

C-7A ASSOCIATION

CARIBOU NEWSLETTER

VOLUME 1

January 2002

ISSUE 14

Memorial Dedication at Dyess AFB

During the past 7 or 8 years there has been a movement by the members of the Caribou Association to establish a memorial to the mission of the C-7A Caribou and to all of those many people who serviced, supported and manned the airplane while it was in the U.S. Air Force Inventory.

Efforts were made to explore the establishment of a memorial at the Air Force Museum at Wright Patterson AFB. Technicalities were difficult to overcome and that effort was unproductive.

In the summer of 2001 Bob Dugan began exploring the feasibility of establishing a C-7A memorial at the Dyess Linear Air Park at Dyess AFB in Abilene, Texas. To most readers the question "Why Dyess AFB, way out there in West Texas," pops to mind. Bob Dugan knew why.

The Dyess Linear Air Park is a product of the Texas Museum of Military History. Located on Dyess AFB, the park was officially dedicated in 1991. There are thirty World War II, Korean Conflict, Vietnam Conflict, and one bird from Operation Desert Storm on outdoor display. These aircraft represent the Air Force's proud and dramatic history. No price value can be placed upon these aircraft. They represent the sacrifices that our military made as they fought for the love of country and freedom.

Each aircraft on display is assigned a sponsor. The sponsors volunteer countless number of hours restoring and maintaining the aircraft. Color schemes and markings depict the

A Plea for your Caribou Tax

A message and plea from the Treasurer. We need everyone's help now. Send in your Caribou Tax (annual dues) now. If your label does not have a date of T02 thru T08, your dues (tax) are due. Out of more than 1200 on the Caribou database, we only have 201 members currently paying dues. Some have never sent any dues. Nick Evanish had built a reserve in our treasury. However, with the dedication of the plaque at Dyess AFB on Mar 10, 2002, perpetuating the C-7A Caribou legacy and honoring the 38 C-7A Caribou men who were killed in Viet Nam, we will have to start using these reserves. The memorial plaque is the type of use we want to spend our reserves on, not for administrative operations. From the member's annual dues, the Association attempts to provide administrative costs, special mail notices,

squadron and era in which the aircraft flew. That was done in an attempt to display the rich history of that particular make of aircraft, not necessarily the particular aircraft itself.

Our own C-7A is one of the birds. The sponsor for our C-7A is the 7th Bomb Wing, 39th Airlift Squadron. The aircraft, tail number 57-3082, was officially dedicated as a part of the Linear Air Park on 2 May 1992. General Abbott Greenleaf spoke at the dedication ceremony, and a significant number of association members were on hand for the ceremony.

Bob Dugan pressed on with his idea of a memorial service. Since the C-7A aircraft had already been dedicated at the Dyess Linear Air Park, our association decided to craft this memorial to the memory of the thirty-eight crewmembers that were lost in the Vietnam Conflict.

On Sunday, 10 March 2002 the C-7A Caribou Association will dedicate a monument and plaque in front of our Caribou on static display. The names of the 38 crewmembers are cast in bronze on the monument. General Eugene E. Habiger, USAF Ret, 457, will speak at the dedication ceremony. Hopefully we will have good representation from our Caribou Association. We are expecting several family members and heirs to be with us as we dedicate our memorial.

The trip to Dyess, Texas is not an insignificant trip for

Please see **Memorial**, page 2

sign-up forms, two newsletters per year, edited by Dave Hutchens 459th 69, and our own website. If you have not seen our wonderful web page, www.c-7acaribou.com developed and maintained by Peter Bird 535th 71, you should check it out. Every function of the association is performed by volunteers. With every member's participation and annual dues, we hope we can use our reserves for the legacy and not for the mundane. The Caribou Tax is \$10 a year. Multiple years are gladly accepted and if you want to make donations, those will be accepted as well. Identify and send payments payable to the Caribou Association, to:

James L. Collier
5607 Jolly Court
Fair Oaks, CA 95628-2707

Memorial from page 1

some. Some will drive and some will fly in. Therefore a couple activities have been planned to bring us all together again for a good time, good camaraderie, and an interesting stay.

Our "headquarters" will be at the Kiva Hotel and Conference Center, located at 5403 South 1st St. in Abilene, telephone number 915-695-2150. Make your reservations early. On Saturday evening we have a BBQ dinner planned at the Lytle Ranch near Abilene. We will all assemble at 1800 hours in the parking lot of the Kiva Hotel and arrange a transportation pool, and then proceed to the Lytle ranch about 1830 hrs. It is a classic BBQ with all the trimmings: brisket and sausage, pinto beans, coleslaw, potato salad, home made bread, pickles, peppers, iced tea and water. We must bring our own "refreshments," and ice will be provided.

On Sunday morning a really great brunch is served at the Dyess O'Club and will be open to all. Again, we will make transportation arrangements in the hotel parking lot.

The dedication ceremony will commence at approximately 1:00 p.m. Sunday.

If anyone has questions or wants to just discuss the event, feel free to call Bob Dugan at 915-646-0007

For the Folks Going to Dyess Additional Information

Dyess Linear Air Park is located on Dyess AFB. All security procedures will be observed. Vehicles without base passes will have to secure temporary passes at the gate.

There will be a positive I.D. card check. Those without I.D. cards must be vouched for at the security gate. It is therefore necessary to provide the names of anyone attending to Jim Collier no later than February 25th, 2002.

In West Texas the weather can and does change on a moments notice. We are expecting good weather, but bring a warm coat. In the event of inclement weather the ceremony will be held at the base theatre.

Brunch at the O'Club. Arrangements are made for all of us to eat brunch at the O'Club. But the Club will need to know the number of people in our party. If it is large the Club will have to make appropriate plans and arrangements to handle the overflow crowd. Again, notice must be given to the Club Manager by February 25, 2002.

Dinner at the Lytle Ranch. We have to give the Lytle Ranch management a firm number that will be in our party on Saturday night. Therefore we ask that you send a check for \$12.00 per person to Jim Collier prior to March 6th. By paying in advance we can eliminate taxes and "Ranch Rental." **You can use the short reservation form on page 15 to register with Jim Collier.**

We suggest you reserve your room, notify Jim Collier of the number that will be at the Sunday brunch, and send your check for Saturday's dinner to Jim all February 25th.

Motels

Fifty rooms have been blocked at the Kiva Hotel and

Conference Center under the Caribou Association name. The rate is \$49.00 for single or double. When calling and registering be sure to let them know that you are with the Caribou Association. If there is any confusion ask for Stephanie, the hotel representative. You can book your rooms at the \$49 rate until February 25th, 2001.

The Kiva will serve as our "headquarters" for this operation. It has all of the amenities: restaurant, lounge, pools, saunas, etc. all under one big dome. It is conveniently located close to Dyess AFB.

There are several other motels in the Abilene area.

Abilene Western
774 E. Business 20
917-675-0398

Alamo Motel
2957 South 1st
918-676-7149

Best Western
Abilene Inn & Suites
350 I-20 West
1-800-Western

Best Western
South Mall
3950 Ridgemont Dr
1-800-528-1234

Courtyard by Marriot
4350 Ridgemont Dr
1-800-321-2211

Embassy Suites
4250 Ridgemont Dr
1-800-Embassy

Executive Inn
1650 I-20 East
915-677-2200

Fairfield Inn by Marriott
3902 Turner Plaza
1-800-228-2800

If any one has any questions regarding travel arrangements, hotels, activities, events, etc. please call either:

Bob Dugan
915-646-0007

Jim Collier
916-966-4044

duganrh@bwoodtx.com

c7_caribou@bigfoot.com

Call Bob for informatin about Dyess AFB and Abilene.
Call Jim for information on money or reservations.

