

THE TIGER RAG

PUBLISHED BY

ISSUE NUMBER 8

THE 535TH TROOP CARRIER SQUADRON

17 May 1967

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It's that time again for another issue of the "Tiger Rag" and since the last copy several important things have taken place, such as the "Baron's" latest exploit, the promotions of some of our fine troops, the forth-coming Stateside assignments of a few of the "old timers", some more cement details, happenings at the "Blue Villa" and of course the Bong Lai "hot spot" of Vung Tau and a special set of instructions on how to get a "Caribou" out of the mud. Without further delay, off we go with a few words from POL.////////////////////////////////////

FUEL LEAKS:

Attention! Attention: Hear ye flight line personnel. It may interest you to know that we here at Vung Tau have an abundance of extremely brave individuals, in both the 535th and the 536th. They must be, who else but a brave devil may care flyboy would smoke while leaning on the loading ramp of a "Caribou"? Yes Sir: It takes a brave airman to puff away on a weed while pulling a pre-flight inspection.

Perhaps the war is getting to them and they have trouble using their smarts, but then it could be that they weren't too smart to begin with. Everyone working around aircraft should be familiar with the contents of T.O.00-25-172 "No Smoking within 50 feet of Aircraft" and AFM 127-101, "No Smoking on Flight Line, except in designated Smoking areas".

Some of us are cowards, therefore we get "shook" when someone smokes too close to an aircraft, especially if we happen to be refueling it at the time. I can see the supervisors sitting back "smiling", saying "Yep, he's right". Well, let it be known that it has been witnessed that some high ranking individuals have indulged in the above practice.

Let's practice a little more supervisory capabilities and use more discretion. No one wants to write your family that so and so was blown away with an exploding aircraft because he couldn't suppress the nicotine urge long enough to take a 50 foot walk.

From the Details::::: Most recently our details have been working on the side-walk construction project and it has "Pop" Ripley fit to be tied. A few people it seems can't seem to resist testing the fresh cement. A few days ago one individual who shall remain nameless found out that the cement was really fresh. Despite having two signs posted on the door in the Orderly Room, despite having the door way blocked and despite two loud verbal warnings, our man went right ahead and out the door, and naturally into the cement. I think he got the message, but too late and Old "Pop" Ripley let it be known that fresh cement is not to be walked on.....

Elsewhere along the side-walks, we had a couple of clowns who actually had to work at being stupid. From the foot-prints, they had to work at it and walk-ed about 5 feet in the cement and left it in that condition. Some other nut rolled a dog in the cement, that takes a lot of brains.....

We still have more cement to pour to complete the side-walks, and a couple of pads for another garbage/trash rack. As soon as Supply moves from the one "hootch", we are going ahead with the one recreation building and we hope to find some financial assistance soon so we can obtain the necessary furniture. It gets rather discouraging at times, but be patient a little longer. I think the next most important building to get up is the new LATRINE, The present one is definitely unsuitable, especially in this area of so called civilization. In order to complete the rest of our projects, it will be strictly self help from within our own squadron resources, so be prepared to give the required assistance when you are called upon.

Note the improved appearance of the barracks? Most of the Barracks Chiefs and personnel are getting with the program and a few are dragging their feet? SSgt Bob Howard is doing a fine job in re-wiring the barracks, so many thanks, Bob!

ANOTHER Tribute to the "Baron"

"The Blue Baron" does it again!

"The Blue Baron" has truly lived up to his name once again. His unusual knack of arriving at unforeseen circumstances and overcoming them was proven again on 9 May 1967.

Shortly after touch-down (approx 100 ft roll) at Duc Hoa, a loud noise was heard. The "Baron" looked at his co-pilot and said "My God, did I set her down that hard?" "It was at this crucial point it was discovered that the right landing gear had struck a land mine planted on the runway by Charlie (or maybe it was SNOOPY?)"

