

C-7A Caribou Association



Volume 17, Issue 2

August 2006

17th Annual C-7A Caribou Association Reunion Invades Pigeon Forge and Dollywood

Pleasantly cool and beautiful clear blue skies greeted the Sunday arrival of Caribou Association members and their families. Friendships were renewed and new ones started as registration began and members moved to the “war room” at the Music Road Inn. Plenty of refreshments were on hand and the walls of the “war room” were decorated with Vietnam memories thanks to Steve Kelly and many members who brought memorabilia to share with us.

On Monday, two buses arrived to take us to “Dollywood!” As luck would have it (a little bad luck this time) the brakes on one of the buses locked up and it almost turned out to be a “no-go” for half of our group. However, a maintenance swap was worked out and the mission went as scheduled, even though a bit delayed. “Festival of Nations” was the theme at the park and several different shows by talented groups from many countries were enjoyed by all. It was back to the hotel to freshen-up, then on to the “war room” where lots of hot and cold hors d’oeuvres were served. The night was enjoyed by all.

Tuesday morning got most of the membership up bright and early for our Annual Association meeting. Chris Nevins chaired the meeting in the absence of our president, Bob Markham. Many discussions ensued as the chair read a Board motion and several member motions (see President’s column and the meeting minutes for more specifics). New actions were proposed for current and new Caribou Memorials as well as improving Association productivity **Continued on Page 4**

New Board Members

Bill Buesking

The most memorable year (Mar 70 to Mar 71) of my life was flying the C-7A. Most of my flying was in fighters, so how did I end up in the Caribou? There are probably as many unique stories answering that question as there are pilots in the C-7A Caribou Association. I had many “opportunities” during my Air Force career and this was one of them.

I was born on December 23, 1933 in the very small rural farming town of Strasburg, IL where I spent my youth. World affairs didn’t interest me until the Korean War draft. There was very little opportunity for a young man with ambition in Strasburg, so I thought about going to the University of Illinois and becoming an Electrical Engineer.

In November, 1952 I was returning from a weekend fishing trip with

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Peter Bird

Like the proverbial bad penny, I seem to keep coming back! Not remembering what, if anything, was published about my shady past in previous issues, I’ll give you a brief synopsis. I am the archetypical improper Bostonian. Yes, I must admit I was actually born in Boston, but that was long before Massachusetts became the Peoples’ Democratic Republic of Taxachusetts. I grew up in Lexington,

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Pat Hanavan

A Scot-Irish descendant of several Revolutionary War Patriots, I was born in Inglewood, CA in 1935 and was an AFROTC student before being appointed to the United States Naval Academy. At graduation in 1958, I was commissioned in the Air Force

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Marty Hillman

In 1940, I came into the world as a fifth generation Oregonian, and a descendent of the Mayflower to boot. My family history is of farmers, loggers and miners – dirt people. My uncle was an Alaskan bush pilot and on one of his trips “out,” he gave me my first flight, in a J-2 Cub. Yoweeee!

In college, I majored in AFROTC and minored in Geology. Pilot training saw me at Vance AFB, Enid OK. I still think of Oklahomans as some of the greatest folks I’ve ever met. In pilot training I discovered that flying upside down was not my bag and was ever so pleased to get my first choice assignment, C-124’s at Dover AFB. I liked the travel, to see the world, and at less than ten thousand feet there was a lot to see. In the few years of my AF career I visited 32 countries. Life was good.

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The C-7A Caribou Association Newsletter is
the official publication of the
C-7A Caribou Association.

Elected Officers and Board Members....

President/Chairman of Board - Chris Nevins [458, 69]
Vice President/Board Member - Peter Bird [535, 71]
Treasurer/Board Member - Bill Buesking [535, 70]
Secretary/Board Member - Wayne DeLawter [458, 66]
Board Member at Large - Pat Hanavan [535, 68]
Board Member at Large - Al Cunliffe [458, 68]
Board Member at Large - Martin Hillman [459, 67]

Appointed Officers...

Bereavement Chairman - Jay Baker [535, 66]
Chaplains - Sonny Spurger [537, 68], Jon Drury [537, 68]
Historian - Robert Blaylock [457,70]
Parliamentarian - Wilson Petefish [535, 68]
Newsletter Editor - Pat Hanavan [535, 68]
Reunion 2007 Planner - Bill Buesking [535, 70]
Assistant Reunion 2007 Planner - Wilson Petefish [535, 68]
Reunion Advisor - Wayne DeLawter [458, 66]
Webmaster - Peter Bird [535, 71]
President Emeritus - Nick Evanish [457, 66]
Chaplain Emeritus - Bob Davis [457, 69]

Squadron Representatives...

457th Royal Moulton [457, 66] phone 540-720-7092
457th Mike Thibodo [457, 70] phone 651-483-9799
458th Lee Corfield [458, 69] phone 724-775-3027
458th Al Cunliffe [458, 68] phone 334-285-7706
459th Bob Cummings [459, 66] phone 865-938-7290
535th Cliff Smith [535, 69] phone 804-453-3188
535th Mike Messner [535, 70] phone 321-453-0816
536th Dana Kelly [536, 70] phone 407-656-4536
536th Chuck Harris [536, 68] phone 325-465-8096
537th Kelly Grissom [537, 67] phone 361-782-3136
483rd Gary Miller [483, 68] phone 262-634-4117
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\$10.00 dues are payable annually. Send your check to Bill Buesking (address above).

All members are encouraged to communicate with the Editor of the Association Newsletter.

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President's Corner

It is a privilege for me to introduce myself as your new President and I am humbled to follow in the footsteps of Bob Markham and so many others who have dutifully served our Association over the years. Bob has left me an Association that is fiscally strong and whose membership has greatly increased during his term of office. The standard



has been set and these are very big shoes to fill. It is my intention to continue to build this great organization as all my predecessors have done, but more importantly to seek the continued input of the membership on ways to build on this success. The purpose of our Association is to "foster fellowship" and I am committed to that end.

Several changes in Board positions were necessary after the election at the General Members meeting. Jim Collier, Treasurer, and Rene Canuel, At-Large Member, submitted their resignations for personal reasons. Please, welcome Pete Bird; Vice President; Bill Buesking, Treasurer; and At-Large Members Marty Hillman and Pat Hanavan; along with Wayne DeLawter, Secretary; and Hillis "Al" Cunliffe who continues as an At-Large Member. We thank our former members Terry Obermiller and Kelly Grissom for volunteering to serve and we are most grateful for their service.

By all accounts, the Pigeon Forge reunion was a great success (see article on page 1). Fellowship in the "War Room" was never ceasing, but we were still able to get much business done. Several motions (abbreviated below) were passed at our business meeting:

Board motion to seek Association permission and funds to replace the memorial plaques at Dyess AFB and Hill AFB to include the name of a 39th comrade who was accidentally left off. Approved.

Member motion to have the Nominating Committee selected from the general membership, not to include Board members. This is also in line with the new Robert's Rules of Order guidelines. Approved.

Member motion to institute an Audit committee which befits an organization of our size and stature. Approved.

Member motion to select a committee to consider and investigate the practicality and desirability of locating all C-7A Caribous in the U.S. and marking them with an appropriate memorial plaque. Committee will report at the next Association meeting. Approved.

In addition, the Board voted to temporarily combine the positions of President and Chairman of the Board to provide for quicker and smoother communications and actions among Board members. Most Board business is done through e-mail, so simplifying the command structure should lead to conducting Board business more efficiently. No Board member dissented from this decision.

We now have more than 17 months until our next reunion in San Antonio. This is a longer time between reunions than in the past, but it also allows us time to build our membership and follow through with the Association motions. If Pigeon Forge was any indication of future reunions, San Antonio looks like it will break another attendance record. I look forward to our next reunion with much anticipation!

Faternally,

Chris Nevins, President, C-7A Caribou Association

2006 General Membership Meeting

April 11, 2006

Pigeon Forge, Tennessee

Chris Nevins announced at 8:15AM that with approximately 125 members in attendance that a quorum was obtained.

The meeting was called to order at 8:16 AM by Chris Nevins.

The pledge of allegiance was followed by an invocation by Bob Davis.

A motion to adopt the agenda as published was unanimously approved.

Officer Reports:

Secretary's Report – Wayne DeLawter stated that the secretary's report had been provided via email prior to the reunion and hard copy at the reunion which detailed the proceedings of the board. He stated that since it had been provided, he wouldn't go into detail, but that he would answer any questions about it. Bob Dugan asked a question related to the secretive nature of the board. Chris answered that the actions are not secretive as they are open to the seven member board. Chris asked that Bob hold this type of question to the informal discussion by the members, therefore this was tabled until that part of the meeting. Earl Reynolds asked for clarification of the endorsed slate of candidates. Chris explained that it was approved by the board that an endorsed slate of officers and board members would be presented to the membership at the reunion's business meeting. He further stated that this will not preclude any floor nominations at this meeting. With no further questions the attending members approved the secretary's report.

Treasurer's Report – Jim Collier stated that everyone had received a copy of this report and he would answer any questions about it. Earl Reynolds asked if there had been an audit of the treasury. Jim stated that their hadn't been and stated that past audits had never been done by members, but by spouses who, while they stated that everything had been in order, had informally agreed that the information provided was of the nature that an understanding of it was not possible. Jim further

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Jim Collier Awarded Lifetime Member Status

Whereas: Jim Collier, formerly of the 537th TAS, has served dutifully the C-7A Caribou Association and its Board over many years while commanding the respect and admiration of those who serve the Association,

Whereas: Jim Collier has served our Association as the Chairman of the Board, as Association Secretary, as Treasurer, and as a Board Member At-Large in a most professional and dignified manner and has been responsible for creating Standard Operating Procedures (SOPs) that promote effective management,

Whereas: Jim Collier has served our Association by providing untold hours of assistance to the memorial services for our fallen comrades at Dyess AFB and Hill AFB, and by volunteering his time at numerous C-7A Association Reunions in planning, preparation, and registration of our members at our reunions,

Whereas: Jim Collier has, for the good of our Association, attended several Reunion Network ConFams to insure that our reunions are run as professionally as possible,

It is therefore the will of the Board of Directors to award to James L. Collier, Lt. Col., Ret. the privilege of Honorary Lifetime Member of the C-7A Caribou Association and to declare our gratitude to him and to his wife, Betty, for their patience and dedication in helping make this Association one of the best and admired military fraternal associations serving the veterans of the Vietnam War.

