicle so I was spared the Deuce and a Half ride that the majority had to endure. The convoy was so long that it was broken down into groups that would stop and start each day with an hour or so intervals so as to cause as little problem with the civilian traffic as possible. I remember well the long rows of tents that had to be set up each night and struck each morning. At one bivouac we had two very large jackrabbits running up and down the rows of tents with most of us chasing & trying to catch them without much luck. At San Angelo we set up camp in anticipation of the upcoming jump. Not too sure how long we were there, but long enough to get a weekend pass and visited family in Amarillo. The day of the jump was truly memorable. As Mark indicated the jump was officially cancelled, but we did not get the word and jumped as scheduled. Once on the ground I was treated to a wild ride until some other trooper grabbed the apex of my chute and ran it downwind to collapse it. I returned the favor to several others as it was just about the only way to collapse a chute that day. We assembled most of our platoon and 3 or 4 of us were given the assignment of establishing an outpost at a road intersection where we had to deal with scorpions and a few other critters we had never seen before. In the morning it seemed to be a good idea to have some hot coffee with our c-rats so we went to a home of one of the locals to see what we could scrounge. The people were Mexican Americans and did not speak English well. They were terrified when they saw us as they had not been forewarned about the airborne operation. One of our guys spoke the language pretty well and we finally broke the ice and were invited in. They explained how worried they were when all those planes appeared overhead and then the 3200 troopers coming down on…

…their heads. 3 grubby troopers on their doorstep that morning was the last thing they wanted to see. They treated us to not only coffee but a wonderful breakfast after we convinced them we were on their side. Will never forget how well we were treated by these fine folks. The rest of the operation is sort of a blur. It was a training exercise and we were always involved in training exercises. Some memories are still there and will hopefully never fade. Airborne !!!

OPERATION LONGHORN By Eric I. Brown A Co. 508 ARCT 1951-54 and DePew, N Y. The ride aboard a C-46 to the Drop Zone was very exciting. I remember standing in the door of our C-46 watching the other aircraft flying in a V formation. First, the aircraft next to you are higher than your plane next you would be looking down on them. It was a very turbulent ride. After bailing out and checking my chute, I remember looking down and drifting sideways. Then I made a perfect three point landing in a cornfield, trying to collapse my chute. After releasing the harness I used the parachute as a bed as I could not walk. After some time a medic came and checked my ankle and said it was broke and my back would also have to be checked which later revealed that I had cracked vertebrae. About two hours later, I was picked up by a medivac helicopter and flown to a tent field hospital. My next movement was by C-124 Globemaster and flown back to Fort Benning. As we were flying over the Gulf of Mexico at approximately 12,550 feet the plane hit turbulence and all four engines were making a racing sound. The aircraft dropped about 2,500 feet to approximately 10,000 feet where the plane stabilized. Men were all over the deck. Some seat belts and a row of men on stretchers also broke free. Some men were hurt more on the medivac plane than on the parachute drop. When we landed at Ft Benning the Major flying our C-124 stated it was the worst flight he had ever experienced. The Ft Benning experience was another experience. I wore a cast on my leg and another six weeks in rehabilitative therapy. I made a pay jump in October 1952 and it went okay. Geronimo and God bless to all!

OV-1 MOHAWK -THE PLANE

BY MARK ECKENRODE

In the mid1950's the Army felt the need for an aircraft to conduct battlefield surveillance and to replace the L19 spotter/liaison airplane. At the same time the Marines desired a close air support plane, so the concept became a joint Army/Marine project. The basic requirements called for a Short Takeoff and Landing (STOL) airplane, two man crew seated side by side, the ability to operate under austere conditions along the forward edge of the battle area (FEBA), close air support and battlefield survivor-ability. Grumman Ironworks was awarded the contract in 1958, but shortly thereafter the Marines withdrew from the project based on differences on aircraft capabilities with the Army also wanting sensory capabilities and the Marines wanted something different. Moreover, the Department of the Navy decided to spend the money elsewhere. The Army continued with the project. By 1959 the first of nine prototypes rolled off the assembly line for testing. The Mohawk's first flight was on April 14,1959 and test evaluations began. A British test pilot involved in the evaluation stated the Mohawk's flight characteristics was comparable to the Gloster Meteor jet fighter except the Mohawk had a superior rate of roll. It was equipped with twin Lycoming T-53-L3 turboprop engines (the turboprop being an Army first) and shortly latter upgraded to T-53-L7 engines each with 1,150 shaft horsepower (SHP) for a total of 2,300 SHP. The design and the manner in which the engines were mounted resulted in a low noise ratio that made the Mohawk relatively quiet, causing the VC/NVA to give the Mohawk the moniker "Whispering Death." Each engine sported a 3 bladed 10-ft diameter reversible pitch Hamilton Standard airscrews. The engines were mounted above the wing offering a degree of protection from ground fire.