By sheer ability (and possibly some fright), the Baron kept the "Bou" rolling straight ahead and stopped it in the minimum amount of feet. To keep the aircraft on the runway was imperative, parked adjacent to the runway on the right side were several helicopters and disaster was evident if the aircraft should veer toward them. The Baron's control of the damaged aircraft prevented this.

Upon inspection, the two right tires were found to be blown off, and the right wing and starboard engine was riddled with shrapnel, aileron shot away and the starboard side of the fuselage completely peppered with shrapnel, all but two of the windows shot away and the cargo door was laying on the runway. Even the horizontal stabilizer was hit. Of the ten barrels of fuel being transported, not one had a hole in it. The crew and passengers escaped injury. The Baron's comment "Gimme another plane:"

On another occasion, the "Baron" was credited with outstanding flying ability when he successfully landed his aircraft which was fully loaded, after losing one engine immediately after take-off.

Of equal importance is the fact that on both these occasions, no injuries were sustained, a definite result of the Baron's flying ability.

To the Baron, all can say "Well Done"!

Actually I should have entitled this page as the "Baron's Page" instead of corner. We are all damn glad to have him in this squadron.....

The new bride complained to her doctor about the birth control pills he had given her. "What seems to be the problem?" he asked. "They must not be the right size, doctor," she said. "They keep falling out".

This small corner reserved for the 1st Sgt of the 536th and his staff.....



"THE BARON'S KORNER"

On the 9th day of May 1967 AD, our "Blue Baron" had another adventure. With Major James D Douglas, TSgt Paul Devine and SSgt Marland Diemert, our Baron, alias Captain Harl V Piety was on a mission to an undisclosed location. A picture of the aircraft is posted on the Safety bulletin board, back in our Squadron Operations section. Captain Piety, Major Douglas and the crew are to be congratulated for some "heads up" flying and thank the Lord, no one was injured.//////////

Between his flying duties and his duties in the Administrative section, the "Baron" is kept on the go. He wasn't able to submit an article for this issue, but perhaps next time around, he will consent and take the necessary time. As of this date, he is out flying again and when he returns, he will have to complete a whole stack of paper work, specially set up for his talents.

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So far we have the brightest colored roofs in all of Vung Tau. As soon as the red lead gets dry, Rip and WPA crew are supposed to cover it with aluminum paint. Pilots claim they can see it from miles out. Looking at the roof and the outline of this building, reminds me of a club car on a third rate railroad. After it gets painted, the looks will vastly improve the overall appearance.

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It's been said that the trouble in the Garden of Eden wasn't caused by an apple but by a green pair.

FROM THE "JOLLY ? FRIENDLY LIFE SUPPORT
CREW"

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Here are a few hints for Tropical Survival:
1. Take shelter from tropical rain, sun and insects. Malaria carrying mosquitoes and other insects are the immediate danger, so protect yourself against their bites.
2. Don't leave the crash area without carefully blazing or marking your trail or route. Use your compass. Know what direction you are taking.
3. In the tropics, even the smallest scratch can become dangerously infected. Promptly disinfect any wound.
4. Sending up smoke signals from a jungle is very difficult. The trees disperse the smoke so much that it cannot be recognized as a signal. Set up your fires and other signals in a natural clearing and along the banks of streams.
5. Radio transmitters do not operate effectively under wet jungle foliage, so find a clearing.

Well since everyone has gotten used to the "Have card, Will travel" method of getting your weapons out of the weapons room, we might as well start something else new. By the way, it might be a word to the wise, that once you get your weapon out, it would be a good idea to clean them before they are returned. Let's let Uncle Sam pay for the weapon and that way we can have a couple more "cold ones".

Wing has put out a directive to inspect all radios and batteries every thirty days, so if you haven't had your survival radio and its batteries inspected, get it to us so we can get this done. Also your helmet is due inspection every thirty days. Bring them both in at the same time and you haven't but one date to worry about. They will both be due the same day.....