Board Motions

Motions acted on by the Board since the last meeting include: candidate endorsement process, check writing SOP, newsletter input, establish squadron representatives chairman, floor nominations, merchandise motions, newsletter editor appointments, newsletter software purchase, newsletter editor SOP revision, newsletter mailings to T05 members, polling squadron representatives, post card drive, poster and brochure, reimbursement of administrative expenses, San Antonio 2007 reunion, VP replacement, vote on endorsement for President, webmaster replacement, and website payment.

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C7A Caribou Association Balance Sheet as of Apr 4, 2006

Assets		
Current Assets		
Checking/Savings		
Bank of America		
C7A Caribou Checking Account	\$ 7,450.34	
C7A Reunion Checking Account	\$ 11,986.15	
CD-1121 Certificate of Deposit	\$ 10,112.59	
Total Bank Of America		\$ 29,549.08
USAA		
USAA Savings Account		
	\$ 11,061.71	
Total USAA		\$ 11,061.71
Total Checking/Savings		\$ 40,610.79
Other Current Assets		
Merchandise Inventory	\$ 4,561.02	
DVD Project	\$ 620.00	
Pagemaker Software (Newsletter)	\$ 642.14	
Deposit Holiday Inn San Antonio	\$ 500.00	
Total Current Assets		\$ 6,323.16
Total Assets		\$ 46,933.95
Liabilities & Equity		
Liabilities		
Current Liabilities		
Prepaid Dues T07-T16	\$ 7,130.00	
Total Current Liabilities		\$ 7,130.00
Total Liabilities		\$ 7,130.00
Equity		
Association Equity	\$ 39,803.95	
Total Equity		\$ 39,803.95
Total Liabilities and Equity		\$ 46,933.95

Treasurer's note: The Apr 4, 2006 Balance Sheet does not reflect unpaid 2006 reunion expenses. The Dec 31, 2005 Balance Sheet is more typical of our month-to-month amounts.

C7A Caribou Association Balance Sheet as of Dec 31, 2005

Assets		
Current Assets		
Checking/Savings		
Bank of America		
C7A Caribou Checking Account	\$ 2,816.02	
C7A Reunion Checking Account	\$ 2,953.00	
CD-1121 Certificate of Deposit	\$ 10,032.64	
Total Bank Of America		\$ 15,801.66
USAA		
USAA Savings Account		
	\$ 16,061.71	
Total USAA		\$ 16,061.71
Total Checking/Savings		\$ 31,863.37
Other Current Assets		
Merchandise Inventory	\$ 3,936.65	
DVD Project	\$ 620.00	
Total Other Current Assets		\$ 4,556.65
Total Assets		\$ 36,420.02
Liabilities & Equity		
Liabilities		
Current Liabilities		
Prepaid Dues T07-T16	\$ 5,680.00	
Total Liabilities		\$ 5,680.00
Equity		
Association Equity	\$ 30,740.02	
Total Equity		\$ 30,740.02
Total Liabilities and Equity		\$ 36,420.02

17th Reunion (from page 1)

with new procedures for the Nominating Committee and a new Audit Committee. All-in-all, the Association had a very productive meeting.

Following the meeting, Dr. Richard Verrone of Texas Tech University and The Vietnam Project briefed Association members and their spouses on the purpose and function of the Project. Both members and spouses were very impressed with Dr. Verrone's presentation and many hope to provide the Archives with more Caribou memorabilia and information. For more information on TTU and the Vietnam Project go to the "links" section on our C-7A Association website. A tour of the Smokey Mountains followed for those members who signed up and at 5:00 PM (1700 for those who can't let go) the majority of our group went to the "Black Bear Jamboree" and enjoyed a country barbecue dinner along with some excellent music and dancing. A good time was had by all.

Wednesday brought another day of beautiful weather. Many of our group went to the Tennessee Aviation Museum in the morning to reminisce about airplanes past. In the afternoon, it was time to look pretty (in tie or Hawaiian shirt) for squadron photos of the members and more photos of the spouses. The photo session ended quickly, so there was more time to socialize before dinner. At last, the Dining Room was released to us and 260+ hungry people stepped inside to start a most memorable evening.

Prior to the pledge to our flag, eleven year old Nicholas Scolamero, grandson of Larry and Mary Campbell, read to us an impressive essay on what the American flag means to him. Bob Davis followed with a wonderful invocation and then our MC, Chris Nevins, led a special memorial service for our POW/MIAs, focusing on a specially

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17th Reunion (from page 4)

set table for our missing heroes. All traditional toasts were offered, including a special toast by Stoney Faubus to the men and women serving our nation in Iraq, Afghanistan, and throughout the world. After dinner, events included an introduction of new Board members and an introduction to first time members of the origin of the C-7A Caribou Association. We were privileged to have one of our founding members, John Davis, present and he was welcomed with a standing ovation. We noted and mourned the passing of two other founding members, Tom Roehm and Charlie Shipp. Following the discussion on our beginnings, the Board was pleased to present our newest Honorary Lifetime Member. HLM status is a special recognition to a member who has served the Association unselfishly for many years. This year, the Board was pleased to choose Jim Collier for that honor. This Association is grateful to Jim for his many years of service to our Association and for the many positions and jobs he has volunteered for. Thank you, Jim.

The highlight of the evening was our guest speaker, Capt. Mitch Murray, a Squadron Commander in the 278th Armored Cavalry Regiment, Knoxville, TN. Capt. Murray's slides and words described the recent deployment of his unit to Iraq on the Iraq/Iran border. He began by thanking us for our service, saying that our service made it possible for him and his troops to serve our country at this critical time in history. We were riveted by his description of events and actions by his unit. Some of his words brought tears to us and himself, but it was mostly a great sense of pride we felt for all the young men and women who serve our nation in harm's way. This audience owes a great deal of appreciation to Capt. Murray for helping educate us on the "real world" in Iraq.

Our dinner concluded with two special events. Lee Corfield shared with us the song, "God Bless the USA," and we are grateful to him for that. The perfect closing was conducted by our Chaplain Emeritus, Bob Davis, and three of our members who ended the dinner with a beautiful candlelight ceremony in memory of our fallen C-7A comrades. We are grateful to Bob for the dignity and grace he brings to our Association.

Pigeon Forge – what a great and memorable reunion! San Antonio, here we come! Gentlemen, mark your calendars for September 2007. The Holiday Inn River Walk awaits our arrival!

The National Museum of the United States Air Force

in Dayton, Oh is continuing the restoration of C-7A S/N 62-4193 which is on display in the southeast corner of the Vietnam era gallery. Historian, Doug Lantry, and three volunteers (Dick Grace, Earl Beach, and Clarence Gifford) are currently working on the cockpit and the cabin. Your editor and his grandson visited the museum on 14 March and were able to board the aircraft and receive a brief orientation from Dick Grace (see picture below) about the status of the restoration project. The museum is located



at Wright Field on Springfield St just east of Harshman Rd and is open from 9 A.M. to 5 P.M. daily except Thanksgiving, Christmas, and New Year's Day when the facility is closed. There are more than 300 aircraft and other items of historic interest on display in three new hangars built by the museum and the original Wright Field hangars used for modification of aircraft to test components of weapon systems. Exhibits are displayed in groupings such as: Early Years, WW II, Cold War, Vietnam, Space, Presidential, and Experimental. Guided tours of the restoration hangar are conducted each Friday. The museum has many unique exhibits which even the Smithsonian Air and Space Museum does not have. The quality of the exhibits and their presentation to visitors is outstanding! Check out their website (www.wpafb.af.mil/museum).

Lt Col Joe Faulkner 535th TAS, '67-68

Joseph Faulkner was born in Pineville, KY and enlisted in 1941. His first assignment was at Ellington Field, TX as a crew chief on the O-46. As a buck sergeant he recalls participating in exercises with General Patton's tanks in Louisiana. The Army Air Corps aircraft flew low level, searching for the maneuvering tanks, and dropping a sack of flour to mark their "hit" on a tank. A photo aircraft followed to record the "hits" evidenced by the white patches of flour. The tankers started carrying a bucket of water to splash on the flour, erasing the evidence that they were "hit." The airmen quickly responded by adding molasses to the flour, a mixture that couldn't be erased by a splash of water.

Sgt Faulkner went to A&E school in Boston. He soon found himself at Cochran Field near Macon, GA which was training British cadets in the BT-13. He spent a lot of time patching fuel tanks and replacing landing gear "saddles" as a result of hard landings by the cadets. Tech Sgt Faulkner wanted to go overseas, and applied for flight training. Primary flying training in the PT-17 followed at Avon Park, FL (east of Tampa), then Gunter Field, AL for BT-13 training, and Columbus, MS for multi-engine training in the AT-10. WW II was winding down and Lt Faulkner was "held over" for 6 weeks before transitioning into the B-25, then the B-24. Before he could get to Europe, the war ended. He converted to the B-26 Marauder, then the A-26, hoping to get into action. The war in the Pacific also ended before he could get to a combat unit.

He still wanted to go overseas and ended up flying the C-47 at Erlangen, Germany. He sat in on some war crimes trials at Dachau and Nuremberg where General Kiel, Commander of the 40th BW, was president of two military tribunals; one involving the Buchenwald atrocity cases. Lt Faulkner visited

Dachau soon after its liberation.