OV-1C Aerial Surveillance and Target Acquisition (ASTA) Platoon, 1st Air Cavalry Division at Phu Bai Combat Base RVN 1968 (Author's Collection)

OV-1 had a wingspan of 42 ft (excepting the OV-1B and OV-1D with a wingspan of 48 ft), a wing area of 360 sq ft, a length of 41 ft and 12 ft, 8 in high. It had an empty weight of 11,700 lbs and loaded with a full compliment of fuel to include both 150-gallon wing tanks with a surveillance and/or armament payload the maximum takeoff weight of 13,749 lbs for an OV-1B and 13,186 lbs for an OV-1C.

It sported a triple stabilizer tail to increase single engine maneuverability should one engine be lost. The cockpit was bulbous for all around visibility. The steep 20-degree sloped nose permitted exceptional forward downward visibility. The side hatch windows were designed to allow the two-man crew the ability to look downward to a spot on the ground directly below the aircraft from an altitude of 36 ft or greater.

The overhead canopy allowed for an unobstructed overhead visibility and included eyebrow windows.
Since the Mohawk was intended for low level battlefield surveillance which would not allow the crew a conventional means of egress, such as… bailing out, plus the fact that the 10 ft propellers would be fatal for the crew in doing so, a pair of armored Martin Baker MK 5 ejection seats were installed, another Army first.

Two explosive charges would launch the MK 5 ejection seat allowing the pilot and observer to eject at 18g's or 80 ft/sec, through the overhead canopy. If time allowed the canopy could be blown pneumatically. I personally know of no one who elected this method. When it's time to go, it's time to go. At the top of the MK 5's is a pair of "horns" to assist with breaking through the overhead canopy The MK 5 required airspeed of 68 MPH at zero altitude to safely eject. The ejection process was so violent spinal compression fractures were not uncommon.

For increased crew survivability the windows were 1in thick flack and bullet resistant glass for protection against small arms ground fire, although it would not resist a 12.75 x108 mm. The floor contained 1/4 inch Dural armored plating and the cockpit could be fitted with steel mesh flack curtains. Additionally, 239 lbs of personal armor kits were available for the crew in a high threat environment that mounted along the sidewalls.