The C-7A Vietnam Honor Roll

NAME	UNIT	AIRCRAFT	DATE
Cpt David O. Webster	6252 Opns Sqdn	63-9751	4 Oct 66
1Lt Francis Bissailon	6252 Opns Sqdn	63-9751	4 Oct 66
Ssgt Daniel P. Marlowe	6252 Opns Sqdn	63-9751	4 Oct 66
A1C Willis Karickhoff	6252 Opns Sqdn	61-2405	28 Oct 66
Tsgt Glendell E. Yates	6252 Opns Sqdn	62-4167	20 Nov 66
Cpt Anthony F. Korpics	6252 Opns Sqdn	62-4167	20 Nov 66
Cpt Alan Hendrickson	459 TAS	62-4161	3 Aug 67
Cpt John D. Wiley	459 TAS	62-4161	3 Aug 67
Tsgt Zane A. Carter	459 TAS	62-4161	3 Aug 67
Maj Thomas D. Moore Jr.	458 TAS	62-4175	30 Nov 67
Maj William J. Clark	458 TAS	62-4175	30 Nov 67
Ssgt A. Delgado-Marin	458 TAS	62-4175	30 Nov 67
Cpt Kenneth J. Hoffman	457 TAS	63-9761	25 Jul 68
Sgt Gary R. McKendrick	457 TAS	63-9761	25 Jul 68
Cpt Robert Bull	457 TAS	62-4177	26 Aug 68
1Lt Ralph W. Manners	457 TAS	62-4177	26 Aug 68
A1C David F. Sleeper	457 TAS	62-4177	26 Aug 68
Cpt Wayne P. Bundy	537 TAS	63-9753	3 Oct 68
1Lt Ralph Schiavone	537 TAS	63-9753	3 Oct 68
Ssgt Donald G. Cleaver	537 TAS	63-9753	33 Oct 68
Ssgt James K. Connor	537 TAS	63-9753	3 Oct 68
1Lt James F. Wohrer	537 TAS	62-4186	26 Jul 69
1Lt Neil N. Greinke	537 TAS	62-4187	11 Sep 69
1Lt Robert P. Wiesneth	537 TAS	62-4187	11 Sep 69
2Lt Charles B. Ross	537 TAS	62-4187	11 Sep 69
Ssgt Frederick Wilhelm	537 TAS	62-4187	11 Sep 69
1Lt David B. Bowling	459 TAS	63-9723	26 Dec 69
Tsgt E. J. Welch Jr.	459 TAS	63-9723	26 Dec 69
1Lt Steve W. Train	537 TAS	61-2406	2 Apr 70
1Lt Charles Suprenant	537 TAS	61-2406	2 Apr 70
Msgt Dale Christensen	537 TAS	61-2406	2 Apr 70
Maj Frederick Dauten	458 TAS	62-4180	4 Apr 70
Msgt Russell L. Klein	458 TAS	62-4180	4 Apr 70
Cpt James A. Gray	458 TAS	62-4180	4 Apr 70
Cpt Julius P. Jaeger	457 TAS	63-9746	6 Apr 70
1Lt Theron Fehrenbach	457 TAS	63-9746	6 Apr 70
Tsgt Gordon M. Gaylord	457 TAS	63-9746	6 Apr 70
SSgt Donald James Jr.	457 TAS	Non Aircraft	17 Aug 69

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

Association Officers and Board Members

Steve Kelley - President/Board Member

536th 68

Tom Neutzling - Vice President/Board Member

458th 69

Earl Reynolds - Treasurer/Board Member/Reunion Advisor

537th 66

Jim Collier - Secretary/Board Member/Roster Chairman

537th 67

Bob Markham - Chairman of Board

459th 69

Bob Dugan - Board Member

537th 68

Rick Patterson - Board Member

459th 690

Bill Avon - Recruitment Chairman

537th 68

Dave Hutchens - Newsletter Editor

459th 69

Peter Bird - Webmaster

535th 71

Paul Phillips - Historian

459th 69

Bob Davis - Chaplain/Endowment Committee

457th 69

John Davis - Endowment Committee

457th 66

Steve Kelley - 2002 Reunion Chairman

536th 68

Wayne Delawter - Reunion Advisor/Past Chairman of the Board

458 66

Nick Evanish - Past President

457th 66

Christine Phillips - Reunion Coordinator

Please advise the Association of any change of address, phone number, or e-mail address. Send your changes to:

Jim Collier

5607 Jolly Ct.

Fair Oaks, CA 95628-2707

Dues are payable annually. Either enclose your check with your registration form for the annual reunion or send your check to Jim Collier.

I would like to encourage members who might have a humorous incident, or an interesting anecdote, or an exciting story, to share it with all members of our association. If you will e-mail, snail mail, airmail, or pony express mail it to me, I will see that it gets published. Pictures are welcome. If specified, I will return the originals.

Dave Hutchens

(918) 272-3518

17916 E. 96th Street North

Printhut@aol.com

Owasso, OK 74055

Financial Report

C-7A Caribou Ass'n Cash Flow Report

1/1/01 Through 12/31/01

INFLOWS	
Advance Reunion 2001	6,909.00
Association Merchandise	871.00
Dues	5409.00
Interest Income	625.17
Reunion Receipts	452.00
TOTAL INFLOWS	\$14,266.17

OUTFLOWS	
Administrative	132.40
Administrative Supplies	89.55
Memorials	242.00
Newsletter	3385.65
Reunion Expenses	10,340.00
TOTAL OUTFLOWS	\$14,100.05

OVERALL TOTAL **\$166.12**

C-7A Caribou Association Assets

As of 12/31/01

ASSETS	
Cash and Bank Accounts	
Direct Payments	0.00
Hancock Association Act	1,506.03
Money Market - USAA	18,411.88
Pre-paid Dues	990.00
TOTAL Cash and Bank Accounts	20,907.91
Other Assets	
Member Merchandise	399.00
Prior Treasurer	0.00
Reunion Contract Deposits	0.00
TOTAL Other Assets	399.00
TOTAL ASSETS	\$21,306.91

LIABILITIES	
Other Liabilities	
Dues for Future Years	990.00
Member Over-Payments	0.00
TOTAL Other Liabilities	990.00
TOTAL LIABILITIES	\$990.00
OVERALL TOTAL	\$20,316.91

Reunion Demographics

Las Vegas was a very good location for our 12th annual reunion. We had more people attending, more guests, and more first time attendees than in the past several reunions.