He flew the C-47 for the European Air Transport Service (EATS) during the Berlin Airlift from Rhine-Main to Templehoff. The second day of these flights, they were intercepted by Russian Yak 9's which flew formation with the inbound transports which flew with 500 foot vertical separation and 6 minute nose to tail separation. This 10 month airlift operation taught him a lesson: "Never volunteer!"

Lt Faulkner returned stateside to the 43rd BW at Tucson, flying the B-29, then the B-50 for the 2nd BW. He went to Eglin Field, FL for 18 months of preparation for Project Greenhouse, the nuclear test series at Eniwetak Atoll, Marshall Islands. Joe was the pilot of General Quesada's C-54. He returned to the states to pick up 5 C-47 aircraft at Norton Field, CA with long range tanks to ferry them across the Pacific. While waiting for favorable winds to depart from Hawaii, Lt Faulkner and his buddies "raided" the pineapple fields, ignoring the \$25 fine for "liberating" pineapples without permission. Returning to Eniwetak, the testing agency wanted to install seismographs on islands and atolls around Eniwetok. Dr. Graves accompanied the installation crew into landing areas 130 ft wide and 3000 ft long that were "cleared" of obstructions with machetes to make room for the 95 ft wingspan of a C-47. The Project Greenhouse tests spanned January to June 1951.

Lt Faulkner piloted a photo ship at 10,000 ft for the detonation of the second bomb of the test series (the shot called "Fox"). After the weapon went off, he made passes at 250, 500, 750, and 1000-1200 feet to get photo coverage of the mushroom cloud and effects of the weapon. One of the two Sikorsky helicopters of the test force declared an emergency and autorotated at ground zero with a failed fuel pump. Captain Orlan MacFarland from LA piloted the helicopter and had a Congressman from Arizona aboard. Joe's background as a

crew chief prompted him to tell the helicopter pilot to remain aboard while the C-47 returned to the base and picked up parts and tools to repair the chopper. Returning to ground zero in the second Sikorsky, Lt Faulkner alighted on the "hot" ground zero terrain, ran to the downed helicopter, effected repairs, and then everyone "got out of Dodge" with about 28 minutes on the ground.

In June 1967, Lt Col Faulkner arrived at Cam Rahn Bay and was briefed to proceed to Vung Tau to take command of the 535th Tactical Airlift Squadron, relieving Lt Col Ed Owens. Under his leadership, the squadron moved into the Duy Tan villa. He scrounged air conditioning units from Manila and a walk-in reefer from an Army supply sergeant at Long Binh in exchange for a case of Scotch. Another case of Scotch brought the reefer to the roof of the Duy Tan by CH-54A Skycrane. The same price bought a 220 volt power line to run the reefer. The 535th began a slow but steady improvement in operational readiness, sorties, and monthly tonnage hauled, surpassing all C-123 squadrons in airlift performance parameters, despite the Tet offensive. Joe returned to the states in May 1968 and became the Deputy Base Commander at Kelly AFB, San Antonio, TX.

Lt Col Faulkner retired from active duty on 1 March 1973. In his 32 year Air Force career, he served during three wars (WW II, Korea, and Vietnam), and logged over 8000 hours of flying time, 593 hours in the Bou. He flew more than fifty different series of aircraft during his extensive flying career. Well done!



Pat Hanavan interviewed Lt Col Faulkner on 7 March 2006 to obtain the details for this article. He had the privilege of being an IP and Chief of Safety in the 535th TAS during Col. Faulkner's tenure as squadron commander.

He interviewed Lt Col Miles Watkins on 9 May 2006 for the article on the next page.

Lt Col Miles Watkins 536th TAS, '68-69

Hunter Watkins (as he was known to all before joining the AAC) was born on 13 November 1920, to Mr Thomas Green and Bessie Hunter Watkins of Pendleton, SC. He spent a lot of time as a youth looking at Eastern Airlines DC-3's flying Airway Green 6 from Charlotte, NC to Atlanta, GA and vice versa. He told all that would listen to him that he wanted to fly airplanes like that when he grew up. He graduated from Pendleton High School in 1938. While attending Clemson A & M College, Clemson, SC (enrolled in Mechanical Engineering), he joined the ROTC to learn to fly airplanes and obtain a Private Pilot's license.

He was invited and joined the Clemson Flying Cadets that fall. He took the Secondary Course of Advanced Aerobatics and Cross Country Flying.

From the Clemson ROTC Program, Hunter was commissioned a 2nd Lt in the Army Air Corps on 23 May 1942, and reported for active duty at Hunter Field, Savannah, GA on 10 June 1942.

Miles (first name in the service!) graduated from Pilot Class 43-D and was awarded his wings on 29 April 1943 at Turner Field, GA. He stayed as an Instructor Pilot for the Curtis AT-9, the Beechcraft AT-10 and the AT-6. In June 1944 he was transferred to Headquarters, Eastern Flying Training Command (EFTC) as a Staff Instructor Pilot (B-25) and Staff Pilot. This duty was a sought after job as you were able to get qualified in 6 to 10 different aircraft. Assigned aircraft were AT-6's, AT-7's, AT-11's, a C-45, a C-47, a C-53, a C-60, a P-40, a P-51, a B-25, and a B-17.

Captain Watkins was assigned to Headquarters, 1503rd Air Transport Wing of the Air Transport Command (ATC), Harmon Field, Guam in June 1946 and moved with the wing to Haneda Air Base, Tokyo, Japan in

November 1946. Assigned to the Air Traffic Division, Headquarters, 1503rd ATW, he was responsible for coordinating the requirements of Air Passenger and Air Freight Sections at 11 Air Bases in the wing (Harmon, Haneda, Naha, Clark, Shanghai]. In early 1947, Miles was assigned to establish a unit of the Embassy Flight at Karachi.

In October 1948, Miles was assigned to command the ATC detachment at Naha, Okinawa. This was the main route for the personnel returning from China to the U.S. and included many high ranking military and civilian people. His unit did an outstanding job.

Miles was transferred to the 1601st Air Transport Group, Continental Division, Military Air Transport Service (MATS), Brookley Air Force Base, AL in July 1949. He ran the Air Freight Section for most of his tour. He was promoted to Major in February 1952 and transferred to the 1291st Air Transport Squadron (C124), Continental Division, MATS, Mc Chord AFB, WA. He was assigned to various units over the next three years and gained experience as Operations Officer. In 1955, Miles was transferred to Plans and Programs Division at Headquarters, PACAF.

In June 1957, he was transferred to the Air Command and Staff College, Maxwell AFB, AL, then to the Pentagon (Headquarters United States Air Force) for 4 years. Miles was promoted to Lt Col on 7 June 1960. In July 1962 he was transferred to the 1st Military Airlift Squadron, 1607th Military Airlift Wing (MAC), Dover AFB, DE. There he attended the C-133 Heavy Transport Training Unit School and assumed Command of the 1st Military Airlift Squadron in May 1963. In March 1965, Miles was transferred to Headquarters U. S. Air Force, Europe and placed in charge of the Air Transport Division. The duty there was the usual power struggle between fighters, bombers and airlifters.

More pilots were needed in Vietnam, so in November 1967 his tour of duty was cut short and he was transferred to the 536th Tactical Airlift Squadron at Vung Tau, Vietnam where he assumed command in April 1968.

On Christmas day, with the help of the ladies in the United Service Organization (USO), Lt Col Watkins and five of his aircraft air dropped foot lockers full of Christmas gifts to Army and Navy units in the Mekong Delta that could not be reached because of the monsoonal rains and enemy action. The troops appreciated the 536th TAS and the USO Christmas Goodies!

In January 1969 he was transferred to Kelly Air Force Base, TX, and retired on 1 September 1969. Miles married the former Margaret Ramey of Montgomery, AL in Pendleton, SC, on 25 February 1945. They have two children; Martha (married to Bruce Head) and Hunter, Jr (married to Becki Carlow) who has one son Miles Hunter Watkins, III.

He is a Life Member of the Order of Daedalians (Fraternity of Military Pilots), Veterans of Foreign Wars (VFW) and Military Officers Association of America (MOAA); member of the Air Force Association (AFA), the Experimental Aircraft Association (EAA), the Canyon Lake United Methodist Church and other civic organizations.

Miles is retired and resides at Air Force Village I, San Antonio, TX and spends considerable time at his cottage at Canyon Lake, TX and traveling in his Airstream travel trailer. After his 28 years of Army Air Corps (AAC), Army Air Forces (AAF), and United States Air Force (USAF) service, he worked for the National Bank of Commerce of San Antonio, TX for 11 years in the MasterCard and Marketing Divisions, retiring again in January 1981.

Pat Hanavan interviewed Lt Col Watkins on 9 May 2006 to obtain the details for this article.

Bou Support Critical at Khe Sanh

By Link Spann (459, 67),
Harry Pund (459, 67), and
Marty Hillman (459, 67)

As told to Pat Hanavan on 4/11/06

The origin of the Khe Sanh Combat Base was an airstrip constructed in September 1962 outside the town of Khe Sanh, about 7 miles from the Laotian border. The airfield saw little use until a Special Forces team constructed a base next to it in 1965. This base became the scene of several battles. Over the next few years the base was used as a staging ground for a number of attacks on troop movements down the Ho Chi Minh Trail, and was permanently manned by Marines starting in 1967. A smaller Special Forces base, known as Lang Vei, was later constructed down the road to the Laotian border and was in the process of being moved about a kilometer farther west when the battle known as the siege of Khe Sanh began.

There was a series of "Hill Fights" in April and May of 1967 between U.S. Marines and North Vietnamese Army units on Hills 861, 881 North and 881 South. These were launched by the Communists in preparation for the Tet Offensive where it was hoped significant numbers of American troops would be drawn off into the countryside. This, along with other major clashes that year are sometimes known as the "Border Battles." The North Vietnamese were driven out of the area around Khe Sanh after experiencing heavy casualties.

Little known or heralded was the role played by the C-7A Caribou and the pilots ("Ollie" Ollendorf, Ken Barnes, Link Spann, Harry Pund, Marty Hillman, Joe Dennehey, *et al.*) of the 459th TAS.

