

C-7A CARIBOU ASSOCIATION NEWSLETTER

VOLUME 1

MARCH 2001

ISSUE 12

Reunion 2000 - A Real Success

Time flies, it seems like we just got back from the 2000 Washington – Baltimore Reunion and off again to make reservations for Las Vegas.

The 2000 Reunion's theme was: "From the Past to the Future." I hope all the attendees had a good time.

Milt Golart is working very hard to set up the 2001 Reunion in Las Vegas. I know San Diego was our first choice, but negotiating with hotels is not the easiest thing to do. My hat goes off to Milt on his persistence.

The Association is always looking for volunteers to contribute to its improvement. Without volunteers our association could not function. We all have family, work or other personal commitments, but if you could volunteer to submit articles to the newsletter, contact members in your area or help out with the set up and running at the reunions it all helps to enhance the C-7A Caribou Association.

Jim Collier is a life saver with his up keep of our C-7A Caribou Roster. Peter Bird has to be one of the best Web Masters on the internet. Earl Reynolds is our treasurer and spends a lot of time to make sure the reunion contracts are acceptable along with treasurer's reports on the Association's assets.

Wayne DeLawter is a great person for the behind the scenes contributions of information and organization. Wayne was instrumental in getting our Key Note Speaker, General John Handy, for the 2000 Washington – Baltimore Reunion.

My Thanks to the board members that take their time to exchange ideas and work so hard to keep the association running.

Christine and I are planning on attending the 2001 Las Vegas Reunion and again Christine has volunteered to do registration. I look forward to seeing everyone at the Las Vegas Reunion. I anticipate the day trips to be fun and exciting. The Bus tours at the 2000 Reunion give people time to chat on the bus with friends, to meet new people and we didn't have to worry about the traffic or getting lost.

Paul E. Phillips, Secretary

(Ed.'s Note: For those who don't recall, Paul was voted Association Secretary at the 2000 business meeting. Paul and Christine Phillips hosted the Washington - Baltimore Reunion 2000. Our sincere thanks, Paul and Christine, for a job truly well done!)

Web Site Keeps On Growing

That's right, just like the energizer bunny, the web site just keeps on going and going and going. As of today there were 11,308 visits to our site. That's 8,901 hits since March 2000, just a year ago.

Many of our members have visited our site. There are a lot of members *with* computers who haven't been there. If you don't have access to the web, you probably know someone who does. They might be able to help you visit the site.

For those who are new to our web site, be sure to visit the forum section, lost and found, the photo gallery, as well as all the other sections. The forum section has several inquiries of a general nature, and are looking for answers. Very possibly you could supply

the answers. In the lost and found section you can post messages asking about old friends and lost buddies. Several inquiries are posted from sons looking for information about their lost fathers. One son is trying to get information to his father who does not use computers. There are several inquiries from non-association members, looking for information from Caribou people.

The photo gallery is something else. I once counted the number of photos posted to the site, but I misplaced the figure. There are literally hundreds of pictures, and many of the collections have very interesting commentary provided by the authors. I'm sure that there are pictures of your old base and maybe even your hooch. And Pete Bird has furnished a map of Viet Nam where

See Web Site pg 9

Financial Report

C-7A Caribou Ass'n Cash Flow Report

1/1/00 Through 12/31/00

INFLOWS

Advance Reunion 2000	5,102.00
Association Merchandise	117.32
Dues	3,609.00
Interest Income	910.74
Refunds from Reunion	37.00
Returns	104.96
Reunion Receipts	4,636.51
<u>TOTAL INFLOWS</u>	<u>\$14,517.53</u>

OUTFLOWS

Administrative:	
Awards	249.14
Telephone Long Distance	237.85
TOTAL Administration	486.99
Administrative Supplies	89.55
Bank Charge	58.34
C-7 Merchandise	150.50
Postage and Delivery	232.90
Newsletter	1493.42
Refunds to Members	328.00
Reunion Expenses	8755.29
Uncategorized Outflows	0.00
<u>TOTAL OUTFLOWS</u>	<u>\$11,594.99</u>

OVERALL TOTAL **\$2922.54**

C-7A Caribou Association Assets

As of 12/31/99

ASSETS

Cash and Bank Accounts	
Hancock Association Act	2,135.08
Money Market - USAA	15,786.71
TOTAL Cash and Bank Accounts	17,921.79
Other Assets	
Member Merchandise	2,429.00
Prior Treasurer	0.00
Reunion Contract Deposits	0.00
TOTAL Other Assets	2,429.00
<u>TOTAL ASSETS</u>	<u>\$20,350.79</u>