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Added: Another suggestion that I might add, is don't fool with the Pythons. If you don't believe me, ask Joe Erdie, as he carried the proof around for awhile.

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For Capt Beset: A psychologist is a man who watches everyone else when a beautiful girl enters the room.

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PROMOTIONS: Congratulations to Doc Henley and Ron Rafino for making the grade of TSgt, to SSgt Hitchens for advancing to SSgt, to the new A1C's Fenske, Lochner, Holloway and Blankenship and the new A2C's Bartolotti, High, Bornemann and Scheumann. A3c Cadaret formerly assigned to the 535th also made A2C. As always, we didn't get enough stripes to go around, and we hope that this situation can be and will be corrected. Not very many cigars have shown up tho... A couple of the 2d Lt's were promoted too, Lt's Engles, Holsman and guess that it all. They now wear silver bars.....

FROM THE PERSONNEL FUNCTION

Subject: Rotation to the land of the Round Eyes

1. Upon receipt of your orders, contact either SSgt Martin, Alc Dawson or Alc Frank Moran.
2. We need to know if you want travel pay, advanced pay or travel and apid to date.
3. Change in DEROS: Contact Alc Dawson immediately.
4. Why immediately? Seat reservations are made one(1) month in advance. Seat reservations are booked from the 8th of the month thru the 7th of the following month.
5. All changes will be reported ASAP.
6. Why delay your reservation? Cost of each seat, if empty or filled is approximately ????????????
7. Your cooperation on change of DEROS is requested and expected changes happen each day
8. Why should you worry, let the personnel office do this for you.
9. All bookings will be, repeat, will be made by personnel.

FROM: Smiling Jack Martin and his staff
Alc Frank "Short Time" Moran and Alc John "Long Time" Dawson.

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Just took another walk thru the area and discovered that the Flight Mechs of Barracks #5 "Howard's Heroes" got around to slapping a coat of paint on the outside walls. Looks better. All barracks will need two coats.

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SOME STATESIDE AND WORLD WIDE ASSIGNMENTS:

- Alc Sanger---to Okinawa
- Alc Blum---To Charlseton AFB, S.C.
- TSgt Denison---to Japan
- SSgt Spratley--to Travis AFB, Calif
- Alc Washburn---to McGuire AFB, N.J.
- Alc Moran---to civilian life.
- TSgt Nunnery--to Charleston AFB, S.C.
- MSgt Velasquez--to George AFB, Calif
- Alc Curb---to Cannon AFB, N. Mexico
- Alc Flagg---to Kelly AFB, Texas
- SSgt Dietsche---to McChord AFB, Wash
- SSgt Schreiner---to McCoy AFB, Fla
- TSgt Gassert---to Mather AFB, Calif

NEW ARRIVALS:

- MSgt Terrill to the Motor Pool
- SSgt Gilbert to Food Service

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AND WELCOME TO A1C JOE CULVERHOUSE, our long lost man in Saigon. Finally here and with Unit Admin. Welcome home!

"FROM THE FIRST SERGEANT"

The rainy season has partially arrived, but you ain't seen nothing yet, so stick around for awhile. As usual "Pop" Ripley and crew have been out digging drainage ditches, painting the roof of the Admin/Ops Bldg and the old Mess Hall and pouring cement. As noted elsewhere in this paper, we have had a group of individuals who cannot resist fresh cement. We request that they divert these talents to construction, not destruction.

The barracks have received their first coat of paint and in some cases, the second coat and look pretty good. One minor problem. It was expected and I use the word loosely now, that the people using the painting equipment would have enough sense to clean it after they get through using it, but this was not the case. Some of the "Yo-Yo's" left the brushes and rollers right in the paint buckets. Plenty of cleaning solvent on hand, but these "birds" didn't bother to use it. 'Nuff said on that delicate subject.