TO BE CONTINUED

ATLANTA AIRBORNE FESTIVAL

The Atlanta Airborne Awards Fest was held 13-16 April. We ate every morning and night in the Hospitality Room. On Thursday we rode a shuttle from the Marriott to the Atlanta Airport where we caught a MARTA train to a large Mall. I bought a new camera and we enjoyed lunch with friends at a special restaurant. We met old and new friends during extended suppers on Wednesday, Thursday and Friday. We did not attend the Memorial Luncheon on Thursday, but were told that it went very well. Two trips were scheduled for Friday. About a dozen of us took the Atlanta Museum Trip. We left the Marriott in a Van about 9:00 AM and returned about 3:30 PM. Our driver, Dale did a good job. A larger group caught a bus to Fort Benning in hopes of helping to pin wings on new Airborne School graduates, but weather prevented that. They left the Marriott around 7:00 AM and returned about 5:00 PM. They had visited and saw all kinds of things around the Airborne School and other parts of Fort Benning. We heard an interesting story in the hospitality room when the bus returned from Benning. The group had a very nice meal at the new airborne dining facility. The messhall is now called the D-Fac. A near calamity happened following lunch. As some of the group departed the D-Fac, one man suddenly dropped. Luckily a medic was walking near the man when he fell. That medic immediately took charge, barking out orders, things to do, who to call while evaluating the patient and starting CPR. The medic was amazing. Ed Howard of the Atlanta Chapter was right behind the group during the incident and told me SFC Hedges truly was a professional. No panic, just a calm urgency and utter competence. Sergeant First Class Kate Hedges was the hero medic who saved Hal Roed's life. She was invited to attend the Saturday night banquet and was introduced to the crowd during the awards ceremonies. SFC Hedges looked like a soldier, she stood tall and straight. Her hashmarks indicated she had over 12 years of service. She played off the praise and said it was a team effort. I knew Hal Roed; we met at the Hilton Head Winter Weekend a few years ago. I heard later that Hal Roed's heart had… … stopped and the ambulance that responded took Hal to St Francis Hospital in Columbus. We drove home on Sunday which is two blocks from St. Francis Hospital. We went to visit Hal that afternoon. Hal was alert and did his best to be courteous and neighborly, but he was in pain. He was attempting to cough up flem, but the broken ribs hurt when he coughed. Hal was already surrounded by his lovely family. Three daughters and two granddaughters stayed with Hal most of the time during his hospital stay. The doctors waited until Hal was strong enough to be operated on. Hal had a heart procedure on Tuesday, 26 April. They found a stint that had created a 90 percent stoppage as the probable reason for the heart attack. They cleared the area and Hal and his family felt great. Hal thought he would leave the hospital around 28 April, spend another week visiting his daughter that lived in the Atlanta area and then he would fly home to Minnesota. But Hal had developed pneumonia. He was moved to the Northside Medical Center in Columbus. He took physical therapy every day. Hal looked good the last time I saw him on 12 May. Hal Roed is 90 years old. He served as a machine gunner in H Company, 515 P.I.R., 13th Airborne Division near the end of World War II. Hal spent the last year of service in Company D, 504 P.I.R., 82 Airborne Division. Hal became an aeronautical engineer and has lived in Bloomington, MN for many years. Hal Roed and his four daughters have made SFC Kate Hedges an honorary member of their family.



SFC Kate Hedges on left saved the life of Hal Roed on right, pictured with his physical therapist on 12 May at the Northside Medical Center in Columbus, GA



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TAPS - 508th PARATROOPERS RECENTLY DECEASED

Robert L. Lindorff	John Steele Chapter	
G Company 2-508 ARCT		2 Mar 2010
Don F. Murphy	Hopkinsville, Kentucky	
H Company 2-508 ARCT		21 Apr 2015
Joseph M. Ridings	John Steele Chapter	
A Company 1-508 P.I.R. WWII		2015
Robert D. Shields	Walter Hughes Chapter	
HQ 1-508 P.I.R. WWII		17 Jan 2010

Statistics

Annual Members……..23
Affiliate Members…….14
All Americans.....297
Total Members……..334

March 2016 Treasurers Report

Printing expense Mar 2016:	**$143.01**
Newsletter Envelopes Jun 2016:	**$30.87**
Chapter Account 1 Jun 2016:	**$2739.72**
Annual Memberships to date 23 =	**$184.00**

I heard from Mark Eckenrode who has moved to Thailand. Mark is very interested in the stories sent by veterans of Operation Longhorn who have responded to Mark's article about that infamous jump that killed one and hurt so many. Please see the responses from Eric Brown and Charles Wheeler on page 3 of this Digest. Mark sent two photographs with his email. The first photo depicts Mark undergoing an animist ritual known as a "Bai See Suu kwon", this is to ensure that good spirits are kept inside of him and bad spirits are kept out. The second photo pasted at left, depicts Mark riding Chang, the elephant.



Don Johnson of A Company, 3rd Battalion, 508 Airborne, Panama Canal Zone 1962-65 and Auburn, Washington elected to save our chapter the cost of mailing by reading our Devils Digest on line at www.red-devils.org. Thank you Don!

Luis A. Navarro of King Company, 3-508 ARCT 1951-53 and Guadalupe, CA made a generous donation to the chapter and sent a beautiful 508 AIR reactivation photo that will be published in the September 2016 Devils Digest. Luis is President of the Boots and Chutes All Airborne Association that organized in 1992. They currently have 47 members. They meet once a month and perform patriotic deeds in the community. They march in parades and serve as Color Guards at military funerals. They speak and demonstrate proper flag etiquette at elementary schools. They teach the students about the flag of the United States and what the various parts and colors of the flag signify. They teach how to display the flag and how to fold it for storage and how to treat it with respect. Thank you Luis for the Boots & Chutes and for your generosity and outstanding service.