The Bous had been operating into Khe Sanh on a regular basis, but during the Tet offensive they took on

an even greater role. The runway at Khe Sanh was 3897 ft long and 60 ft wide, covered with M8A1 steel matting. C-130's were scraping the belly of the aircraft, buckling the matting, so Seabees were rebuilding the runway. They ground up half the runway to resurface it. In late October, 1967, a C-130 came in for a LAPES run to drop tar and cement for the rebuilding of the runway base. The plane was too low and caught the main gear on a mound of dirt, skidding out of control. Although the aircraft didn't get hit by enemy fire, the carcass was mid-field on the closed runway.

C-7A's were still doing operations into the field. One approach was to the downhill end, landing over the top of the downed C-130, a real challenge. The other approach was to the uphill end of the runway with a 25 foot abrupt rise capped with a telephone wire. With the sometimes erratic help of the GCA unit, we found the runway, sometimes at 100 and 1/2. The wind was always at 90 degrees to the runway. Joe Dennehey had more sorties into there than anyone. Link Spann and Harry Pund each had 15-20 of these hairy sorties. To add to the excitement of Tet, Joe experienced a double engine failure and ended up dead sticking his Bou into Quang Tri Lavang.

The only way to get supplies to the Marines was for USAF C-130's to fly over an open area north of the field, air dropping food and ammo using big cargo chutes. For 2-3 weeks, only C-7's could land to back haul the chutes to Da Nang for repacking. The wet, mucky parachutes were loaded on a pallet, which was HEAVY and of unknown weight. Ollie staggered out with two pallets, calling back to the next Bou crew "take only one."

The GCA shack sat right there, next to the runway, as "mortar bait." As we landed, the mortars came. We turned around and the aerial port guys put the pallet aboard. We asked "Anybody want a ride?" then dashed for the run-

way and a rolling takeoff. Only one aircraft was on the ground at a time, with 4-5 aircraft holding VFR, hoping the NVA hadn't zeroed in from a visit by an earlier aircraft.

Joe Dennehey used to fly up the Song Thac Ha river, popping up at the last minute to land. Others tried this, but not as successfully as Joe. We couldn't fly high over the palm trees because Charlie would see us coming, so we flew low level across the rice paddies with the ramp cracked and then pop up over the trees. Often this low level technique had the flight engineer telling us that we were making rooster tails in the sand or water and to "pick 'er up a bit." Water buffalo were scared at this intrusion into their peaceful lives. One day, Marty saw a guy planting rice. His water buffalo bolted and the farmer went water skiing over the rice paddy. Ollie even saw guys reaching into their boat for guns as he came in low level from the coast. There were also plenty of sea gulls. Generally, they went one way and we went the other way, but one day a C-7 and a seagull met. The seagull lost. The point of impact was on the copilot's side, right smack on the gasper vent airscoop. The result being a bit of a mess on the copilot.

The aerial port guys did a heck of a job, sticking their necks out loading us with their big green forklift (VERY LITTLE CLEARANCE to the cargo door opening). After two weeks of this, the bad guys got the GCA. No more IFR approaches. The NVA could see us coming.

In early 1968, soon after the Tet Offensive, three North Vietnamese divisions surrounded Khe Sanh and its 6,000 defenders. At 5:30 a.m. on January 21, 1968, North Vietnamese regular forces launched a shattering barrage of shells, mortars and rockets on the Marine base at Khe Sanh. Eighteen Marines were killed instant-

Continued on Page 9

Bou Support (from page 8)

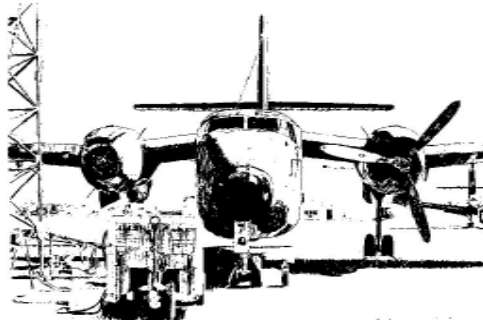
ly, 40 were wounded. The initial attack continued for two days. The attack conjured up fears that the North Vietnamese mastermind General Vo Nguyen Giap sought another Dien Bien Phu. American forces were ordered to hold the base.

On February 23, 1968 over 1,300 artillery rounds hit the base at Khe Sanh and its outposts, more than on any previous day of attacks. To withstand the constant assaults, bunkers at Khe Sanh were rebuilt to withstand 82mm mortar rounds. While Marines waited on March 6 for a massive assault, NVA forces retreated into the jungle. For the next three weeks, things were relatively quiet around the base.

Without warning, a massive North Vietnamese barrage slammed into Khe Sanh on March 22. More than 1,000 rounds hit the base, at a rate of a hundred every hour. At the same time, electronic sensors around Khe Sanh indicated NVA troop movements.

American forces replied with heavy bombing.

For more than two months, North Vietnamese forces attempted to take Khe Sanh – but were beaten back by ARC LIGHT and NIAGARA, the code names for high-altitude and close-support bombing raids. Transport planes brought



in food and supplies via parachute. U.S. forces finally retook Route 9 on April 8, ending the siege of Khe Sanh. A 77 day battle, Khe Sanh had been the biggest

single battle of the Vietnam War to that point. The official assessment of the North Vietnamese Army dead was just over 1,600 killed, with two divisions all but annihilated. Thousands more were probably killed by American bombing.

With strong, highly mobile American forces now in the area, and the base no longer needed for defense, General Westmoreland approved the abandonment and demolition of Khe Sanh on June 23. At the high tide of their attack, the NVA was able to get within 100 yards of the base, but Marine machine-guns, mines, and small-gun fire were able to repulse them. Without full support of air power, Marine ground troops had turned the tide of one of the greatest battles of the Vietnam war.

The rest of the story is that the aircrews of the 459th TAS provided critical support to the Marines during their valiant defense of Khe Sanh.

Notable Quote

You've never been lost until you've been lost at Mach 3.

— Paul F. Crickmore
Test Pilot

**Sierra Hotel
to the 459th !!!**

New! New! New!



C7-A CARIBOU



The Caribou challenge coin is 1.5 inches in diameter, about the size of a silver dollar. The front shows a C-7A flying over Vietnam, and the back side has the seven organizational patches and the six squadron numbers.

Ken Kimseu (536, 67) suggested the coin and several other members helped with ideas for the C-7A picture, the patches, and the squadron numbers. Cost is \$10.00 each. Check the Merchandise Store on our web site.

Military Unit Coins

Throughout the uniformed services, one can find these medal artifacts displayed proudly by service personnel at their desks and in their offices. Some are simple and colorless. Others are ornate, filled with intricate designs and etchings. All of them have a story behind them.

The following story dates the history of military coins back to the 1st World War. During World War I, American volunteers from all parts of the country filled the newly formed flying squadrons. Some were wealthy young men who left colleges such as Yale and Harvard in order to enlist in the military.

In one squadron, a wealthy lieutenant ordered solid bronze medallions embossed with the squadron emblem for every member of his squadron. He carried his medallion in a small leather sack about his neck. Shortly after acquiring the medallions, the lieutenant's aircraft was severely damaged by ground fire during a mission. He was forced to land behind enemy lines where he was captured by a German patrol.

In order to discourage his escape, the Germans took all of his personal identification except for the small leather pouch around his neck. He was eventually taken to a small French town near the front lines where he managed to escape during a night bombardment. During the attack, he donned civilian clothes and fled without personal identification. After escaping, the brave pilot succeeded in avoiding German patrols until he reached the front lines. With great difficulty, he crossed no-man's land and stumbled into a French outpost.

Unfortunately, the French in this sector had been plagued by German saboteurs, who sometimes masqueraded as civilians and wore civilian clothes. Not recognizing the young pilot's American accent, the French

thought him to be a saboteur and made ready to execute him. Just in time, the American remembered his leather pouch containing the bronze medallion. He showed the medallion to his would-be executioners. When the French captors recognized the squadron insignia on the medallion, they gave the pilot enough time to confirm his identity. Instead of shooting him, they gave him a bottle of wine.

Eventually, the pilot made it back to his squadron, where it became a tradition to ensure that all members carried their medallion or coin at all times. This was accomplished through a challenge. A service member would ask to see the coin. If the challenger could not produce his coin, he was required to purchase a drink of choice for the member who had challenged him. If the challenged member produced his coin, then the challenging member was required to pay for the drink. This tradition continued through the war and for many years after while surviving members of the squadron were still alive.

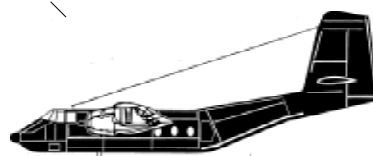
Today, military service members often trade these coins while deployed. In some cases a coin can be earned meritoriously for a job well done. Regardless of how they are acquired, the history of the challenge coin remains a part of military tradition, and military service members will continue to display them proudly for years to come.

Squadron/Unit Representative Additions

We tried something new at the 2006 Reunion and set up a computer connected to the Internet to demonstrate how Internet sites can be used to search for information on Association members listed on our roster by name only. The demonstration was very successful and several persons volunteered to help as Sqdn/Unit Reps.

We want to do a systematic search for all Association members. This has been done to some degree in three squadrons, now we plan to pursue this in an expanded Sqdn/Unit Rep function.

Over 75% of our active members have an e-mail address, so that will be the most effective way for our Sqdn Reps to pass information. We would like to be able to send emails to all members who have an e-mail address. If you have an e-mail address that is not listed on our www.c-7acaribou.com website, please send it to Bill Buesking (wbuesk@earthlink.net) to add to the roster data and info the Sqdn Rep for that Sqdn/Unit. Also send changes of address or phone number to your Sqdn/Unit Rep to update the Master Roster. If anyone is listed on the website roster that you would like to contact, please e-mail or call your Sqdn/Unit Rep who may be able to provide contact information.