Old SSgt Bob Howard has been real busy re-wiring the barracks and according to all reports is doing a A-1 job. Many thanks to Bob. It only shows to go ya, that we have some highly talent in this outfit.

We still have more cement to pour, painting to do and sand bags to fill, plus the long over-due Recreational Hootches, the way long overdue latrine so we can get rid of that diesel burning pit out in back, plus a few other details. We are slowly improving.

Now a few more items of interest::: Cans, bottles and trash continue to litter the area and I fully expect each and every Airman and NCO to take immediate and positive action to eliminate the practice of throwing said items on the ground. Additional trash barrels are being obtained and a trash rack similar to the one across from the Mess Hall will be constructed shortly. In the mean-time, use the present barrels back of the barracks area.

Further note. If you happen to see any of the local native employees digging into the barrels, kindly escort them to this office and I shall obtain the Interpreter and explain the facts of life to them.

Recently people have been getting careless and leaving watches, glasses and etc in the latrine. Some of you are real fortunate and the items were recovered, but not in all cases. Once again, keep your eyes open. Do not leave any valuables unlocked in the barracks either. Don't invite theft, prevent it!

(Next Column)

One of the "Blue Villa" wits corrected me on a recent article which concerned one of the new E--8's bagging a moose. He stated that a monkey was traded in on the moose

Our " R & R" Clerk John Wayne Rocker is spending the month in Saigon with our unit there. Alc Joe Culverhouse is now with Unit Admin after being in Saigon since last August with the 6252 Ops Sqdn and then the 535th. He just got his ZI assignment and goes back to Lackland in August as an Instructor. What a way to make a living!

Some clown kept putting a drawing, then a picture of a "Caribou" stuck in the mud on Major Bob King's desk. I suggest putting ski's on certain aircraft, or tracks like on a "Cat"

With the recent promotion of Capt Stinson to Captain, the ranks of the "Lieutenants Speak Out" are getting rather thin, so they are in dire need of new blood. Lt Baker needs HELP!

Ever since the Squadron party on 23 April out at the beach, one each TSgt is walking a very straight line. It don't help when I call him Airman Carmicheal. Seriously that was a swinging party and some of the pictures prove it. In order to get a squadron scrap book going, I need some pictures, so would appreciate it if you could manage to drop a few off at my office.....Thanks.....Who knows, you may go down in history....

Promotions have already been mentioned elsewhere in this paper, but again to all Congratulations... Reassignments have been mentioned also.

SMSgt Katsuyama spent his "R & R" at home, where-esle but Hawaii. Haven't seen him since he got back, but I imagine he is trying to recover. AlC Keith "The Hawaiian Eye" Sasaski intends to spend his "R&R" in Japan. Guess if he wanted to go home, some little gal would trap him into marriage, and Keith stated over and over, he wants to share his talents with many girls, not just one...

I recommend to TSgt Parham's boss, that William W Parham be made the Safety NCO for that section. Any questions, ask the Food Service office personnel and they will give you 10 good reasons....

Things have been a little dull at the "Blue Villa" lately. Gabby Haynes has a cast on his right foot, tripped over an empty bottle, so it has been said. Bob Gifford, the DPO (Displaced Okie) is on the "wagon", well he was for 2 hours. Buckner on R & R and Fischer TDY again. Lenard taking life easy and still looking for his sandals. Ed Gallien waiting his assignment to Minot. Fields showing his slides and still giving lessons to the natives. Frank Akina has taken over from Charlie T as the Villa Mama-san.. See Frank day or night....

///See You all Next Issue////////

"PROP WASH FROM THE FLIGHT LINE"

This reporter received a letter from old SMSgt U.V. Lester recently. Everything is going well at Wright-Pat. Lester informs me that he is Line Chief of the Flight-Line. Said to say hello with a few extra glib comments on how rough it is back in the states. Our Crew Chief of the month for April: TSgt Akina and his very able assistant SSgt V.L.Walker, Runners up for the award were SSgt John Ewald and crew, followed by SSgt Wagner and crew and TSgt Floyd and his team.