LIABILITIES

Other Liabilities	
Member Over-Payments	15.00
TOTAL Other Liabilities	15.00
<u>TOTAL LIABILITIES</u>	<u>\$15.00</u>

OVERALL TOTAL **\$20,335.79**

2001 Officers and Board

Steve Kelly, President
536th, 1968
20 Forest Oak Ct.
Fenton, MO 63026-3109
odiestyle@aol.com

Thomas G. Neutzling, Vice President
458th, 1969
4420 Cameron Rd
Cameron Park, CA 95682
neutzling@directcon.net

Paul E. Phillips, Secretary
459th, 1969
P.O. Box 143
Folcroft PA 19032
pep518@yahoo.com

Earl C. Reynolds, Treasurer
537th, 1966
4953 Antioch
Baton Rouge LA 70816
reynoldse@compuserve.com

Robert Markham, Chairman of the Board
459th, 1969
832 Chestnut Ave
Redlands, CA 92373-6746
markhambob@juno.com

Robert H. Dugan, Board Member
538th, 1968
1700 Brooks Ave
Brownwood TX 76801-7323
duganrh@bwoodtx.com

David Hutchens, Board Member, Newsletter Editor
459th, 1969
17916 E. 96th St. N
Owasso, OK 74055
Printhut@aol.com

The 2001 reunion will be held in Las Vegas at the Imperial Palace Hotel and Casino, September 4th through 7th. Details are still tentative, however they are posted to our website: www.c-7acaribou.com. Final details and sign-up sheet will be published in the June newsletter. You may address questions to: Paul & Christine Phillips, christielee52@yahoo.com, or P.O. Box 143, Folcroft, PA 19032, (610) 522-5981.

Results of 2000 Survey

Shortly after the 2000 reunion a survey was sent out to each of the reunion attendees, 54 members. The purpose of the survey was to get an idea of how everyone felt about the reunion. What was learned can be applied to future reunions. The results are tabulated here, but only those questions answered “yes” or “no” are listed. The comments to the questions are too numerous to list, but special note has been taken of the comments which were made that reflected some *very intense* feelings!

Here are the results.

	<u>Yes</u>	<u>No</u>
1. The hotel was to my liking.	21	2
2. I took advantage of the “Early Bird” tours.	11	2
3. I took advantage of the 2 additional days before/after.	10	11
4. I came in early because of the “Early Bird” tours.	7	13
5. I enjoyed the tours that were set up each day.	17	4
6. I enjoyed the evening activities.	17	3
7. Registration was well organized.	20	1
8. Name tags were easy to read.	22	1
9. I liked the free giveaways.	21	1
10. I liked the hotel restaurant.	16	5
11. I ate in the hotel restaurant.	19	2
12. I liked the welcome reception.	16	3
13. I would like the 2001 welcome reception to be the same.	14	5
14. I liked the welcome Reception door prizes.	17	3
15. The banquet was handled well by the hotel.	21	1
16. The banquet entrees were enjoyable.	20	1
17. The banquet program was well done.	17	5
18. The speakers were informative and interesting.	18	4
19. The banquet door prizes were a good idea.	18	2
20. The war room was set up comfortably.	18	4
21. I used the war room. I made a contribution.	18	2
22. The war room hours were adequate.	15	7
23. I enjoyed the speakers at the Welcome Reception.	15	3
24. I enjoyed the speakers at the 94th Aero Squadron.	12	4
25. I think that we should have corporate sponsors again.	17	6
26. I would attend another East Coast reunion.	<u>19</u>	<u>2</u>
Totals	370	65

27. I would give this reunion an over all rating of: (1 is best, 10 is worst)

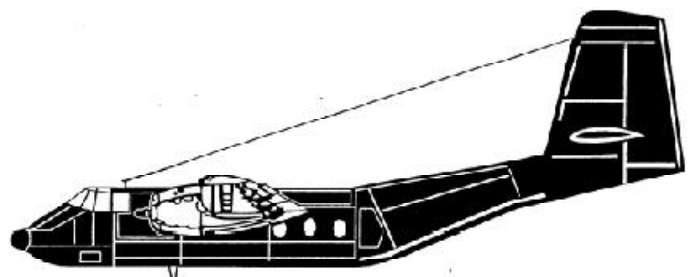
(1) 5, (2) 4, (3) 5, (5) 1, (6) 2, (9) 3, (10) 0.

It is obviously impossible to please everyone. As you can see, we are making an attempt to continually improve the quality of our reunions. Feed back from all that attend is crucial to future planning. The following are some of the many comments that appeared on the survey. Although they represent some very warm sentiment, they do little to help future planning. It takes concrete ideas to make things happen. We can use everyone’s help in this department.