Here are the statistics on the 2001 reunion:

Total number of members and guests	161
Members	100
Guests	61
First Time Attendees	32

Members by organization:

4449 -1	458 -24	483 -3	536 -14
457 -15	459 -19	535 -9	537 -11

Members by year in country:

1966- 22	1968- 15	1970- 10
1967- 12	1969- 34	1971- 3

Members by State:

AL- 4	GA- 5	MO- 1	NM- 2	PA- 1	WA- 2
AZ- 1	IL- 2	MS- 1	NV- 8	SC- 2	WI- 1
CA- 28	KS- 1	NC- 1	NY- 1	TX- 11	WY- 1
CO- 1	LA- 3	ND- 1	OH- 1	UT- 1	
FL- 6	MI- 1	NH- 2	OK- 4	VA- 5	

Numbers for the past three years are:

		Members	Guests	Total
Tucson	1999	84	55	139
College Park	2000	58	36	94
Las Vegas	2001	100	61	161

Reunion 2001 Attendees

Francisco & Marcella Archibeque

Alvin & Audrea Balak

Don Becher

*Debbie (Daughter)

Robert & Terry Biggins

Peter & Patricia Bird

Brian Bowen

Robert & Evelyn Bower

Harold Brownell

*Beryl Sugden

Richard & Susan Bunting

Dean & Marcia Chapmen

Ralph & Betty Chasteen

Doug Clinton

Jim & Betty Collier

William & Karen Combest

Robert Cooper

*Deane Fulcomber

Bill & Georgia Crane

Leroy & Sara Crawford

Neil Crist

*Brad Crist (Son)

Al & Shirley Cunliffe

Richard & Maria Darvas

Robert & Georgia Davis

Al Davis, Jr

*Miriam Ring

Barnabus & Sue DeForge

Wayne & Patty Delawter

Francisco & Marie Drumm

Robert & Pat Dugan

*Robert & Wynel Slade

Shanon Dunlap

Roy & Burma Dunn

Jerry & Jane Engles

Stoney & Melva Faubus

Jim & Kay Finklea

Thomas Finkler

Ralph & Evelyn Fitzgerald

Denny Fox

Alan Ghizzoni

Larry & Mary Gill

Milt & Marjorie Golart

Joe & S&y Graetch

Donnell & Sue Griffin

Gus Gustafson

Ron Ham

*Marlene Smith

Bob Hannah

Jim & Barbara Hatchcoat

*Charles & Dolores Henwood

Bill & Millie Higgins

Robert & Eula Mae Hopkins

Bill Horkey

Dave Hutchens

Gary & Arlene Ingwerson

Steve Kelley

Dan Kelly

Kenneth Kimseu

Jim & Marcia Lane

Herbert Lewis

Donald & Ruth Ann Malm

Bob & Noni Markham

Juan & Bonnie Martinez

Thomas & Barbara McHugh

Serge & Lynn Molonosky

Lee & Joy Mott

Robert & Iola Neumayer

*Bev & Oliver Neumayer

Tom & Cheryl Neutzling

Chris & Eileen Nevins

Rick Patterson

Paul Peoples

William Perry

Paul & Christine Phillips

John & Lou Polk

Terrell & Maerene Presley

Ralph Renfro

*Gabrielle Swofford

Leonard & Nancy Reynen

Earl & Pamela Reynolds

Russell Riggleman

Darrell Schmidt

Charles & Anne Schmitz

Allen & Karen Shanahan

John & Sue Shilling

Charles & Barbara Shipp

Walter & Edie Simons

Robert & Daria Sonick

Cary Stephenson

Bud Summerfield

Ray Tanner

Otto & W&a Terrell

John Timko

Gary & Bernie Underwood

Bud & Gloria Weidman

Wilbert Wetzel

Marty & Jean Whalen

Paul Witthoef

Franklin Woznicki

Richard Yamashiro

*Donna McComas

Jerry & Nancy York

Dan & Arlene Yost

Joe Zahradha

* Guest of preceding member

Las Vegas - Reunion 2001

Planning and producing a reunion via telephone, 4000 miles away, is not something a novice should undertake. But Christine Phillips, not a novice, with the help of Milt Golart, did just that. And what a job they did. The Imperial Palace Hotel and Casino was a great location and Las Vegas, of course, has something for everyone.

Christine, and side kick Paul, have the procedures and operation down to near perfection. Registering was so simple that Christine had volunteers working the registration desk. And she had more volunteers than she needed. Almost immediately the registration desk area became the gathering point for all of us.

Attendance was up nicely, with nineteen first-reunion members. That is very encouraging. A nice blend of scheduled activities and free time gave us all something exciting to do as well as ample time to explore the many sights and adventures of Las Vegas.

By all accounts Reunion 2001 was an overwhelming success. Many thanks go out to everyone who helped make this a grand event.

Reunion 2002 Mark Your Calendars 7–12 October 2002

It's Saint Luo in 2002! Steve Kelley, our Association President and our host for this reunion, is looking forward to showing us his hometown. He has an early start on the planning of this year's reunion. Saint Louis will be ideal in so many ways – it is centrally located, there are many points of interest in and around the city, our headquarters (a Best Western hotel) is nice and is downright cheap at \$59 per night and we can stock our own drinks and snacks in the war room — this makes it even more reasonable.

The agenda at this point is as follows:

Sunday – Monday: Open touring on your own (recommended points of interest will be in future communications)

Tuesday evening: welcome reception

Wednesday: Archway to the West & Museum

Thursday: Grants Farm & Transportation Museum

Friday: Women's Shopping, Business Meeting, Banquet

Saturday: Open touring on your own

The hotel will honor Caribou Reunion reservations at \$59 per night from Sunday through Saturday nights of that week. This give those who want to spend extra nights in the area a good deal. Also, this hotel provides courtesy transportation between the airport, the shopping areas and the hotel.

As you can see, this next reunion will be a great one. Again, mark you calendars for this year's reunion.

Earl Reynolds writes...

In the last newsletter we we're discussing KIA's at An Khe. I wanted to share the information I have on the AF KIA's who were attached to the 1st Cav Div. These were part of the initial cadre with the Army:

I was the historian for the 17th AVN Co and the 537th TCS for the period from July through June, 1967.

In October the 17th Avn Co was active in support of Irving, in the area south of Bong Son. The objective was to clear the area east of Highway 1 between Bong Son and Qui Nhon. On the 4th of October aircraft 63-9751 struck Hong Kong Mountain, west of An Khe, killing all of the crew and ten of the twenty-eight passengers aboard. The aircraft was being piloted by Air Force Captain David Webster and Lt Francis Bissillion with SSgt Danial Marlowe and SP4 John T. Byrd acting as flight mechanics. They were on a routine passenger run from Hammond to An Khe AAF, and had started their GCA approach when the radar operator lost them and told them to execute a go-around only seconds before he said that he heard the acceleration of the aircraft's engines which then crashed into Hong Kong on the military crest. This was the first crash resulting in the loss of life in the history of the 17th Avn Co.

I was particularly interested in the commentary and notes in the June 2001 Newsletter from the Army personnel who were first on the mountain.

I'm going to bring a copy of the history from that year...I wonder if other historians have copies of their reports. Maybe we can put out a call.

Earl

Editor: *This sounds like a good idea to me. And then we can get Paul Phillips directly involved as our Association Historian.*

Your Board At Work

We are constantly working to improve your organization. New memberships are coming in but we need more help from our members in locating new names! Please, any input from our members would be greatly appreciated!

We will be represented in force at Dyess AFB in March at the dedication of the new plaque honoring our brothers that were lost in Vietnam. This is a most important event. Please plan to be there if you can.