Thank you Affiliate Member **William J. Mehling** of Headquarters Company 2-508 ARCT 1951-52 and New Hyde Park, New York for your generous donations to our chapter treasury.

I heard from Chris Harris, Vice President of the Family and Friends 508 P.I.R. Association. Mr. Harris is very interested in forming a closer relationship with our 508 Chapter. It sounds like an excellent idea. It would be most beneficial to our 508 Troopers in the 82 Airborne Division. Mr. Harris reported that the F&F 508 PIR Assn has well over 500 members, a healthy bank account and continues to grow. We of the 508 Chapter send sincere congratulaltions to the F&F Assn. Mr. Harris also reminded me that the F&F 508 PIR Assn Reunion will take place 2-6 November in Charleston, SC. See the Ad at www.508PIR.org or www.red-devils.org

Most things that you need to know about the 82nd Airborne Division Assn can be found at:
www.82ndairborneassociation.org/

A PARATROOPERS MEMORIES #12

By Ed Slocum of HQ3-508 ARCT 1955-56

All American member Edward A. Slocum of Headquarters Company, 3-508 ARCT 1955-56 and Sumter, SC has written his life story. The book is titled – Searching for the Yellow Brook Road. Ed would like feedback from us. If you spot an error, pass it on back, so Ed can fix it. Article #12 starts now. Travis Air Force Base is located close to San Francisco. We refueled and were issued box lunches. We then flew from Travis Air Force Base, California over the Pacific Ocean to land in Hawaii. We refueled and flew to Wake Island which is in the middle of the Pacific Ocean. Wake Island was a refueling stop controlled by Pan-American Airlines. We were experiencing mechanical problems and landed there for the next 30 hours because the aircraft we were flying on was unable to transfer fuel automatically from one fuel tank to the other. Therefore we waited while a new fuel pump was flown in. Wake Island was a famous battleground of the Second World War. Thousands of United States Marines and the Japanese defenders fought to the death on this island. The island appeared to be not more than a mile long and a half a mile wide. There were rusting, sunken ships and the remains of wartime struggle around the island. In today's world, we would bypass this island as unneeded. However, during the Second World War we desperately needed this island to refuel our aircraft on the way to Japan. I remember I was in awe, as I looked at the remains of warfare in the harbor. Even at the age of 19, I was appreciative of the life and death struggle that had transpired here. As I looked at the island, I was acutely aware of the struggle between the United States of America and the Empire of Japan. Two of my uncles participated in the South Pacific campaigns. My uncle Claud Wilson was in the US Army Air Corps from 1942 to 1945. He fought the battles of Guadalcanal, New Georgia, and the Philippines, on the way to Japan. His younger brother Johnny Wilson was with the 25th Infantry Division which is nick-named "Tropic Lightning". As I recall, Johnny joined his division in New Georgia and moved with them to the invasion of the Philippines and the occupation of Japan. These two of my family members participated in this bloody struggle…

…Both my Uncle Johnny and my Uncle Claud survived World War II. They were fortunate and I am honored to share their gene pool. Even as a teenage paratrooper, I realized how much we owed the veterans who went before us.

While we were stranded on Wake Island, we used this opportunity to swim in the lagoon and suntan on the beach. One of the interesting side notes is that during our stay at Wake Island, the troop commander, who was a young lieutenant, kept having formations and counting heads to make sure none of us were missing. Unless you could swim 800 miles I don't know where we would've gone. After a two-day delay, the United States Air Force received and installed a new fuel pump. We again loaded the aircraft and I watched out the window as the large C124 cargo ship used every foot of the runway to get back in the air. I wondered if we crashed into the ocean, would anyone even find us. Of course they would have, because Wake Island was a refueling stop for Pan American Airlines. Actually this stay on Wake Island had been fairly pleasant because swimming in the lagoon and eating in the Pan-American restaurant was not half bad.