Out of the Mouths of Babes

While my husband was in Vietnam, I would go into the back yard of our home near Wright-Patterson AFB to hang up clothes (no dryer!) and our 4 year old daughter would come into the yard with me. If a plane flew over, civilian or military, she would point up to the sky and say "That's my daddy!" To her, every airplane was flown by her daddy. *Contributed by Alicia Hanavan [535, 68].*

Life with the Army

by Randy Smith (457, 66)

I arrived in Saigon in September of 1966. The next day we went to our briefing, and it was kind of a long list of nothing – telling us we were ambassadors and going to live with the Army. They told us after lunch they would tell us where we were going. They only had two bad places: one was where you lived three beer cans high, the other was a small detachment out of Can Tho called Soc Trang. Soc Trang only had a couple of planes. They said that they only got mortared every three or four days. I was sent to Can Tho. I didn't stay very long in Can Tho. I walked into operations and was waiting to talk to the officer in charge to report in. I was reading the squadron bulletin board and there was a letter from Ho Chi Minh. It was a thank you note to the 134th aviation squadron saying three out of five Viet Cong (VC) ride Delta Airlines. About this time I was told to get on the airplane outside that was going to Soc Trang. On my way out to the plane I noticed the big Delta Airline stickers on the tail of the airplane. At that point in my life I was glad that I had a .38 and an M16. The M16 didn't last long. The new M16 had a problem — if you didn't clean it after each use, a shell would jam in the chamber. I bought an M2 carbine from one of the Army guys and carried that with me the rest of my tour. We carried our arms everywhere but the chow hall and enlisted men's clubs. The only people allowed to carry loaded arms on the airplanes were the flight crew.

It was dark when we arrived and dark the next morning when we left. Being an airman probably didn't help, but it took about a month before I saw Soc Trang in the day time. The Army played by a different set of rules than the Air Force. Guard duty was rotated with everybody below E-5. Puff the

Magic Dragon (AC-47) flew out of Can Tho and saved our butts quite frequently. If you were fast enough, I swear you could have walked up the tracers when they turned on the guns. The roar was deafening. The VC were after the helicopters on the flight line and were quite persistent. Every night when we flew into Soc Trang, the VC would use us for target practice and we would use them for target practice. The USAF answer to this problem was for us to fly with the rear door closed. So now you know why we flew with the doors closed. Around the 18th of October, Martha Ray put on a USO show for us. The VC shot down three of the helicopters and shot up their crews real bad.

The next day, Martha reminded them that they missed bed check. She stayed at Soc Trang for a week and, being a nurse, she helped out at the hospital. At night she stayed in the enlisted men's club and talked with us as long as we wanted. Martha Ray was an outstanding lady in her time.

I have no idea when, where, or if the Army ever worked on the planes. It seems like we were always flying them. Fourteen to sixteen hour days were common with the Army.

I spent Christmas and New Years in Thailand on TDY, supplying the Special Forces along the Cambodia border. We delivered dinner for the troops. We made about four flights in two weeks. This was quite a change from what we were used to. So we went to town and bought clothes, jewelry, and maybe alcohol. I don't remember exactly. I do remember that we stayed at the Grace Hotel and my room was right above the swimming pool. I had a great time. It seemed to me to be more of an R&R than a TDY. Being in the USAF meant that you had to carry out orders – good, bad, or awesome.

Well, we left the land of good and plenty and headed to Cam Rahn Bay and back to the action. Most of you

know what it was like with the Air Force, so I won't go any farther.

If anyone is interested, all of my pictures taken in Vietnam and Thailand are at Texas Technical Institute in Texas in the Vietnam Archive (e-mail: www.vietnam.ttu.edu).



ARC Light Surprise

By Doug Boston (458, 68)

As told to Pat Hanavan on 4/11/06

Arc Light missions (typically a cell of three to six B-52 bombers) were an awesome sight to behold and frightening to anyone close to the trail of bombs when they hit the ground. In 1965, the B-52Ds were given the “high density bombing (HDB)” or “Big Belly” upgrade, which modified the aircraft to carry eighty-four 500 pound or forty-two 750 pound bombs in the bomb bay. The upgraded B-52Ds could also carry twenty-four 750 pound bombs on the pylons, for a maximum load of 60,000 pounds of conventional bombs, an astounding weight of ordinance. Arc Light missions from Kadena AB, Okinawa against targets in Vietnam began on 16 February 1968.

I was getting my line check for Aircraft Commander from Major Dick Brennan, who observed my performance from between the seats and the cargo compartment. The check ride was completed at Quan Loi. There had been an Arc Light mission about 15 minutes before we landed, but we had no recent information indicating that any other Arc Lights were imminent.

A normal takeoff was made on runway 05 and the gear was retracted. Just after liftoff we saw out the left window that trees were being lifted into the air and clouds of dirt were rising. Everything was just “pushed up” into the sky. A shock wave hit the

Continued on page 12

Arc Light (from page 11)

Bou, throwing it up and into a right turn. The angle of bank increased until it was about 135 degrees, putting the aircraft nearly inverted. Full left aileron and top rudder seemed to have no effect at first, but eventually began to right the aircraft.

When the Bou was right side up, I leveled out and began a turn back to the runway, rolled out on final, dropped the gear, and made a quick landing with a landing roll of about 500 feet. This horrifying sequence of events took only a couple of minutes, but it left a permanent impact on the entire crew. It was really “up close and personal!”



USAF vs. USN

One thing about Air Force pilots is that they lie a lot. You simply can't trust them at all. We had an argument one night at the Belvedere Inn, across from the main gate at NAS Pax River, a bunch of our F-14 Tomcat pilots were arguing with some F-15 Eagle drivers from Langley about who was better at what and which airplane was better. Well, we decided to settle it the next morning in the restricted area over Chesapeake Bay. This is where we found out about how much Air Force pilots lie!!! We all agreed to meet nose on at 35 thousand and settle it once and for all. Don't you know those lying, sneaky bastards showed up at 40 thousand. God, what a bunch of lying, low lifes those Air Force types were, showing up with a 5 thousand foot altitude advantage. Hell....if we hadn't been at 45 thousand, those lying Air Force dirt bags would have had us for breakfast!!!!!!

A favorite story told by former CNO Admiral Jim Holloway USN, Retired

It's Been A Great Ride!

Dave Hutchens (459, 69)

Pat Hanavan is our new Association Newsletter Editor. I want to congratulate Pat for stepping forward to take on this very important assignment for our association. I hope the experience for Pat is as rewarding to him as it was for me. Pat is falling into line with a list of editors that now includes Nick Evanish (eight newsletters), Wayne DeLawter (one newsletter), Dave Hutchens, and Pete Bird (one newsletter). Nick started the newsletter in January 1992 and continued it through the summer of 1998. Wayne DeLawter edited one issue in 1999. I started editing in 2000 with issue #10. In the fall of 2005 Pete Bird graciously pitched in and edited the January 2006 issue #23. Now it is up to Pat to carry the newsletter forward.

I mentioned that being the newsletter editor has been very rewarding to me. Since I became involved with the Association and the newsletter I have learned so much more about the overall operation of the C-7 in the Vietnam war. When I attended my first reunion in Biloxi in 1997, Mike Nassr was the only person there that I knew. My knowledge of the C-7 mission, the 483rd TAW, the 459th TAS was very narrow and limited. I, like so many others, worked long hours every day and it seemed like we must have had blinders on as to what else was going on in the war. We had just a dim snapshot of the one year we spent in-country. But now I am still learning about the missions and the people that flew and maintained our beautiful birds. We are starting to hear more stories about the airplane and the people after they were returned to the States. I hope that you have all shared these same experiences as the many stories revealed themselves through the pages of our newsletter. The most important aspect of the newsletter is that it is for and about you, the members of the association. Always remember that the editor is a compiler of the information that you submit to him. Without your news and stories there is very little to compile. The newsletter will be only as good as you make it.

Our association has over 700 active members. Our reunions draw in the neighborhood of 100 to 200 members and guests. That is a rather large pool of talent to draw on, but traditionally there is but a small handful of people who do the work and conduct the business of the association. Not complaining – just commenting. But I do encourage each of you to take a look at yourself and see if there isn't something that you can do for the association; find a new member, bring a new member to the next reunion, buy a membership for someone you know would appreciate getting the newsletters. Doing these small things result in a great deal of satisfaction to you and others.

Be a pro-active association member. The more active you are in the association the more reward you will receive from your involvement. Many of you have real life experiences that you can bring to the table to help make the association better. Participation is the name of the game. Don't think that the association's officers and board members have all of the answers. They have to wing it on every piece of business they take up. If you don't like what you see, then step forward and offer some help and ideas. Better yet, stand for election and then help run the association. There is a lot of room for improvement to make the C-7A Caribou Association a better organization to serve its members.

To the Association: Thank you for giving me the opportunity to serve as your editor. It has been a great ride! Jill and I are looking forward to seeing you all in San Antonio in 2007.

Buesking (from page 1)

a friend and noticed an Air Force Recruiting Office, so I stopped and an hour later signed up for the Air Force. I barely beat my draft notice and started my four years in the Air Force, to be followed by school on the GI Bill. During my physical, I was asked by a “two-striper” if I would like be a jet Fighter Pilot. I stammered, “I guess so” and became an Aviation Cadet at Williams AFB, getting my commission and wings on 29 Sep 1954, too young to buy a drink at the O-Club. After F-84E/F gunnery school, I went to the 77th Fighter Bomber Squadron at Wethersfield RAF Station.

We flew F-84F and F-100 aircraft and I took classes from the Univ. of



Maryland to qualify for AFIT. I turned down a Regular Officer commission because I would lose my pre-21 commissioned service time and delay my making Captain by a year. Fortunately, I got an AFIT assignment to Oklahoma State Univ., getting a BSEE in 1960.