Long term planning and goals are our first priority for this organization. We are in the process of doing that now. It looks like the shirts and caps are selling successfully. This helps keep the image of our group at the forefront. Our outstanding web page is one of the best that exists, thanks again to Pete Bird. Still, some people are just now finding us.

Let's all keep up the good work that comes from a united veterans group. Our last reunion at Las Vegas was an overwhelming success, many thanks to all of the folks that helped. Remember that in 2002 our reunion will be in St. Louis, Missouri. St. Louis has many site seeing adventures.

We certainly hope that everyone is healthy and wise and doing excellent in this new year. Warmest wishes to everyone.

Steve Kelley
President

Hutch on Intercom

Flying away from Las Vegas Saturday morning after the winding down of our reunion I had a wonderful feeling of accomplishment and satisfaction. A year had gone by since our last reunion in College Park, Maryland and it seemed such a short time. We had all come together again in Las Vegas to meet and greet and to tell the same old stories to the same old friends and acquaintances, and we got the same laughs as if the tale had never been told/heard before. (I wonder if age has anything to do with that?)

My Dad told my brothers and me that the best times are always had at weddings and funerals because that is when old friends and relatives all come together. But my Dad's world was family reunions. Oh, I think he might have attended one high school reunion.

But luckily, our world does include reunions.

I had just checked into the Imperial Palace Hotel, our reunion headquarters in Las Vegas, and was trying to find my way to our registration desk. Walking down the uncrowded hall, with my mind up in the air wondering who might already be here, I happened to catch a glance at a familiar sight – an emblem on a shirt – a CARIBOU! By the time I realized what it was that I saw I was already a few feet past the person sporting the Caribou shirt. So I just turned around and gently shouted – C A R I B O U! Well, who of all people should turn around with a big grin on his face but Peter Bird.

I knew of Peter Bird, our beloved Web Master. I have worked with him for over two years feeding our newsletter to him to post on our web site. But I had never met him. I stuck out my hand and announced my name and he came back with that big smile and said, "Hi, I'm Pete Bird." What a neat experience. That was the first person I met at the reunion. That was Pete's first Caribou reunion.

A day later a young feller came up and introduced himself. "Hi, Major Hutchens? I'm Gary Underwood." Wow! Gary Underwood! A young Lieutenant back in 1970. Phu Cat, checking out in the Bou. Bam! Another neat experience I retired in 1970 and Gary had been playing Air Force for the next twenty some years and finally retired a Wing Commander. But his voice seemed the same, his mannerisms seemed the same, and he seemed to look the same. My thoughts would easily transfer right back to Phu Cat and into the cockpit and that would be Gary sitting beside me. This was also Gary's first Caribou reunion.

Las Vegas was my fifth Caribou reunion. I have had the same wonderful experiences at each one. It is such a shame that we have the names and addresses of so many former Caribou people but just can't seem to coax them out to join us. That being said, we were honored to welcome 19 first timers to our reunion in Las Vegas. That is a major feat. I certainly hope that each of the FNG's enjoyed it as much as I did. Welcome!

Hope to see you in Abilene in March and in St. Louis in October.



General Membership Business Meeting Minutes

Minutes of the Caribou Association Business Meeting on September 7, 2001

Call to Order: President Steve Kelly called the Meeting to order at 1310 and started the meeting with the Pledge of Allegiance.

Determination of Quorum: Secretary Paul Phillips stated that as of September 01, 2001 there were 365 paid members Thirty six members is a quorum. There are 53 members present at the meeting.

Approval of the 2000 Reunion Minutes at College Park: Paul Phillips. Motion was made to approve Minutes as printed in the March Newsletter The motion was seconded and approved by voice vote.

Reports from Officers and Board:

Chaplain, Bob Davis: Gave a Report of the Memorial Service for Captain J. Patrick Jaeger in Atlanta, GA.

President, Steve Kelly: Steve asked for input to Dave Hutchens, the editor of the Newsletter, for stories, information, etc.

Treasurer, Earl Reynolds: Earl gave financial report.

Web Page, Peter Bird: Review and presentation of the Web site now and a look into the future. Our Website renewal is January 2002. Peter made a motion that we upgrade from the True Basic Plan to True Advanced Plan that includes: Two-year domain registration, Hosting and Listing Service for 24 months. The primary benefit is double the disk space from 150 to 300 MB. At the present we are at 120 MB. The motion was seconded and approved by voice vote.

Peter also stated that you could now click on Dave Hutchens, editor of the Newsletter on the Web Page. This makes it easy for members to give Dave Hutchens information or stories for the Newsletter.

Newsletter, Dave Hutchens: Dave reported on the Newsletter. We are planning on 2 distributions of the Newsletter and 1 reunion flyer each year.

New Business:

Jim Collier, made a motion for a separate accounting of advance Taxes. Motion was seconded and passed.

Memorial Gifts: Bob Dugan gave presentation of Caribou Association Plaque at Dyess Air Force Base. The Memorial is a 20 x 30 Bronze Plaque. The cost of the plaque is \$1,750 . All Members will be notified by Post Card. Bob Markham, Chairman of the Board, said "I will be contacting all family members of those listed on the plaque."

USAF Name Change: A motion was made to change the name of the association to USAF C-7A Caribou Association. Motion was seconded, but was defeated 21 for and 25 against.

Reunion 2004: Donald Malm gave a presentation about Odessa, TX for the 2004 Reunion. Donald Malm will host the reunion. A Major highlight for this reunion would be an Air Show put on by the Confederate Air Force. There was a second and passed by voice vote.

Repaint Hill Caribou Aircraft, Jerry York: Jerry York made a motion that the Association pledge \$5,000 to Hill, for the repainting of their Caribou. Wayne Delawter seconded the motion. After some discussion, an Amendment to the motion was made to refer this matter to the Board and the proper committee of the board. Amendment to the Motion passed unanimously.

Col. Wilbert Turk, Wayne Delawter: Wayne Delawter reported that Col. Wibert Turk of the 483 Wing is writing a book. Wayne wanted to let the member know that Col Turk wants information on Units. Anyone having information contact Wayne.

Reunion Appreciation and Commendation for Paul & Christine: The Association wanted entered into the minutes Appreciation for Paul and Christine Phillips. A motion was made and seconded, to Commend Paul and Christine for all the work done for the Las Vegas Reunion.

Nominations Of Officers:

President Kelley asked for Nominations from the floor for President. Hearing none, Nominations were closed

President Kelley asked for Nominations from the floor for Vice – President. Hearing none, Nominations were closed

President Kelley asked for Nomination from the floor for Secretary. Jim Collier was nominated from the floor and seconded.

Jim Collier acceptance was contingent on the following motion. Jim Collie made a motion to override the Board on Back Taxes. Jim's motion to the members; The Taxes collected would be applied for current year and forward. The motion was seconded and passed unanimously.

Jim Collier accepted the nomination for Secretary. Nominations were closed.

President Kelley asked for Nominations from the floor for Treasurer. Hearing none, Nominations were closed.

President Kelley asked for Nominations from the floor for Board Member at Large. Dave Hutchens withdrew his nomination for Member at Large and Nominated Rick Patterson. Motion was seconded. Nominations were closed

The nominations were accepted and were elected by acclamation.