The "Baron's latest adventure placed TSgt Fischer, Alc Hakos and some others on the unemployed list for a few days. Latest word on "44" is that that it will be packed up and send back to the States.

Assignments slowly drifting in. SSgt Schreiner to McCoy AFB, Florida and TSgt Denison to Japan. We hope to have a few more by next issue. FROM THE JOCKS: Get together Sunday for Sgt Paul Gassert who departs for Mather AFB, California on 23 May. Steaks and beer and I am sure some entertainment from the same chord group of inebriates that performed at the last party. /////SSgt Burden got his assignment to Hamilton AFB, California, So far the assignments have been first choice, hope it keeps up. AlC Billy L Colston was named "Maintenance Mechanic of the Month" for April. This award is presented to enlisted personnel in the grade of E-1 through E-7, who consistently demonstrated outstanding maintenance practices and who contribute to a more efficient system.

TSgt James Buckner and his crew of number 1 mechanics once again had the lowest average number of quality control discrepancies in phase. Two months in a row fellows, keep up the good work. "That is all from Maintenance"//////////

"GROUND SAFETY"

It seems as if there has been an increase in minor injuries in the Squadron, .i.e. black eyes, bandaged hands, shower shoes instead of combat boots, and so forth. This is a sure sign that people aren't thinking before they act or aren't being taught good safety rules. Small injuries eventually snowball into major accidents and it is my job to make sure that you are aware that this problem exists and it is everyone's job/responsibility to correct it.

AFM 127-101 (Accident Prevention Handbook) states that 98% of all accidents are preventable and indeed they are. All supervisors should become acquainted with this manual. It covers every possible safety aspect in the Air Force and includes outstanding safety hints ranging from the proper use of abrasive grinding wheels to the auto ignition temperature of zirconium. (Next Column Please)

SAFETY CONTINUED

Through conscientious training, education and the cooperation of all, this Squadron should be the safest of all in Vietnam.

Ground Safety "Murphey of the Month Award"

The following tale is meant in jest and of course is a farce, but it is somewhat allegorical in content and offers proof positive that most accidents are preventable. The Murphey award is presented each month to the individual who demonstrates imagination, cunning and finesse in attempting to thwart all efforts in promoting a reliable and effective Ground Safety Program. Individuals are chosen on the basis of hindsight, spastic ability and a general disregard for sound and logical Ground Safety practices. Whether or not injury was incurred is immaterial. The winner for the month of May is Major Clyde Wrecker.....On the morning of 6 May 1967 at approximately 1100 hours, Major Wrecker as always decided to check his mail, however an untimely obstacle lay in his path-wet cement! Major Wrecker undaunted by the gray wet slime issued a challenge and was promptly and completely over-whelmed, while attempting to negotiate a small board spanning the cement, Major Wrecker lost his balance, thereby immortalizing his size and cat's paw sole and heel to the Squadron and to Sgt Ripley. Asked by the Ground Safety director "Why such a difficult course, when he could have easily went another way", Major Wrecker with pipe in hand and a quizzical look, simply stated "Because it was there".

Honorable Mention for the Month of May to Lieutenant Roger Killer who proved the saying "That's a hard act to follow" as a fallacy when the Ground Safety Officer demonstrating the proper safe use of a cross bow sustained a cut four inches below his right eye. Lt Killer followed with his act and sustained a shiner.....

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An old joke: A woman walked into a bar and was carrying a duck under her arm. The local drunk saw her and asked "Say there, what are you doing with that pig?" "That's not a pig, stupid", she said coldly. "That's a duck". The drunk replied "I was talking to the duck"....

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Old Chief "Ski" walked into a local bar where some of the local ladies of the night gather and asked one of those who could speak English "Say how many drinks does it take to make you dizzy?" She replied "Four and my name is not dizzy"

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On to the next page---*****

"A LITTLE MORE LOVE"

There's a gift we can give, every day
that we live, which we all have an endless
store of.