It was approaching midnight when we landed at Ashiya, U.S. Air Force Base located outside of Fukuoka, Japan. I believe we were the last aircraft carrying 508th troops to land in Japan. The Army fed us and we were then transported across the city to a small compound which the Army called Camp Kashia. The camp was located adjacent to the ocean and the first thing that they issued us was mosquito nets for our beds. I soon discovered that the mosquitoes were thick and were capable of carrying disease.

Within days, life was settling down to a familiar routine. We had a 12 o'clock curfew and bed check. The troops were violating the 12 o'clock bed check and the company commander was livid. He had a formation of all the troops and gave us an order. We were to make bed check. There will be no exceptions. He also went on to say, that the next soldier who missed bed check would be sent to the infantry as punishment. I missed bed check, and a very angry company commander did what he had promised.

TO BE CONTINUED

MEMBERSHIP APPLICATION 508 CHAPTER, 82ND AIRBORNE DIVISION ASSOCIATION, INC.

FORMAL NAME (No Nicknames)_____ DATE OF BIRTH _____

STREET_____ CITY_____ STATE_____

9-DIGIT Zip_____ ASN_____ (or) SSAN (Last 4)_____

MARITAL STATUS_____ SPOUSE'S NAME _____ NUMBER OF CHILDREN_____

OCCUPATION_____ HOME #: (_____) _____ CELL #: (_____) _____

EMAIL_____ SIGNATURE_____ DATE_____

____ ANNUAL MEMBERSHIP FOR YEAR 2016 $25.00 + Wounded warrior_____ Ed Fund_____ Total Sent_____

____LIFETIME MEMBERSHIP ($250.00 FOR 49 YEARS AND UNDER OR $175.00 FOR 50 YEARS +) $_____

____ACTIVE DUTY MILITARY, RESERVE, NAT. GD – Current Rank and Date of Rank: _____

____RETIRED MILITARY – Retired Rank and Date Departed Active Military Service_____

____MILITARY VETERAN – Rank and Date Departed Military Service_____

508 UNIT: Co_____: Bn____: Location_____ FROM MO/YR_____ TO MO/YR_____

Combat Tour Location: _____ FROM MO/YR_____ TO MO/YR_____

NEW MEMBERS MUST INCLUDE PROOF OF AIRBORNE QUALIFICATION

MAIL TO: KEN HAMILL; 2207 Coventry Drive; Columbus, GA 31904-5034

WOUNDED WARRIOR DONATIONS RECOGNIZED IN PARAGLIDE

We have a very patriotic friend who gives generously to the Wounded Warrior Fund and prefers to remain anonymous. He sends a personal check to me, I deposit it in our chapter bank account and send National an equal amount for the wounded warrior fund. I received $400 from our friend on 18 May 2015 and forwarded National that amount. Wounded Warrior Donations are usually recognized in the Paraglide. "Anonymous 508 Airborne Chapter Amount" published in the Paraglide tells the donor and me that the correct person has received the donation. I complained to National when the generous amount of $400 did not appear in the Paraglide. I received another check on 19 November, this time for $500. I reminded National that both donations needed to be recognized in the Paraglide. Finally, President Allen Schoppe placed the following words in red on the Wounded Warrior Contributor Page of the Winter 2015 Paraglide: "It is with a heartfelt apology and special thanks for the generous 508 Anonymous Donation(s) totaling $900.00. These donations were accidently omitted from previous Paraglide articles. Let's tip our beret to the 508 in addition to all of these donations". I had heard that all wounded warrior donations are printed on the wounded warriors contributors page of the Paraglide, but that is not so. Executive Director Bill Bauer explained the SOP as follows: Hundreds of donations of $1 or more are received every quarter. To keep the size of the Paraglide down, and to set a limit for whom President Schoppe sends a thank you card to, a minimum of $20 will be recognized in the Paraglide. We had eight 508 Chapter members donate through me to the wounded warriors fund in 2015. Thank you to the following wounded warrior donors who are listed alphabetically: Albert Busiere; Oliver Coombs; George Davidson; Thomas Ehlinger; Albert LaBelle; Ward Rhoades; Eugene Taylor and Reese Thomas. According to the SOP, Albert LaBelle should have been recognized in the Paraglide because he donated more than $20.00, unfortunately, his generosity was overlooked. This was an honest mistake by our volunteers. Hard working volunteers and our generosity keeps the Wounded Warrior Programs alive and well. Thank You All.