Board Appointments:

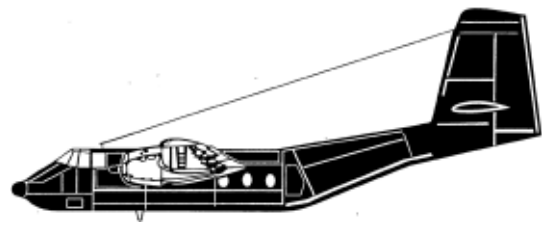
Steve Kelley. The Board recommended the approval of the creation of new appointed positions on the board i.e., reunion coordinator, etc. New positions were established by a 2/3 vote of board members.

Associate Members

Board recommendation to have Associate Members join the Association. These members can participate in all aspects of the Association but cannot vote at the business meeting. The motion was seconded and passed by the members.

Adjournment Motion was made and seconded, passed unanimously at 1510.

Respectfully Submitted,
Paul Phillips, Secretary



Caribous and Dak Pek

Greetings!

I am a 37 year old American who is fascinated with the Vietnam War. Also an aviation enthusiast, i became interested in the Caribou when I saw it on a television special about some businessman who wanted to salvage and restore a B-29 which had crash landed in the Arctic Circle. The team used a Caribou to get to and from the site. LOVE the look of the plane; for some reason i LOVE planes with Gull wings, even the Stuka?!?

Actually, I'm reading a book called Assault on Dak Pek and decided to search for pictures of the area so i could better understand the predicament of the valorous soldiers stationed there. And here I am at your page.

When I first saw that there were pictures of a Caribou crashing at a Special Forces camp, I thought it would be of the plane pictured in a recent Coffee table book called Requiem, dedicated to combat photographers who died in the line of duty, in which a photo of a Caribou which had just been hit by outgoing artillery appeared. No one survived that one, however.

These pictures of Dak Pek are incredibly in that they fill in the blanks that simply reading a book can leave.

I am forever indebted and thankful for all that my brave countrymen did on my behalf (i was born in 1964) over there. Your valor lives on, particularly now that America has awoken, it appears, and become cognizant of how important our soldiers and airmen are to our freedom and survival. I ALWAYS knew, however.

Some people are into writing letters to the editor of some local newspaper; I prefer writing to vets to thank them for what they did for me.

Thankfully and respectfully,

Christopher J. Martin
Redwood City, CA

<http://www.mp3.com/martinsoundlabs>

(my music can be found at the above link, if you have the time and desire! it's not offensive, i promise)

Editors Note: As can be seen by this e-mail and others, our web site gets a lot a action and often compels people to respond to us in writing. This e-mail and the article "I Remember Caribou 723" are both unsolicited and are responses from visits to our web site.

The Last Flight of 'OI 724

I was the 483rd Cams Maintenance Officer - until it was consolidated with the Fighter Wing Maintenance and Supply Squadrons, as well as the Maintenance Staff. I then became the Maintenance Officer for the 459th and 537th TAS's until they were consolidated.

724 was one of my aircraft and unfortunately the sling had been mine until the 483rd's mechanics and equipment were combined with the fighter wing.

When 724 went off the end of the "international" (734 feet if I remember correctly, with a 40+ foot drop at either end) me and mine (the mechanics assigned to the TAS) went to Tra Bong and with the help of the Tech. Rep. determined it was salvageable. There are three longerons that support the aircraft fore and aft; two run just under the cargo floor and the third runs down the middle of the ceiling. The nose gear actuator is connected to the two bottom ones just forward of the cockpit bulkhead. When 724 went off the end the nose gear actuator snapped the two longerons and the only thing holding the cockpit to the rest of the fuselage was the top one and the skin.

For the next 45 days (again based on memory) we stripped it down to below 14,000 pounds to get it light enough for the Skycrane to pick it up. The plan was to take it to Chu Lai, break it down enough to load on a C-5 and take it to the RAM team for rebuilding. We had to leave the engines on so the aircraft would stay fairly level during the lift out and flight but everything else that was removable was taken off. Hand loading the two wing outer panels (which still had some fuel in them) on to a Chinook took 50 USAF, USA and RVNA troops.

The hoist had been put together to bring C-7's in when Base X (Phu Cat in the early days) was being set up. It was basically four steel plates, 12 to 18 inches long and twice that

height with a hole pattern that matched the outer wing attach bolts and four 1/2" (I believe) steel cables joined to a ring. When we took it out of storage we found that it hadn't been maintained (hadn't been greased or coiled and uncoiled). As a result it had some kinks in it that were right on the limits. There wasn't any new cable or bugs (the "U" shaped clamps used to attach the cables to the ring and plates) available in SEA. The RAM team, Phu Cat Aero Repair and I evaluated the rig and determined it would be OK to use. That was a mistake - as the pictures show.

The crewchief who attached 724 to the Skycrane wanted to fly with it to Chu Lai. Fortunately that was denied. He did get a major shock from the static electricity the chopper generated when he made the connection. It almost knocked him off the aircraft.

The chopper picked 724 up, got about 100 to 150 feet up and the left front (again memory) cable snapped. It was followed in quick succession by the right rear, right front and left front. The accident happened so fast that the load master on the chopper didn't have time to jettison the load (724).



As the Skycrane was lifting the Caribou, the lifting sling snapped. This photo shows the left horizontal stabilizer just about to hit the ground. I'll bet the helo crew was getting the ride of their life. I believe they had no serious problems after the immediate emergency.

The day it was dropped was one of the few times I wasn't at Tra Bong. I had stayed at Phu Cat for reasons I don't remember and was set to receive the bird when it got to Chu Lai. The RAM team chief was there in my place and the movie of the event shows him in the background. If you can read lips, his words were "Oh Shit!!!"

We were all crushed. Not only had we lost an aircraft (and we were short to begin with) but we had invested 45 days times a normal crew of 10 mechanics.

We stripped the aircraft of everything we could - including parts not normally considered removable. Much thanks to the Tech. Rep. a little Canadian who had flown in the Battle of Britain. I can picture him but can't remember his name. We gave the remains to the Army. The back end was used for fork truck loading and unloading practice and the front end as shelter. It started to be called the Tra Bong ALSE. The Army troops actually put a radio in it.

It was still there being used when I left in April of '71.

Hope these memories are of help. Be careful - the memory is the second thing to go — and I forget what the first one was.

Chris Daly



After hitting the ground, the Caribou broke in half forward of the troop doors. As the main gear then hit the ground the engines broke their mounts and also tumbled to the ground.

My Vietnam Story

James Holden, 459, 66

I trained as an aircraft mechanic in the Irish Army Air Corps and I migrated to The United States in 1964. I joined the United States Air Force in May 1965. The Air Force recognized my previous training and I was posted to Travis Air Force Base California as a three level Airframe Structural Repairman directly from basic training.

My Vietnam story commenced on the 12th July 1966 when I received orders to the 6252nd Operations Squadron A.P.O. 96307. We all knew that 96307 was Tan San Nhut Air Force Base. On arrival in Tan San Nhut I searched for the 6252nd. On the third day I found my squadron, it consisted of one desk shared by a Lt Col, a Captain and a Staff Sgt. After presenting my orders the Captain said, "Don't unpack, you are going up country, Come back in the morning with your bags and we will tell you where you are going." I saw my nice civilized posting disappear in front of my eyes.