There's a way we can bless and bring
more happiness, all it is Just a little
more love

It can be a prayer or some moment we
share

Or a message like this one today, Just a
little more love, which we've all plenty
of and which grows when we give it away
When it's given, we've learned, it's not
only returned, but it makes earth like
Heaven above

So I send on it's way, my heart's gift
for the day, All it is, Just a little more
love.

By Holloway

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One way to repair a leaking faucet is to
see a plumber! Professionals know what
they are doing.....

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Parking problems. Seems like we have
more than enough problems in the area
where we are located. Now and then some
individual who can't read decided to park
in a reserved slot. Then again, it is a
matter of opinion, can he read and/or
is it his attitude? It is requested that
people either obey the signs or turn in
their driver's license and try walking.
Don't park where you ain't supposed to!

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According to AFM 35-10, the fatigue
shirt WILL BE WORN inside the trousers,
not outside and this in accordance
with the Wing Policy. When outside and
in uniform, the hat will be worn on the
head which is located on top of the neck!

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Currently having problems on people
writing checks with insufficient funds
in the bank. My suggestion is when in
doubt, don't write a check. It appears
that there is some delay along the way
in getting your money deposited to your
account and as a result, "BINGO".

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No word, not a single solitary word
from our correspondent in Washington.
Since Lt Col Ehmann's departure, we
haven't been getting any of the High-
Lites from Operations or from the Bong
Lai. Surely things aren't that quiet!

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Nothing from the Support Division either,
except from Personnel Dept. They, by the
way will ho moving shortly over to Bldg
S-19 and Supply will be packing up and
re-locating nearby. All concerned will
be informed.

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Over and up to the Next Column////////

Our Aerospace Medical Detachment was
supposed to have prepared an article
to enlighten everyone, but as of this
time and date, "NO SHOW".

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Two more recent ground accidents have
occurred end both could have been pre-
vented if common sense had been
used. One young lad fell from a Lambretta
and another was wounded in place where
he won't be able to show his grand-
children.

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We are being swamped with returned
checks. I strongly suggest that those
of you who happen to have checking
accounts over here IN SEA, be very
careful in the handling of the account.
It appears that there is a delay in
posting and if you write a check and
it arrives back at the bank before
your deposit is credited. BINGO: I
thought that I would repeat this, as it
is getting to be a definite problem
and needs immediate and positive
corrective action before it happens to
YOU!

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Did you know that Bartolucci used to
be a track star in high school? I didn't
either. Did you know that Mike Poteet
is training to be a funeral director?
Did you know that Major R.B. King and
Major John T Wood both attended Grad
School at Ohio State at the same time,
so what did you major in, Major?
Both Lt Col Owens and Lt Col France
are on leave in Bangkok. Lt Col Planta
is filling in and the very first day,
all sorts of excitement.

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This happened out, rather back in the
state of California in one of those
real modern funeral chapels.

A man and his wife had mistaken the
hour for the funeral of a business
acquaintance and had arrived at the
Funeral Chapel much too early. They sat
alone in the chapel for some time and
then the man began to wander about,
inspecting the elaborate architecture
when presently he noticed a row of
buttons on a wall panel. Out of boredom,
experimentally he pressed the top one.
Instantly the golden lights in chapel
changed to a soft shade of pink. Then
enchanted, he pressed another button and
the lights turned delicately blue. He
tried a third, the result that time was
soft music from an unseen organ. This
was a delightful game. Gleefully our man
manipulated a fourth button and suddenly
the casket, which had been resting-closed
before the altar, went into stately
motion. Turning itself around, it started
slowly down the aisle, gliding soundlessly
on a steel track toward a huge pair
of bronze doors, which now began to open

(Continued from preceding Page)

like the Pearly Gates. The casket went inexorably through, came to a rest on a kind of elevator and sank out of sight into what was obviously a crematorium. The bronze doors closed with a sighing sound, reverent and final, like a whispered

"Amen". The aghast couple fled. For all I know they are fleeing still.