“This was the best registration ever...couldn’t imagine how it could have been better.” “Paul and all the others who worked the registration did a SUPERB JOB.” “Christine deserves a HUGE thanks for a job well done.” And there were several comments which expressed another perspective, i.e., “too commercial, don’t need corporate sponsors.” “Plan other activities at the end of the three day reunions...keep the reunions an airplane and guy thing.”

All in all, everyone seemed well pleased with the reunion. We did gather some general ideas which we will most definitely work on. We need to keep the war room open longer and more often. We need a lot of show and tell items, and maybe a large bulletin board to put pictures and messages on. And we need to devise a way of disposing with the residue of the soft and hard drinks. Maybe auction them off at the end of the reunion, or give away as door prizes. Of course we need more volunteers, always more volunteers. And we always need dynamic banquet speakers. General Handy’s speech received so many very positive remarks he will be hard to beat, but we must be thinking about our next speaker.

So, to sum this up, this is your Association, your reunion, your banquet, your dues and your time. Lets all be thinking about how to improve everything. And then communicate your ideas with the people who are working on your next reunion. There will be a copy of the survey available at the next reunion in Las Vegas for anyone who is interested in looking at it.



Reunion Demographics

In the March 2000 newsletter we gathered some information about the demographics of the 1999 reunion. Our hope was to commence charting an increase in the number of reunion attendees. But to our dissapointment, we actually experienced a decrease; from 84 members in 1999 to 54 members in 2000.

Here are the statistics on the 2000 reunion:

Total number of members and guests	94
Members	58
Guests	36

Members by organization:

4449 -1	458 -6	483 -4	536 -5
457 -14	459 -13	535 -5	537 -10

Members by year in country:

1966- 19	1968- 14	1970- 3	1972- 1
1967- 12	1969- 11	1971- 1	

Members by State:

AL- 1	FL- 5	MI-1	NY- 1	RI- 1	WA- 2
AZ- 1	GA- 4	MN-1	OH- 1	SC- 1	WI- 1
CA- 4	IL- 1	MO-1	OK- 1	TN- 1	WV- 1
CO- 1	MD- 3	MS-1	OR- 1	TX- 4	
DE- 3	ME- 1	NJ-1	PA- 4	VA- 10	

We are all scratching our heads trying to figure out why there aren't more members attending our reunions. At the Tucson business meeting Earl Reynolds put forth a proposal to establish squadron representative to assist in contacting members. The following is taken from the minutes of the 1999 business meeting:

"F. SQUADRON REPRESENTATIVES (EARL REYNOLDS)

Earl presented a proposal to establish squadron representatives to reach out and contact members and prospective members. The squadron reps would recruit a member from each year group to assist them. In addition to recruiting, the squadron reps would develop informative or historical information for the newsletter. The following members volunteered:

Paul Mascot 483th/66 paulj77@aol.com
 Stan Metcalf 4449th stan_metcalf@email.msn.com
 James Fairweather 135th Twoloons@uswest.net
 Mike Scott 310th/72 mikeabq@aol.com
 John Mood, Jr. 457th/69 moodj001@hawaii.rr.com
 Wayne DeLawter 458th/66 WDeLawter@aol.com
 Bob Markham 459th/69 markhambob@juno.com
 Roger Jarvanpaa 535th/68 beenther2@aol.com
 Don Griffin 536th/66 donindfw@ix.netcom.com
 Jim Collier 537th/67 jcollier@dgweb.com"

Will someone step forward and pick up the reins and get this project back on track. It could be just the program that we need.

Your Board at Work

We hope your holiday season was a happy one. Your board is currently working on Reunion 2001 in Las Vegas. Milt Golart is undertaking this task. Thanks Milt for all of your hard work. We are also working to improve membership attendance at the reunions and the general membership at large.

John Davis and Bob Davis are developing an "Appropriate Actions Response" policy and criteria for organizations seeking donations from us. At this time we have no formal requirements for expenditures of association funds. We suggest that until an acceptable program is presented and voted on by the general membership no action will be taken. Hopefully we can publish the proposed policy in the next newsletter.

The response to shirts, hats and other association merchandise was very good. We will have some items available for sale at the next reunion.

The board extends a heartfelt thanks to Paul and Christine Phillips for all of their hard and dedicated work sponsoring the Baltimore reunion. It was very successful due to their efforts. As always, there were many individuals who worked behind the scenes, i.e. General Greenleaf and General Delawter. An outstanding reunion requires a great deal of assistance from a whole group of people. We thank all of those who helped and contributed to Baltimore's successful reunion.