In late 1966 the transit barracks in Tan San Nhut was basic accommodation. Most people had cots but quite a few slept on blankets. One T/Sgt had a cot and an air mattress. Not sure of what the sleeping facilities would be like in the future, I borrowed the air mattress when the T/Sgt went to the toilet and I was on my way out the door.

I was assigned to the 92nd Aviation Co. United States Army based in Quinhon. I had never heard of Quinhon. Later that afternoon we boarded a C-130. The aircraft went U/S in Nha Trang and I used the air mattress for the first time. When I went to the toilet in the middle of the night I brought my air mattress with me.

Quinhon was an experience. There was a hangar for the Caribous and the sleeping quarters were hospital tents at the far end of the field. The workshops were all on wheels with folding out sides and only the most basic equipment. An aircraft parking area separated us from the hospital, and the med evac helicopters landed there on a regular basis. It reminded us all just where we were and the action going on just a few miles inland. I remember T/Sgt Melvin B. Drees from Ohio and AIC Stazak who was based at Offett A.F.B. prior to Vietnam. In October 1966 the commander of the 92nd Aviation Co. was an Army Captain and the commander of the Air Force element of the 92nd Aviation Co. was LTC Mimms. In late 1966 we were allowed to mail letters back to the United States without stamps. I remember this because I still had to use stamps when I wrote to my family in Ireland, and it was very difficult keeping stamps in a usable condition with the high temperature and humidity.

Every time I hear the remark, "be careful what you ask for, you might get it," I am reminded of the barracks the army built for the 92nd. It had two floors and the sides were covered in the fine mesh wire that kept most of the mosquitos out yet allowed the maximum air circulation. The senior NCOs decided they wanted the upper floor and us junior airmen were given the ground floor. The NCOs were happy until the first day the toilet detail decided to set the "honey buckets" on fire and the smut from the fires adhered to the metal screens on the upper floor. Now the NCOs wanted the lower floor. LTC Mimms decided to maintain the status quo.

We had the Bob Hope show during the Christmas period, and immediately after the show we moved our workshops and anything else we could liberate from the army to Phu Cat A.F.B. and we became the 459th Troop Carrier Squadron, United States Air Force. What had been the 17th Aviation Co. attached to the 1st Cavalry Division at An Khe became the 537th Troop Carrier Squadron and moved to Phu Cat at the same time. The maintenance function of the two squadrons was combined.

If my memory serves me, the land that became Phu Cat A.F.B. was a training area for the VC until the fall of 1966. Phu Cat had a dirt strip and immediately beside the runway the resident Red Horse Squadron were reasonable. In May 1967 the permanent runway was built and Phu Cat got its first Squadron of F-100's from Ben Hoa. Two weeks later we read on the Stars and Stripes that Phu Cat was operational. Were we on the moon for the past four months? Were our pilots flying ghost aircraft? Later I rationalized it must be the fighter people brought along their own PR. All the Caribou Squadron people did was their job far from the spotlight. Some of us did the maintenance, others flew the aircraft and others did supply and administration. As far as I'm concerned, we had cohesion as a Squadron that others could never emulate. We thought the base was operational from the time we got there but guess an Air Force Base is only operational when the fighters arrive.

There was no love lost between the fighter people and the Caribou people. They considered us as some low life form and, we considered them carpetbaggers. During the summer of 1967 all base workshops were combined in the new facility. It wasn't the same. The people on the dirt strip were a small group of people who were absolutely dependent on each other regardless of rank. Military courtesies were always observed yet I believe every one of these people trusted each other completely. When we moved to the permanent

K.P. AT THE OFFICERS' MESS

Jerry Presley

Every enlisted man (E-4 and below) that served in the Air Force during the 1960s got the privilege of participating in a little dog-and-pony show called K.P. It was one of those little aggravations that you just put up with and went on about your business. I put it in the category of getting a root canal.

Cam Ranh Bay was no exception to the rule. At the 483rd CAM Squadron every E-4 and below was a candidate for K.P. If my memory serves me right, K.P. came along about every three or four months, depending on the number of warm bodies in the squadron. It amounted to you being assigned to some Mess Sgt. for three or four days to help out in the kitchen doing all the flunky work. My roommate used to refer to it as "an opportunity to hone your culinary skills".

The job you were assigned on K.P. was determined by the order in which you reported for duty at the chow hall, the best job being outside man and pots and pans the worst. The first to report got outside man and the last to report got pots and pans. The ones who reported in-between these two parameters got the in-between stuff like clipper, dining room orderly (DRO), serving line, salad maker and so on down the line. As you can see, it was in your best interest to get there pronto in order to get a decent job.

The day usually started before daylight, around 0400 hrs to the best of my memory. I know it was always dark when you got there, so to land that good job you had to report in about an hour early. This would require you to get up at about 0200 hrs in order for you to shave, shower, dress and get to the chow hall by 0300 hrs. This was very hard on your shuteye.

My first dose of K.P. at Cam Ranh Bay happened to be at the officers' mess. "Hot damned"; I thought "Good food and better duty than at the consolidated chow hall". I figured there were fewer officers than enlisted men so this would be a piece of cake. I could just taste the filet mignon, fried shrimp and lobster tail, washed down with a good port or sherry wine, bathing the palate. After all, this was the officers' chow hall we're talking about here. These guys are gentlemen so they must dine like gentlemen.

On the appointed day, I rolled out of the sack, got ready and headed to the officers' mess. I arrived at 0300 hrs to find a group of K.P.s already there sitting around smoking and joking. Those guys must have camped out there over night. One of them, a guy from the Caribou phase docks, saw me and hollered something about saving pots and pans for me since I had slept until noon.

I hurried to the roster and found a dining room orderly job open which I signed up for immediately. What the heck, it

beat pots and pans.

The Mess Sgt. made his appearance at about 0330. He gathered us around and looked us over. He told us to do as we were told by his cooks, keep our caps on at all times in the chow hall (I guess this was to avoid the hair- in- the-food thing) and for all of us who were mechanics to go scrub the grease from under our nails. I guess he had dealt with mechanics before, because he had a little brush for the purpose of cleaning nails.

After we had spruced-up enough to pass inspection, the Mess Sgt. had one of his cooks fix breakfast for us. Things were beginning to kick into gear.

We were treated to an omelet, bacon toast and all the other regular Air Force breakfast goodies. This would prove to be the highlight of the day for us.

Being an Oklahoma country boy, the closest thing to an omelet I had ever had was scrambled eggs and poke salad. The omelet was pretty impressive to say the least. I couldn't wait for lunch.

After breakfast, we were assigned to our respective jobs. Each group had a regular cook that they were assigned to. I would liken him to a "boss man" who kept an eye on us to keep us from running amuck and blowing up the kitchen or scalding each other. You might call him a disaster control guy.

The cook who was in charge of the DROs was a nice guy from Alabama or Georgia, somewhere down in that area, but he was a real clean freak. My wife is a clean freak but she doesn't compare to that guy. He made sure we swept and mopped the floor and wiped and scrubbed the tables after each meal, kept the serving line and milk dispensers immaculate, filled and cleaned the salt and pepper containers and mopped the kitchen from one end to the other whenever he thought it necessary. If it didn't move you wiped, scrubbed or mopped it. Anyone who ate there during this guy's tour ate in a clean mess hall. We immediately dubbed him "Mr. Clean".