Credited to a magazine from the States.

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LETTER OF APPRECIATION:

TO : Commander, 535th Troop Carrier Sqdn

1. I would like to take this opportunity to express my appreciation for the outstanding manner in which three of your aircrews conducted themselves during the TAC E mission of 4 May 1967. As mission commander of six C-7A aircraft from Vung Tau, RVN, I was given the assignment to transport a battalion of troops through marginal weather to a forward operating strip. Darkness plus the low clouds and the unfamiliar flare lighted strip made this anything but a routine mission. Capt Gunn of your squadron led the stream of aircraft. The entire mission went smoothly and efficiently, thanks to the efforts of the crews of both squadrons.

2. It was certainly a pleasure to command a group of pilots who were eager to do a job and who readily adapted to a difficult mission. As you will know, we do little night flying in the C-7A and the fact that these people went into a totally unfamiliar strip, at night and in weather, some five times apiece without an incident is certainly indicative of their abilities. Please extend them my thanks and inform them it was my pleasure.

/s/t/

JAMES F. AKIN, Jr Lt Col, USAF
Mission Commander
536th TCS Operations Officer

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We have heard that Lt Col Akin was injured in the line of duty on a mission several days ago. We sincerely wish him the best and a quick return to duty. Our group of Pilots and I speak for both squadrons are amongst the best anywhere.

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Our crews on the cited mission were:
Lt Col Simons, 1st Lt Miller and SSgt Hunter. Capt Gunn, 1st Lt Holsman and TSgt Nunnery. Third crew was Capt Johnson, 1st Lt Stinson and SSgt Shaffer.

Real fine job, Well done!

Added for the heck of it:

If I were to have met some of our squadron members in civilian attire back in the states, I would have guessed their jobs as follows:

- Lt Col Simons----Board Chairman/Bank
- A1c Dawson-----Yo Yo Operator/Carnival
- TSgt Fishcer---Village Constable.
- TSgt Harper---Mama-san, same as here.
- SSgt Barnes---- Barber and singer.
- A2c Van Stone---College fresh-man.
- Major Decker---College Professor
- A2c Boyd- Fashion Model for Western Auto.
- SSgt Caine---Bowling Ball Salesman.
- A2C Simonelli----On parole.
- A1c Holloway-----Beatnik.
- Lt Col France----College President.
- Capt Piety-----Bartender.
- Lt Johnson-----Best Customer.
- Major Zollmer-- Parole Officer.
- Major Wood---Unemployed desk knocker.
- MSgt Bartolucci---Truck farmer.
- A1c Garczynski----Ballet instructor.

////////Nuff of that //////////

Our Medics FINALLY showed up with an article that has to be censored, so I will do so gently without ruining the intend of the message.

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Recently crowded latrines and \$%#&%\$&# have heralded the onset of a siege of flu viris among us. This article is dedicated to those who have suffered the misery of the tiny bug and to help balm the aching bellys and belly aching of those who will succomb. The flu is a viral infection and be characterized by fever, headache, nausea, muscular aches and pains, sensitivity to light (to work in some cases) sore throat, vomiting, cramps and diarrhea. There are many different kinds of viruses that cause the syndrome and new ones keep developing. Flu shots can protect against some of the common types, but can't keep up with the development of new strains. When any combination of the above symptoms strike you, it is time to see a physician, who can rule out a beginning of a more serious illness. He will prescribe medicine to help relieve the symptoms, but cannot rid the body of the infectious agent, that the defense mechanisms of the body alone can do.