My engineering career started at Rome Air Development Center, Griffiss AFB, NY. I was a Contract Officer for contracts involving intelligence collection equipment. I was promoted to Captain and received orders in Dec 1962 with a retirement date of 1 Dec 1972. I flew the T-33 for four years and took an on-base graduate program with Syracuse Univ., earning an MSEE in June 1964 and was assigned to the Foreign Technol-

ogy Division at W-PAFB. I was flying the T-39 when all pilots were ordered to do a Vietnam tour or “turn in their wings,” so I went to Reese AFB as a T-38 instructor. I “volunteered” for the Caribou and spent a year in the 535th TAS, hoping to return to an engineering position. It was challenging, action packed, and fun filled flying in an aircraft that could be flown like a fighter as long as you kept it right side up!

Returning stateside to Kelly AFB, I retired on 1 Dec. 1972. There were few jobs in San Antonio so I enrolled at The University of Texas at San Antonio, receiving an MBA in 1976 and passed the CPA exam. My accounting career was very brief as an instructor at UTSA. Then I spent five years in management positions with the Boy Scouts. A friend at Kelly AFB hired me as an Electronics Engineer, then I moved to the Air Force Intelligence Agency (aka Air Force Security Service) where I was a Program Manager on intelligence related programs until retirement in January 1999.

Traveling is an important lifestyle element for my wife, Mae, and myself. When we relate experiences to family and new friends, my year flying the Bou is always the most prominent subject. Working with the C-7A Caribou Association is another “opportunity.” Mae and I really look forward to many years traveling to reunions and

Hillman (from page 1)

From there it was into the second class of the C-141’s. I must admit that I didn’t like the duty as much as the Fat Birds. The 141 was too fast and too high. The result was that a person was never home. In keeping with my being second, due to a lost coin toss, I was the second first lieutenant AC in 141’s. Oh well!

Then it was off to C-7A’s, Vietnam, and the pinnacle of my AF career. I was fortunate to be with a great group of people and a fantastic Squadron Commander, Col. James K Seacrest. This made for the best job in the world

– C-7A’s. McChord AFB came next and the end of my AF work.

From there it was on to Western Airlines and when Delta bought Western, on to environmental work in Alaska. The company that I was working for was the prime response contractor for the Alaska Department of Environmental Conservation and for the U.S. Coast Guard district.

March 24, 1989 saw us as the big gun for the “Exxon Valdez” problem. The following year’s highlight was the Alaska Railroad derailment, cutting up of 19 tank cars, and spillage of 19,000 gallons of diesel fuel south of Fairbanks. The spill caused by cutting up the tank cars was a clear violation of EPA standards and federal law. I began teaching OSHA work safety and laws



for the Prince William Sound Community College in 1992. My specialty was Hazardous Waste Operations and Emergency Response. From there it was to Barrow, AK and Ilisagvik College doing the same. Our clientele was the public of Alaska, Alyeska Pipeline Company, and the major stakeholders at Prudhoe Bay. I retired from teaching in June of 2003 and voilà, here I am. It seems I just couldn’t hold a long term job.

My outside activities include being the Chaplain for the Local VFW post and First Vice Commander of the American Legion post, and gardening, with the occasional fishing trip thrown in. I am honored to have been asked to serve the C-7A Association and thank all that supported my election to the Board of Directors.

Meeting Minutes (from page 3)

explained how the treasurer's accounting of the main areas of the association had been separated and recorded to allow for accounting so that it could be understood by anyone including an audit team. Randy Smith asked that there be a cap on the amount of merchandise inventory. It was stated, in response to this question, that all merchandise orders are reviewed and approved by the board prior to ordering.

Committee Reports:

Nominating – Chris explained the nominating committee's difficulties in finding candidates who were willing and had the equipment to act in the various board positions. He further explained that the board determined that it was prudent to bring to the reunion a slate of board endorsed candidates who had demonstrated or explained their willingness and qualification to assume the responsibilities of the positions. The final slate of candidates is printed on the election ballot, but he reiterated that write-ins are welcome.

Bereavement Report – Wayne explained that Bob Markham sends sympathy cards on behalf of the Association to the surviving spouse or closest family member. He relies on notification from other members, so it is important to communicate any deaths to Bob or any board member so he can respond in a timely manner.

Reunion Report – Wayne stated that the reunion report was sent a week ago to all attendees and he wouldn't go into the details of it unless there were questions. He stated that we attempt to provide a venue that had something of interest for everyone. Only laudatory remarks were made by members.

Unfinished Business:

There was no unfinished business from the last meeting.

*New Business:***Board Motion –**

Replacement of Memorial Plaques

1. The board moved that due to an unintentional omission on the part of those members who diligently worked on preparing and presenting to the association a complete and accurate list of names of comrades who fell in the line of duty while serving on the C-7A Caribou aircraft during the Vietnam conflict, a name of one of our fellow comrades was none-the-less omitted from the memorial plaques at both Dyess AFB, TX and Hill AFB, UT.

2. Due to this omission, the board seeks the approval of the Association to add the missing name of our fallen comrade to two new plaques which would replace the current memorial plaques at both Dyess AFB and Hill AFB which currently hold 38 names to corrected plaques which will hold a more accurate 39 names.

3. The board seeks the authority from the Association to fund the replacement plaques with funds not to exceed \$4,500. Should the expense for the replacement plaques exceed \$5,000 the board will seek approval from the Association with another motion to include a full explanation of why additional funds for this project are being sought. After discussion about the specifics of how each plaque is mounted and the vendors and after Bob Dugan agreed to coordinate the request for proposals, the motion carried unanimously.

Member Motions:

1. Plaques acknowledging those associated with the Caribou in combat

Earl Reynolds proposed a motion that was seconded by Ralph Erchinger as follows:

“In keeping with the purpose of the Association to “maintain interest in the C-7A/B Caribou and its mission”, I move that the Association determine where the C-7A/B Caribous are being displayed for public, non-commercial display and place at each location an appropriate plaque acknowledging those “who flew, maintained, or supported the C-7A/B Caribou” and “those who died in combat during the C-7A operations.”

After discussion, Pat Hanavan made a motion to amend this motion that was seconded by Jim Collier as follows:

“In keeping with the purpose of the Association to ‘maintain interest in the C-7A/B Caribou and its mission’, I move that the Association develop a plan for installing an appropriate plaque acknowledging those ‘who flew, maintained, or supported the C-7A/B Caribou’ and ‘those who died in combat during the C-7A operations’ at various public, non-commercial displays of C-7A/B aircraft and present the plan to the membership at next year's reunion.”

This amended motion was unanimously approved.

Continued on Page 15

Meeting Minutes (from p. 14)

2. Clarify Management of the Association Newsletter

Bob Dugan proposed a motion that was seconded by Roger Woodbury as follows:

“The board is hereby directed by the membership to appoint a Newsletter Editor-In-Chief and delegate to him the sole responsibility for the content of the newsletter. The Editor of the newsletter shall report only to the Editor-In-Chief, as it is not possible to serve two masters. Under no circumstances shall the Board attempt to directly interfere with the publication of a newsletter; that is, there shall be no prior restraint on the part of the Board. Any direction the Board has for the content of the newsletter shall be communicated to and coordinated with the Editor-In-Chief, who, in turn, shall manage all aspects of newsletter production and publication. Further, the Standard Operating Procedure adopted by the Board in its most recent session is hereby nullified and shall be stricken. If adopted by affirmative vote of the Committee of the Whole, this procedure shall become part of the written and codified procedures of the C-7A Caribou Association.” (end of motion)

After several members, all of which were non-board members, spoke against this motion Pat Hanavan, the newly appointed newsletter editor was asked his opinion. He spoke in support of the Standard Operating Procedure (SOP) adopted by the Board in its most recent session and he stated he believes it is fair and workable. The current newsletter SOP states that while the editor has full editorial control, he will submit to the Board NLT 21 days before publication an electronic copy of the newsletter to allow the Board to make last minute changes which normally will be limited to correction of errors and omissions. Ralph Erchinger called the question to end discussion since there was no one speaking in support of the motion.

The motion was unanimously defeated.

3. Board Communication Policy

Bob Dugan proposed a motion that was seconded by Randy Smith as follows:

“The Board is hereby directed by the membership to keep the webmaster and the newsletter Editor-In-Chief informed of ALL Board proceedings, be they by word of mouth, telephone, email, or any other communications mode. The proceedings of the Board should be in the public domain of the members who elected them and the two communications links to the membership are the web site and the newsletter. It is neither appropriate nor necessary for the C-7A Caribou Association Board to conduct secret proceedings hidden from the membership, or from all board members. If adopted by affirmative vote of the Committee of the Whole, this procedure shall become part of the written and codified procedures of the C-7A Caribou Association.” (end of motion)

Chris Nevins stated that all actions are open, not in secret, and are primarily done by email addressed to Board members. As with other Associations there is no requirement to report verbatim Board discussions, only the results of those discussions which the Board does through the Secretary’s report. Wayne DeLawter stated that the background for this occurred as a result of discussions brought to the Board by non-board members unrelated to their area of responsibility and others who had no association responsibility like being a committee person. This caused an additional and unnecessary workload to an already overburdened Board. Wayne stated that it is difficult enough to coordinate issues among the seven members on the Board without direct interference from members outside the Board. The offenders were advised to keep their comments related to their areas of responsibilities so that the Board could function reasonably.

Without any members speaking in favor of the motion, a vote was taken and the motion was unanimously defeated.

4. Selecting Candidates For Elected Office

Bob Dugan proposed the following, which was seconded by Kelly Grissom:

“The Board is hereby directed by the membership to create a well-defined procedure for selecting candidates for office. This procedure shall be made public to all members so that all may participate equally in seeking office. There shall be no overly restrictive conditions placed on candidacy for office; the prime requisite shall be willingness to fulfill the published duties of the office and willingness to work for the betterment of the Association. To avoid conflict of interest, there should be a formally appointed Nominating Committee, none of whose members are then current members of the sitting Board. The recommendations of the Nominating Committee shall determine the slate of candidates and the Board shall not have the authority to alter the slate presented by the Nominating Committee.” If adopted by affirmative vote of the Committee of the Whole, this procedure shall become part of the written and codified procedures of the C-7A Caribou Association.