When the breakfast rush was about over and everything was spotless, Mr. Clean let us take breaks in shifts. I guess they wanted to give us a rest before the next phase.

Some of us were sitting in the back of the chow hall shooting the breeze and drinking coffee when a Col. and his entourage came in. We continued our break and didn't think much of it. The next thing we knew, the Col. had sent a Major over to tell us to remove our caps. We were all smart enough to realize that when a Bird Col. sent word to do

something you did it. The last thing we needed was to rile up some Col. before he had his morning coffee and SOS.

About that time, the Mess Sgt. sends Mr. Clean over to tell us to put our caps on. (the hair-in-the-food thing again I suppose) We put our caps back on.

The Major comes back with a note pad wanting to know our name, squadron and 1st Sgts.' names. He told us that we weren't showing proper respect by not uncovering while in the officer's mess.

This was turning into a bad game of Simon Sez. We had a Bird Col. on one side of the place saying take it off and a Mess Sgt. on the other side saying put it on. We were in a no-win situation here and these two guys were unaware of the other's orders. Finally I mustered all the military courtesy I could and told the Major; "Sir, we're on K.P. and the Mess Sgt. told us to leave our caps on".

The Major reported back to the Col., who in turn walked over and talked to the Mess Sgt. The Col. then walked over to our table, told us to be at ease and apologized for the misunderstanding.

I can't recall who the Col. was but I think he was a hell of a man to apologize to a group of E-3 and E-4 airmen. He made an impression on me by showing us some real character.

Next came preparations for lunch and more cleaning, wiping and scrubbing. I kept watching to see if the steaks, shrimp or lobster would materialize. I was very disappointed when they started breaking out the roast beef. Hell, we had that stuff over at our chow hall. I figured that maybe they were saving all the good stuff for dinner when the flight crews returned.

After a lunch of roast beef it was a repeat of the morning activities. Clean, mop, scrub and wipe were the order of the day. Mr. Clean was like a man possessed looking for something to clean. He even had us scrub the insides of the floor drains with toilet stool brushes and pine sol.

We moved on to the preparation of dinner. I was livid when I saw the cooks pulling out the meatloaf and chicken a la king ingredients. It finally dawned on me that the only thing you were going to get out of this chow hall was a regular Air Force meal and a lot of hard-ass work cleaning every thing that didn't move.

About 2000 hrs the chow line was shut down and we started our final clean up. The cooks had changed shifts and we were still there. We were joking that Mr. Clean was probably at the club by now planning our cleaning activities for tomorrow.

By now we all knew the routine of clean, mop, wipe and scrub. We finally got everything squared away by about 2100

hrs and were ready to go to the hooch except for one catch. There's an old tradition that no one goes home from K.P. until the pots and pans are done.

We looked into the pots and pan area to see a pile of greasy cooking utensils stacked about head high. There was nothing to do but get in there and help get them done, which we did, in record time.

I finally got back to the hooch at about 2200 hrs and got into bed in time for a few hours sleep before I had to do it all over again. I was sure hoping that tomorrow would be Mr. Clean's day off as I drifted off into dreams of steak and lobster tail.

483 CAMS via e-mail

Pete -(Pete Bird)

I really enjoyed your PHOTOS on the website of the C-7A Caribou Association, and look forward to meeting you at next week's Assn. Annual meeting / convention / in Las Vegas. I'm leaving tomorrow from DALLAS to -Vegas (spend couple days with my brother out there).

I was a Maintenance Officer with 483 CAMS in 1970-71, arrived as a 'brand new Second Lieutenant. Your photos include "some of my best [well, most challenging] work," including . . . "Caribou Rudder Replacement" at Can Tho, after backing into a building {actually, changing out a 'bou rudder Without A Crane up at Duc Lap II was much more difficult} and "Bad Landing " at Dalat Cam Ly when the go-around pilot turned into the "dead" engine [turned off by I.P.] and lost it . . . well, as you noted, the crew survived intact . . . but their hearts beat a whole lot faster, and I think they left their luggage when they exited the aircraft, once it stopped on the mountainside . . . because The Cargo was two bladders of JP-4 {which did not rupture} {those things really take a licking}!

My task there as 'Recovery' Maintenance Officer directing team of mechanics was to rip open the fuselage and extract the bladders (with a Chinook), separate the wing from fuselage (to make pieces that a Chinook could lift), then put as much of the wreck as I could onto the mountain-top "base", "inside the fence", in order to not provide a mile or two of useful WIRE and jagged sheet metal for bad-guy Booby Traps. We pulled the radios and as much "parts" as we could out of the wreck, and put nearly a quarter of the plane's price back into the Supply system . . . except the Supply system had no input code for 'recovered from wreck and checks good' . . . so we had to use [F.O.B.] 'Found On Base' [don't ask where]! Of course, the tough question with Rudder Replacement(s) was . . . where to even GET a spare Rudder, since those do not sit around in the parts warehouse. More on that, some other time. ..next week!

Best from - Paul Witthoeft [483,70]

I Remember Caribou 723

723Hally P. Wood (Hal)
CW4 USA, RET

I would like to tell a story that took place over thirty years ago. I was a member of HHB 3/18 FA on the hill by the rock quarry across MSR 1 from Chu Lai. In less than two weeks, I would be on my way to catch the Red Tail that would take me home. With my replacement on board and briefed, I had little to do but count the hours. A phone call from HQ almost changed all my plans for the future.

It was determined that I was a likely candidate to go to one of our gun units at Tien Phuc and inspect their sundry fund. Simple task...go to the Chu Lai air strip, catch a re-supply caribou, go to the unit, do the inspection while the caribou was being unloaded, and return to the Chu Lai air strip. I arrived at the air strip in time to see the caribou lifting off the runway. Returned to the hill as a CH 47 was preparing to hook a conex of rations to the same gun unit that I was scheduled to visit.

Being my first ride on a 47, I was visibly disturbed at so much hydraulic fluid dripping all over the cargo compartment. Concerned enough to ask the crew chief about it. His comment "Not a problem. When it doesn't leak we worry about it".

Upon arrival at the fire base, I noted that there were very few people in the area. The unit clerk informed me that the inspection would have to wait because the unit was out securing the parameter around a downed caribou. Instant shock. That was to be my ride. What if I had been on time and not late? I hate to think about that part.

The 47 delivered me and the empty conex back to my unit just in time to stop a Red Cross message to my family that I had been on the caribou. You know the rest of the caribou story. What I didn't know is information you have put below the pictures on the C-7A Caribou Association page relating to Caribou 723. Thanks for completing the story. Such a tragic loss deserves the recognition you have given. The names of those lost will always be in my memory of that day so long ago. By the way, I caught that Red Tail on 6 January 1970.

EDITOR'S NOTE: Information from the photo referencing 723 on our web site. The fatal crash of Tail Number 723 on 12/26/69 occurred at Tien Phuc. On short final to Tien Phuc, Pilot Lt. Dave Bowling took a round of ground fire directly into his heart. The 'Bou went into a rice paddy. The Co-pilot, Lt. Patterson recovered. The Flight Mechanic, E. J. "Squeak" Welch, was crushed by the cargo as it broke free. After this shoot down, Tien Phuc was approached with "FAC & Fighters" for quite a while. Story was that a broken blade struck a hooch and killed a villager.