Aspirin. 2 tablets every four hours will relieve the fever and the muscular aches and pains. Fever has never been shown to help in thwarting the viral illness and only wears you out, so take the aspirin or APC and conserve your strength. If not vomiting, drink juices and soups. This will help prevent dehydration and salt deletion, either of which can make you sick as the virus. If nausea and vomiting occur, the physician will give you anti-nausea medicine. If none is available, the nausea will usually subside in

(Doc's Spot)

in several hours an you can begin to take fluids slowly. Anti-diarrhea will control the "runs", but if none is available, fluids, juices, etc will slow it down naturally and keep up with the dehydration of the diarrhea. Don't eat solids unless you have anti-diarrhea medications and then only bland ones.

The illness can last from several days to a week. If you get a recurrence of symptoms, don't just treat it with old medicine, but see your physician again. These guide lines will help get you off the \$#&#?? and on your feet and can be applied to any illness with fever.

D.J.BESETH, Family Physician.

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Tigers Tracks////////////////////////////////////

A few more assignments are coming in and it won't be too long before all of us, well most of us 66 models will be headed back to the ZI for another job, to school or retirement. Ths tour to date has been an. unforgettable experience in more ways than one:

Several things that we must do is to always remember that we are still in the U.S.Air Force and are representing same here in Vung Tau. As the tour goes on, people have a tendency to relax and where you relax too much, trouble starts.

We haven't had too much trouble off base, but each incident is a mark against us. Stop and think! A person gets over here and away from the family and some of the responsibilities he had back home. I wonder if some of the people acted back home like they do over here?

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SOFTBALL: The 536th softball team is still looking for the so-called big game with the 535th. If you recall we challenged them.

Since the scheduled game was postponed, they have picked up two more wins. Their record now stands at 16 wins and no losses. Gee! Are you sure we did the challenging?

If the game does develop, three members of our squadron will be put on the spot. Namily Ken Verlander who plays 1st, Jerry Eades on 3rd and Dennis Lewney behind the plate for the 536th. Word is out, don't look for their support (Just remember who writes your APR's).

If you are interested, the 536th has a volley-ball team which is undefeated. Contact 1st Lt Baker & he will set up the game.....

(We in the Blue Tiger's excell in other areas like flying aircraft and indoor-sports).....

Most noted improvement in the area other than the red roofs in that Lt Johnson departed from his mustache. Still have a few in the squadron. Ever see Nunnery's ID picture? Exact likeness... You can tell Rodriguez has been here too long by the way he squats on the floor....You are still going to stay 12 months Rod! One thing about Coker, a coffee maker he ain't... Old John Seratley who arrived at TSN when I did, is sneaking home early, due to a previous TDY tour over here. Lt Baker ever tell you about the time he was nearly bite by a horse? Captain Piety and 1st Lt Carroll are thinking about putting on their famous skit again, wherein our AF types were being carefully checked out in the Caribou operation by the Army aviators?

Other Professions

TSgt Bovine-----Shoe salesman.
SSgt Murphey-----Golf pro,
SSgt Howard-----Con artist. (You guess which Howard)

Alc Moran-----Problem child.

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Every once in awhile we get a letter from some parent back in the States wondering why their son doesn't write. The BX has writing equipment available and the mail is free, so what is your problem? Perhaps why you don't get letters is because you don't write!

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Operations Section and our Flying Safety function didn't get their articles together in time, so perhaps next issue? //////////////////////////////////

Girls get minks the same way minks get minks... //////////////////////////////////

The Supply function hasn't had too much to say recently, know it is not due to over-work or anything of that nature. Transportation hasn't submitted any articles and they have been very quiet, else aren't getting caught. Food Service remains active 24 hours a day. Have offered to rent space in this paper to the 536th, but their 1st Sgt and staff take turns with the flu.

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R & R Applications, see Alc Joe "Saigon" Culverhouse and Major King in the Admin section.

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Well at long last this is page 8 and the end of the paper for this go around. Seriously we would like to get more articles from the sections and individuals. Got anything interesting, stop by the office and we will print it in the next issue. Adios:

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