Earl Reynolds moved that this motion be amended as follows:

“Move that the Board develop an amendment to the By-Laws to be submitted for vote of the active membership that establishes the nominating and elective process for the board members of the association, including a nominating committee of three non-board active members of the association who shall report such nomination to the reunion association at the association

Continued on Page 16

Meeting Minutes (from p. 15)

business meeting.” Huey Frye seconded this motion to amend.

This amended motion was passed with a vote of 103 for and 22 against. Jim Collier asked that after the board develops the amendment to the By-Laws that the issue be tabled until the next reunion’s business meeting whereupon its disposition will be determined by the attending members. This was approved.

5. Audit Committee

Earl Reynolds proposed the following:

“I move that an Audit Committee comprised of four non-Board members be developed to audit the financial records at the end of each fiscal period. Bob Dugan seconded this motion. Earl Reynolds volunteered to chair this audit committee and solicited three volunteers for this committee. Pat Brooks, Randy Smith and George Moore volunteered for this committee.

This motion was unanimously approved.

Presentation of Board Nominees

Chris presented the slate of nominees as printed on the ballot. He explained that all nominees had acknowledged their willingness and qualifications to serve as officers/board members. The nominees are as follows: Chris Nevins, president; Bill Buesking, vice-president; Wayne DeLawter, secretary; Jim Collier, treasurer; Rene Canuel, Hallis Cunliffe, and Marty Hillman at-large Board members.

Floor Nominations for Board Nominees

Chris asked for nominations from the floor for any officer/board positions. No floor nominations were made.

Election of Board Members

After Chris asked the attending members to mark their ballots it was proposed that with a single slate of nominees that they be elected by proclamation. The membership unanimously concurred and without negative votes, the slate was elected.

The floor opened for informal discussion by members:

Bill Buesking spoke about the next reunion planned at San Antonio for September 2007.

Bill Buesking spoke about the membership searching committee that he was forming.

Huey Frye inquired about whether there is any interest in having a future reunion on a cruise ship for which he would act as planner.

Pat Hanavan spoke about restoration of C-7A 62-4193 underway at the National Museum of the United States Air Force at Wright-Patterson AFB, Ohio. Pat has contact with the historian and the restoration team working on the project and we should provide assistance with any information they may need about the aircraft.

With no further business, at 10:18 AM a motion was accepted to adjourn the meeting. It passed unanimously.

Wayne DeLawter

Secretary

Reunion 2007 in the Alamo City - Y'all Come!

Reunion 2007 in San Antonio promises a good time for all. The Holiday Inn Riverwalk Hotel will be home base for the festivities. The hotel is very near the unique sites, sounds, and entertainment of the boutiques, nightclubs and restaurants lining the river. Towering cypress trees and picturesque footbridges line the nearly three miles of winding cobblestone and flagstone pathways of the Paseo del Rio. Activities will include: river



cruises, mariachi bands, sipping traditional margaritas, shopping at Rivercenter Mall or El Mercado, tours of the historic King William district or the Alamo, HemisFair Plaza, the Institute of Texan Cultures, the Buckhorn Saloon and Museum, and much more. San Antonio is a Top 10 tourist destination and knows how to make visitors welcome with a hearty “Bienvenida.” For more information, contact Bill Buesking (wbuesk@earthlink.net).

Reunion 2006 Attendees (total of 261)

(* indicates first time attendees - total of 92)

Abrams, Aubray and Judy
*Ainsworth, Bruce
Allison, Max and Shirley
*Alten, Larry and Debbie
Anderson, Andy
Archibeque, Francisco and Marcella
*Asbury, Don
*Bach, Bradley & Cherry
Bailey, James and Polly
Baker, Jay and Diane
Besley, Dick and Linda
*Betz, Robert & Pamela
*Bone, Jim and Judy
*Boston, Douglas & Ellen
Bowen, Brian
Bowers, Bob and Evelyn
Brooks, Patrick & Lesley
*Brunz, Wayne & Joyce
Buesking, Bill and Mae
Campbell, Larry & Mary
*Carlson, Don & Virginia
Carter, Larry
Chrisman, Ken & Venita
*Churchill, Earl & Phyliss
*Clarke, Bill and Shirley
Collier, Jim and Betty
Collins, Tom and Chantell
*Comer, Dennis & Diana
Cooper, Bob
Corfield, Frank
Crafton, Stuart and Cathy
*Cummings, Bob and Carolyn
Cunliffe, Al and Shirley
Darvas, Richard
Davis, Robert & Georgia
Davis, Jim and Dot
Davis, John
*Davis, Linwood
DeLawter, Wayne and Patty
*Dietz, Marlin and Suzanne
Donovan, Steve
Dugan, Bob and Pat

Durham, Dian
DuVall, Bill & Edeltraud
Erchinger, Ralph & Ellie
Faubus, Stoney & Melva
Ferguson, Bill and Mary
*Ferguson, Mark
*Fillmore, Ken & Sandra
Fitzgerald, Ralph & Evelyn
Ford, Patrick
Francis, Stephan
Frye, Huey
Furlong, Jim
Furrie, Mary
*Garner, Hugh & Peggy
Garrison, Larry and Tricia
*Girod, Alan
Godek, Frank
Golart, Milt and Marge
Grant, Bill
Griffin, Don
Grissom, Kelly and Susan
*Haigler, Steve & Mary
*Hanavan, Pat and Alicia
Harmon, George
*Harris, Charles
*Hartshorn, Cindy
Helterbran, Glenn & June
Henwood, Charles and Dolores
Hillman, Martin
Hines, Joe & Mary Anne
*Holbein, John & Sherry
Jackson, Don and Susan
*Johnson, Glen & Edna
Jones, Deno and Pam
Kelley, Steve
Kelly, Dana & Carolann
Kimseu, Ken
*Kopp, Gary and Janey
Kowalski, David and Christine
*Kurtyka, Joe
*Lawson, Bob
*Leonard, Benny and Gladys

Lewis, Doug
Lipscomb, Robert & Dodie
Major, B.B.
Martwig, Larry and Marva
Matthews, John and Helen
*McCorkle, Mac
McDonald, Jim and Marcia
*Messner, Mike
*Miller, Bob & Janice
Miller, Gary
Moody, Joe
*Moore, Gladiola
Moore, George
Mott, Lee and Joy
*Moulton, Royal & Irma
*Myers, JD & Carol
Nassr, Mike
Neumayer, Bob and Iola
Nevins, Chris and Eileen
*Nixon, Nick
*Osgood, John * Mona
Pacholka, Ken
*Padgett, Andy
*Palek, David
*Patterson, Byrd
*Pearce, Paul & Laverne
Perry, Bill
Petefish, Wilson and Betty
Presley, Terrell & Maerene
*Pund, Harry and Dianne
*Quinn, Bob and Doug
Renfro, Ralph
Reynolds, Earl and Pam
*Rice, Al
Riess, Mike
Riggleman, Russell & Sue
Ryland, Keith and Opal
Sanford, Rex & Norma Jean
Schmitz, Charles

Scolamiero, Ralph & Lynn
Scudder, Robert and Dory
Selvidge, George
Shanahan, Allen
Shaw, James and Patsy
Slade, Robert & Wynell
*Smith, M T and Flo
*Smith, Woodie & Anne
Smith, Randall & Christine
Smith, Cliff
Smolinski, Jerry
Spann, Link and Jean
Strang, Bob
Swofford, Gabrielle
Tanner, Ray
Tawes, John and Fran
Taylor, Curry
Taylor, Bob and Doug
Terrell, Otto and Wanda
Teske, John and Elaine
*Thibodo, Mike
Thomas, John and Mary
Thompson, Troy & Edna
*Toland, Jim & (guest) Luda
Vanness, Charles
Vondersmith, Bill & Anne
*Wade, James and Joyce
Waite, Leland and Gloria
*Ward, Tom and Sue
*Wayland, Roger and Tara
Weidman, Bud and Gloria
*Wever, Gary and Restie
Wilson, Clyde
Woodbury, Roger
Woznicki, Frank
Yost, Dan and Arlene
Guests:
*DeVries, Richard & Shirley
Verrone, Richard

By Unit

535 th	25
536 th	18
537 th	44
457 th	27
458 th	19
459 th	17
4449 th	4
AFAT-2 ...	1
908 th	1

By State

AL -3	ND -1
AZ -3	NE -2
CA -10	NH -1
CO -1	NJ -3
CT -1	NM -3
DE -4	NV -1
FL -18	NY -3
GA -11	OH -7
IL -4	OK -5
KY -1	OR -3
LA -5	PN -6
MD -2	SC -5
ME -1	TN -10
MI -2	TX -18
MN -1	VA -12
MO -1	WA -4
MS -2	WI -4
NC -3	

Attendance

1999 -	139
2000 -	94
2001 -	161
2002 -	132
2003 -	193
2004 -	207
2005 -	176

New Guys

2001 -	19
2002 -	28
2003 -	39
2004 -	45
2005 -	15
2006 -	92

Bird (from page 1)

the Birthplace of American Liberty, and in the shadow of the Minuteman statue. After graduation from high school, my Curriculum Vitae reads as follows:

M.I.T., Class of 1965; USAF OTS Class of Sep 1967; USAF UPT Class 69-03, Webb AFB, Oct 1968; Vietnam War Games, Class of 1971; Eastern Air Lines, Class of Jan 1973; Grandfather for Life, Classes of 2003 and 2006.



As you can see, my Air Force career was short. I had never intended to make the Air Force a life-long career, but to serve my country as a citizen-soldier in the tradition of my grandfather, my father, and all my uncles, who served in various capacities in WW I, WW II, and the Korean War. I am the only aviator in the family, but from my earliest memories, I was always fascinated by airplanes and dreamed of flying one day. Needless to say, I got my wish!