Career Counseling

Sir,

I am DJ Baker and I would appreciate it if you could tell me what it takes to be a fighter pilot in the USAF. What classes should I take in high school to help the career I want to take later in my life? What could I do to get in the academy?

Sincerely,

DJ Baker

Dear DJ:

Obviously, your young, impressionable brain has been poisoned by hyped-up, "Top Gun" media portrayal of fighter pilots. Unfortunately, this portrayal could not be further from the truth. I've found most fighter pilots pompous, back-stabbing, mamma's boys with inferiority complexes, as well as being extremely overrated aeronautically.

However, rather than dash your dreams of becoming a USAF pilot, I offer the following alternative. What you REALLY want to aspire to is the exciting, challenging, and rewarding world of TACTICAL AIRLIFT. And this means one thing — the venerable, workhorse C-130! I can guarantee that no fighter pilot can brag he has led a 12-ship formation down a valley at 300 ft, while trying to interpret a 9-line to a new DZ, avoiding pop-up threats, and coordinating with AWACS, all while eating a box lunch, with the engineer in the back taking a leak and the navigator puking in his trash can! I tell you, DJ, TAC Airlift is where it's at.

Where else is it legal to throw tanks, HMMVEEs, and other crap out the back of an airplane, and not worry about it when the chute doesn't open and it torpedoes the General's staff car! No where else can you land on a 3000' dirt strip, kick a bunch of ammo and stuff off the ramp without even stopping, then take off again before range control can call to tell you landed on the wrong LZ!

And talk about exotic travel! When C-130s go somewhere, they GO somewhere (usually for 3 months, unfortunately). This gives you the opportunity to immerse yourself in the culture enough to give any local population a bad taste in their mouths, not something those strat-lift pilots can do from their airport hotel rooms!

As far as recommendations for your course of study, I offer these. Take a lot of math courses. You will need all the advanced math skills you can muster to facilitate the calculation of per diem rates around the world, and when trying to

split up the crew's bar tab so that the co-pilot really believes he owes 85% of the whole thing.

Health sciences are important, too. You will need a thorough knowledge of biology to make those educated guesses of how much longer you can drink beer before the tremendous case of the shits catches up to you from that meal you ate at that place that had the belly dancers in some Godforsaken foreign country whose name you can't even pronounce! Social studies are also beneficial. It is important for a good TAC Airlifter to have the cultural knowledge to be able to ascertain the exact location of the nearest titty bar in any country in the world, then be able to convince the local authorities to release the loadmaster after he offends every sensibility of the local religion and culture. A foreign language is helpful, but not required. You will never be able to pronounce the names of the NAVAIDs in France, and it's much easier to ignore them and go where you want to anyway.

A study of geography is also paramount. You will need to know the basic location of all the places you've been when you get back from you TDY and are ready to stick those little pins in that huge world map you've got taped to your living room wall, right next to that gigantic wooden giraffe statue and beer stein collection.

Well, DJ, I hope this little note inspires you. And by the way, forget about that Academy thing. All TAC Airlifters know that there are waaaaay too few women and too little alcohol at the Academy to provide a well-balanced education. A nice, big state college would be a much better choice. Good luck!

Maj. Hunter N



Vietnam From page 11

facility this relationship was lost. In July I was advised of my next posting. George A.F.B, California. I requested a six-month extension in Vietnam and I was refused because I had a brother serving with the Seabees.

In August 1967, one of our Caribous was shot down by friendly fire. The crew chief, TSgt Zane Carter slept across from me in the barracks. I don't remember the names of the pilots but when I visit the Vietnam memorial I look up the names of. the three of them and say a silent prayer in their memory. The replacements started to arrive in August and I never got to know any of them. I left Vietnam in early October, enjoyed 30 days leave in Ireland with my family and friends and reported to George AFB. I was discharged about a year later from George A.F.B.

Subject: Pilots

I want to be an Air Force Pilot when I grow up because it's fun and easy to do. Pilots don't need much school; they just have to learn numbers so they can read maps, so they can find their way if lost. Pilots should be brave so they won't be scared if it's foggy or if they see a wing or motor fall off. They should stay calm so they will have some idea of what to do if their plane starts falling through the air.

Pilots have to have good eyes so they can see through clouds and they can't be afraid of lighting or thunder, because they are closer to them than we are. The salary pilots make is one thing I like. They make more money than they can ever spend. This is because most people think airplane flying is dangerous, except pilots, because they know how easy it is.

There isn't much I don't like, except that girls like pilots and all the stewardesses want to marry them. So pilots always have to spend a lot of time buying them drinks and things, and chasing them away.

I hope I don't get airsick, because if I do, I couldn't be a pilot and might have to get a real job and go to work.

Cut out and mail

Registration for the Dyess Memorial Services 9 - 10 March 2002

Member Name _____

Guest _____

Guest _____

Guest _____

Number to Attend the BBQ Dinner 9 Mar 2002

X \$12.00 = _____

Make check payable to C-7A Caribou Association.

Number to attend the Sunday Brunch 10 Mar 2002

Mail to: **Jim Collier**
5607 Jolly Ct.
Fairoaks, CA 95628-2707
C_7Caribou@Bigfoot.com
Please mail before February 25, 2002

When I enlisted, I intended to serve 20 years. After my year in Vietnam and with the Caribous I was spoiled. I kept comparing the Squadron, the facilities, the people, to the people I served with during my year with the 459th and present company always came up short. To the people of the 459th, indeed the people of the 483rd Troop Carrier Wing, thank you for allowing me to be part of a fantastic group of people and I think of you often with only the most pleasant memories.

After leaving the Air Force I worked as an Aircraft Mechanic and Maintenance Supervisor for British Airways and retired in March, 2000 with over 30 years service. I am active in the VFW and at 58 years old, I'm a second year law student in the Massachusetts School of Law. When I qualify, I intend to represent indigent veterans at various hearings. So many have given so much and received so little in return.

Reunion First Timers

This was the first Caribou reunion for these 19 members.

Row 4:

Zahradka [458,69]

Row 3:

Balak [459,66], Tanner [458,66],
Dunn [535,68], Lewis [458,69],
Underwood [459,69], Timko [457,69],
Withoef [483,70]

Row 2:

Woznicki [536,66], Bird [535,71],
Dunlap [459,69], Polk [458,71],
Cunliffe [458,68], Biggins
[458,69], Faubus [458,68]

Row 1:

Kimseu [536,67], Yamashiro
[458,71], Clinton [458,69], Bowen
459,68]



VITAL STATISTICS:

IF THE INFORMATION ON YOUR MAIL LABEL IS INCORRECT OR NOT CURRENT, PLEASE ENTER CORRECTIONS AND RETURN TO:

C-7A Caribou Association
Attn: Jim Collier
5607 Jolly Ct.
Fair Oaks, CA 95628-2707

TODAY'S DATE

TAX YEAR	SQUADRON	ARRIVAL YR.	RANK	AREA CODE	TELEPHONE
LAST NAME	FIRST NAME	MIDDLE INITIAL			
STREET ADDRESS					
CITY	STATE	ZIP CODE PLUS 4	E-MAIL ADDRESS		

January 2002



ASSOCIATION

VIETNAM

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Fair Oaks, CA 95628-2707
C_7Caribou@Bigfoot.com

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