

BOOK REVIEWS

HELLFIRE



By Ed Macy

London:
HarperPress, 2009
422 pages
ISBN 978-0-00-728820-5

Review by
Captain Scott Fuller (Retired), CD

The author of *Apache*, Ed Macy, picks up where that book left off with another chapter in his Apache flight time in Afghanistan. In this book, he takes the reader back in time as a corporal in a parachute regiment where his ambition to seek selection in the Special Air Service (SAS) was brought to an abrupt halt by a highway accident, leaving him in a reduced physical state and precluding him from taking or passing the gruelling physical and mental standards of the SAS.

He re-focuses his military career by aiming higher, so to speak, to become an Army Air Corps pilot, first by winning his wings and then by becoming a tactical helicopter pilot. The author describes his experiences in BATUS, the British Army Training Unit Suffield in Alberta, his flying training in the United Kingdom, and his ultimate selection and training on the Apache.

The book takes the reader into a wide range of Afghanistan air combat scenarios, including a number of ground support live-fire missions with a few of those on “bingo” gas, the author hoping and hopping back to base to refuel and rearm and return to “the gunfight.”

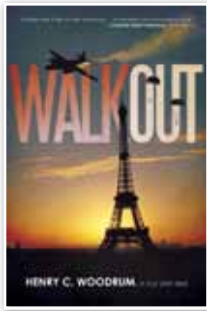
The author relates his experiences flying the Apache in an “in-your-face” manner, without pause for literary correctness, but in a frank and direct manner which the reader will no doubt find very interesting. The author not only proves his competence in command, but also the Apache’s competence in combat. Both the author and machine are well suited to each other.

This book is highly recommended to all tactical helicopter pilots and crews and to those involved with air force doctrine and training. ☺

The reviewer served 32 years in the Regular Force and eight years in the Primary Reserve before accepting a position with the public service and is currently the Senior Procurement

Officer at the Ottawa Detachment of the Canadian Forces Aerospace Warfare Centre. Scott Fuller is also a Director at Large for Policy Development for the North Atlantic Treaty Organization (NATO) Veterans Organization of Canada and a technical advisor to the Honours, Awards and Decorations Advisory Committee at Rideau Hall.

WALKOUT



By Henry C. Woodrum,
Lt. Col. USAF (Ret)

New York:
iUniverse, Inc, 2010
318 Pages
ISBN 978-1-4502-3990-5

Review by
Lisa Moulton

Talking with other evaders through the years has confirmed my feelings: without the help of the Underground, many more of us would be caught. Only with luck and the help of the French Resistance did I avoid capture on several occasions.¹

— Lt. Col. (Ret) Woodrum

Having attended a memorial service for the Escape Lines Memorial Society and read *A Quiet Woman's War*,² it is not surprising that *Walkout* caught my eye while browsing in Shakespeare and Company, an English-language book store in Paris. This war memoir is Lieutenant Colonel (United States Air Force, retired) Woodrum's recollection of his 35th mission: bailing out over Paris, subsequent evasion, and the support that he received from the underground.

On 28 May 1944 (10 days before the D-Day invasion), then Lieutenant Woodrum was flying Y-5-T, a Martin Marauder B-26

with the 495th Bombardment Squadron of the United States Ninth Air Force based at Stansted, England. Along with another crewmember, Woodrum had been scheduled to start three days of leave that day. However, as happens in many of these stories, Woodrum and his crew were replacing another crew, on this occasion because that pilot was sick. The mission that day was to bomb a bridge in Paris. The briefing finished with: "One more thing. Intelligence reports indicate that evasion from Paris would be nearly impossible now.... So, if you get in trouble, avoid Paris at all costs."³

During the run-in to the target, Woodrum's crew watched the flight leader's aircraft get hit and most of the crew bail out. Leading the remainder of the flight to the target, Woodrum's aircraft took a direct hit, resulting in a fire in #1 engine. While dealing successfully with the engine fire, the aircraft took another direct hit. The shell did not explode, but it tore a huge hole in the left wing. After the crew dropped their load on the bridge, the aircraft took another direct hit. By now, the "right engine was churning, the other was feathered and afire and [they] had another fire in the bomb bay. The hole in the left wing was still spewing fuel, and [his] controls were shot."⁴ The crew had to bail out. Woodrum would not know what happened to his crewmates until after the war. He landed on a tile roof about a mile north of the Eiffel Tower and the Arch of Triumph.

What follows is an account of the events of the next three months, including near brushes with German soldiers, assistance from