Shortly after joining Eastern Air Lines under Colonel Frank Borman, I became a political and economic refugee and immigrated to southern New Hampshire. I moved to a small town and found a place to build a home and raise a family on four acres of White Pine and White Oak woods nestled into the edge of 100 acres of town conservation land. I believe in the motto of my state, "Live Free or Die," and I cherish the tranquility and privacy of my little part of that state.

A very untimely heart attack deprived me of my FAA First Class Medical Certificate in 1983 at age 39 and I medically retired from Eastern

in 1984. Since I was now faced with the prospect of actually working for a living, I fell back on the formal training for which my long-suffering father had paid so dearly. I became a full-time computer geek, first doing hardware design and later doing software development.

I have now officially retired from the rat race and have two jobs; the Caribou Association and my grandchildren. My hobbies run a huge range. I have a home network of no less than five computers (3 PCs and two Apple Macs). I build plank on frame models of old sailing ships (the schooner Flying Fish and the frigate Constitution are on the ways at the moment). I love firearms, shooting, and reloading (one of several reasons I left Massachusetts). I am an advanced SCUBA diver and enjoy serious underwater photography. I have traveled as far away as Fiji in my underwater pursuits. I also enjoy dry land photography, both film (still the best) and digital (getting better by the day). As I'm sure you are aware, I maintain the Association web site, but I also have my own site and help my son with his. I also have an extensive woodworking and metalworking shop where I while away the hours building useless things. I am about to sell my Corvette and motorcycle and spend more time with my Kubota diesel tractor and growing flowers in my garden.

Hanavan (from page 1)

and received my wings in July 1959.

My first assignment was in the WB-50D, flying worldwide weather reconnaissance and air sampling of nuclear tests in the atmosphere. AFIT was next and I received my MS in Astronautical Engineering in 1964. At the 6570th Aerospace Medical Research Laboratory, my work focused on astronaut activities outside the Gemini spacecraft. My software was used to determine how far outside Gemini 4 Ed White was allowed to go when the NASA

first allowed a "walk in space."

A two year tour as a test pilot with the Directorate of Flight Test at Aeronautical Systems Division followed, flying WB-50D, C-121C, and JC-131 aircraft. One day my assignment card came out of the computer and I wondered what a C-7A was. I quickly fell in love with the Bou at the 535th TAS as an IP and Chief of Safety. The last half of my SEA tour was at Cam Ranh as the chief test pilot for the 483rd TAW and wing quality control officer.

Upon returning to the U.S. I was Program Manager for computer system development at the Space and Missile Systems Organization in El Segundo, CA. This was a huge foul-up by the Air Force – assigning me to my home town! A two year stint at



UCLA got me a PhD in Engineering which led to a short assignment at Hq Air Force Systems Command, then ICAF and several assignments in Air Force Logistics Command at Warner Robins ALC and Kelly ALC. All were interesting, including Chief of the Airborne Radar and Electronic Warfare Division and Chief of the Aircraft Division where I received the first F-15 to prototype depot maintenance procedures and tools.

After retiring from the Air Force in 1978 as a Colonel with 4 years in grade, I got into the software busi-

Continued on Page 19

Hanavan (from page 18)

ness “full time” at EG&G, then on the Computer Science faculty of The University of Texas at San Antonio for 11 years. I started PATH Computer Systems to develop software for businesses in South Texas, then spent 5 years as a Member of the Technical Staff at the Software Engineering Institute. A friend got me into the consulting business with large companies in 1986 and that has been my primary professional activity ever since. As a licensed Professional Engineer in Aeronautical Engineering and Software Engineering I have done many interesting jobs around the world, in England, France, Italy, Holland, Canada, China, Australia, and Korea.

Alicia and I have been married for 48 years and we have four children and seven grandchildren. She has been a volunteer in the Protocol Office at Wilford Hall Medical Center for the past 13 years. We worked together for over 35 years as religious educators, teachers, and managers. When our children bug me about when I intend to retire, my answer is: “When I stop having fun at what I’m doing!”

Military Humor

Three men are sitting stiffly side by side on a long commercial flight. After they’re leveled off, the man in a window seat abruptly says, distinctly and confidently, in a loud voice, “General, USA, retired. Married, two sons, both surgeons.” After a few minutes the man in the aisle seat states through a tight-lipped smile, “General, USAF, retired. Married, two sons, both judges.”

After some thought, the fellow in the center seat introduces himself. With a twinkle in his eye he proclaims, “Chief Master Sergeant, USAF, retired. Never married, two sons, both Generals.”

Adapted from an Unknown Author

Response to “The 535th Is Back!”

Thanks for the interesting and nostalgic article on the 535th. I was among the first 12 Air Force officers to check out on the Caribou at Ft. Benning and go to Vietnam as cadre joining Army aviation companies. Six went as future squadron commanders and I, along with five others, went as future operations officers. Jay Baker and I served together until I was transferred to the wing headquarters at Cam Ranh.

Jay pretty well told the story. The only point I would like to add is the fact that the 57th Aviation Company was known as the Gray Tigers, when I arrived to join that unit. My understanding is that the previous Army commander of the unit was known as the Gray Tiger and hence, his unit. As the unit grew in Air Force strength and decreased in Army strength, we changed the Tiger from Gray to Blue.

I hope this fills in at least the part of “where did the Tiger come from.”

Dick Schimberg
jodicks@cox.net

History

Check out the numerous items of interesting Caribou history on the website: <http://www.c-7acaribou.com/history/histindex.htm>.

Lost and Found

Left on a table in the War Room at Pigeon Forge: Two photos from our Nam days, one that includes a monkey crawling around the inside of Bou as well as a 35mm slide of a studly “young” airman enjoying his cigarette. Contact Chris Nevins to claim or I will bring items to the next reunion.

Caribou Tax

Check the mailing label on this newsletter. If it says “**Non-Member,**” then you are **NOT CURRENT** on your Caribou Tax and this will be the **last** newsletter you will receive.

If you aren’t current, you:

1. may have just sent in your check
2. may have forgotten to send your check
3. are one of 189 other “not current” names on the roster of 2243 survivors of the Bou experience
4. might be the one person on the roster whose information is wrong (probability = 0.0026)
5. may just have a slowly failing memory, like so many of us
6. should **DO IT TODAY**. Write your \$10 check to the C-7A Caribou Association and send it to:
Bill Buesking
18520 Rustling Rdg
San Antonio, TX 78259-3641

Why should you send your check **TODAY**?

1. You may have just missed a **great** reunion!
2. You have been missing newsletters like this one – filled with news about guys you flew with or busted knuckles with on the line, and stories worth telling at the bar.
3. None of us is getting younger.
4. Your \$10 will help the Association grow and put on other outstanding reunions like the one just held in Pigeon Forge.

535th History

SSgt Allen Culbreth has been appointed historian for the 535th AS and is looking for any and all historical information on the squadron. If you have any information, you can contact him by email (Allen.Culbreth@hickam.af.mil) or phone (DSN 312-449-1279 or commercial 808-449-1279).

MERCHANDISE ORDER FORM

Fill out this form and mail with your check to:

C-7A Caribou Association Store
Bob Markham, 838 Chestnut Ave., Redlands, CA 92373

1. Polo Shirt*	Size - Please Mark: M L XL XXL	Qty. _____ @ \$20.00	Total: _____
2. Color T Shirt	Size - Please Mark: M L XL XXL	Qty. _____ @ \$15.00	Total: _____
3. Three-View T Shirt	Size - Please Mark: M L XL XXL	Qty. _____ @ \$15.00	Total: _____
4. Denim Shirt	Size - Please Mark: M L XL XXL	Qty. _____ @ \$25.00	Total: _____
5. Sweat Shirt	Size - Please Mark: M L XL XXL	Qty. _____ @ \$25.00	Total: _____
6. Denim Hat	One size fits all	Qty. _____ @ \$15.00	Total: _____
7. Baseball Hat	One size fits all	Qty. _____ @ \$15.00	Total: _____
8. 457 th Replica Patch		Qty. _____ @ \$5.00	Total: _____
9. 458 th Replica Patch		Qty. _____ @ \$5.00	Total: _____
10. 459 th Replica Patch		Qty. _____ @ \$5.00	Total: _____
11. 535 th Replica Patch		Qty. _____ @ \$5.00	Total: _____
12. 536 th Replica Patch		Qty. _____ @ \$5.00	Total: _____
13. 537 th Replica Patch		Qty. _____ @ \$5.00	Total: _____
14. 483 rd Replica Patch		Qty. _____ @ \$5.00	Total: _____
15. "Doc" Kugler Movie DVD		Qty. _____ @ \$10.00	Total: _____
16. Caribou Poster (12" x 18")		Qty. _____ @ \$5.00	Total: _____
17. Caribou Challenge Coin		Qty. _____ @ \$10.00	Total: _____

Grand Total: _____

*Polo shirt colors: Red, Gray, White, Yellow, and Light Blue (please specify)

Note: All prices include shipping and photos of all merchandise can be seen on the web site at
<http://www.c-7acaribou.com/merchandise/merchandise.htm>

VITAL STATISTICS: August 2006

Check your vital statistics and mailing label to insure that the information is correct. Send changes to:

C-7A Caribou Association
 Attn: Bill Buesking
 18520 Rustling Ridge
 San Antonio, TX 78259-3641

 TODAY'S DATE

_____	_____	_____	_____	_____
TAX YEAR	SQUADRON	ARRIVAL YR.	RANK	AREA CODE
_____	_____	_____	_____	_____
LAST NAME	FIRST NAME	MIDDLE INITIAL		

STREET ADDRESS				

CITY	STATE	ZIP CODE PLUS 4	E-MAIL ADDRESS	
August 2006				

12402 Winding Branch
 San Antonio, TX 78230-2770
 pathanavan@aol.com

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 Tulsa, OK
 Permit No. 1957

C-7A CARIBOU



**ASSOCIATION
 VIETNAM**