Many members were honored for their tireless efforts to keep our Association alive and functioning. A new award was established to honor certain dedicated members for exemplary service to the C-7A Caribou Association.

The first recipient was Nick Evanish (who was also honored as President Emeritus) for his many years of devoted service and work. This association would not be here today if Nick had not "carried the ball." Many thanks to Nick for keeping the association alive.

The second recipient was Wayne DeLawter for his dedicated service to this organization as Chairman of the Board. Wayne was the major force in developing our by-laws. Many hours of hard work went into their development. He was also responsible for the very successful Tucson reunion in 1999. Many thanks to Wayne and his wife Patty for all of their hard work.

John Davis was acknowledged for his actions as "Founding Father" of our association. He was the driving force in getting the original group together. We are all grateful for his idea that has grown to what is the C-7A Caribou Association today. The first reunion was in Nashville, Tennessee in 1990.

Several other awards were given at the banquet and they will be listed in the next newsletter. Looking forward to seeing everyone in Las Vegas. *Steve Kelley, President*

Attendees at Caribou 2000

Max & Shirley **Allison**, Appleton, WI, 537, 68; Andy **Anderson**, Hampden, ME, 535, 67; Norman **Baier**, Baltimore, MD, 537, 66; Joe & Sylvia **Beardsley**, Melbourne, FL, 459, 66; Dick & Linda **Besley**, Columbia Cross Rd, PA, 535, 67; Jim & Linda **Collier**, Fair Oaks, CA, 537, 67; Bill **Componovo**, West Chester, PA, 457, 66; Charlie & Mrs. **Corder**, Stuart, FL, 536, 70; Dick & Maria **Darvas**, Mesa, AZ, 536, 68; Bob & Georgia **Davis**, Odessa, FL, 457, 69; John **Davis**, Grossville, TN, 457, 66; Wayne & Patty **Delawter**, Holicong, PA, 458, 66; Tim **Dillon**, Staten Island, NY, 535, 68; Bob & Pat **Dugan**, Brownwood, TX, 537, 68; Duane "Leif" **Erickson**, Reston, VA, 483, 72; Nick **Evanish**, Gulfport, MS, 457, 66; Jim & Joanne **Fairweather**, Bayport, MN, 457, 66; Robert **Ferguson**, Warner Robins, GA, 457, 66; Ralph & Evelyn **Fitzgerald**, Virginia Beach, VA, 457, 66; Milt & Marjorie **Golart**, Hillsboro, OR, 457, 66; Abbott **Greenleaf**, Falls Church, VA, 483, 69; Allan **Gustafson**, Palatka, FL, 458, 66; Bill & Kay **Hardie**, Dover, DE, 457, 69; T.J. **Haas**, Mercer Island, WA, 457, 66; Bill **Higgins**, San Antonio, TX, 457, 66; Dave **Hutchens**, Owasso, OK, 459, 69; Steve **Kelley** & Odie Cunningham, St Louis, MO, 536, 68; Bitsy **Kotite**; Tom & Olga **Koza**, Cumberland, RI, 537, 70; Jim & Sandy **Laney**, Alexandria, VA, 537, 68; Ron **Lester**, Springfield, VA, 459, 67; Mike & Cindy **Loughran**, Fairfax Station, VA 457, 71; Bob & Noni **Markham**, Redlands, CA, 459, 69; Serge **Molohosky** & Lynn **Ralston**, Conroe, TX 459, 67; George **Moore**, Falling Waters WV, 536, 67; Mike **Nassr**, Roswell, GA, 459, 69; Bob & Lola **Neumayer**, Englewood, CO, 459, 69; Tom & Cheryl **Neutzling**, Cameron Park, CA, 458, 69; Art & Pat **Oxley**, Sagamore Hills, OH, 458, 67; Richard (Rick) **Patterson**, Fairfax, VA, 459, 69; Bob & Yong **Payne**, Austin, TX, 458, 67; Paul & Joanne **Peoples**, Okemos, MI 459, 67; Paul & Christine **Phillips**, Folcroft, PA, 459, 69; Terrell **Presley**, Eatonton, GA, 535, 66; John **Quarles**, Tacoma, WA, 537, 68; Lynn **Ralston**, Conroe, TX, Ralph **Renfro**, Stanardsville, VA, 459, 69; Russell **Riggleman**, Memphis, TN, 536, 68; Rex & Norma **Sanford**, Piedmont, SC, 4449, 66; Al & Karen **Shanahan**, Shalimar, FL, 537, 68; Charlie & Barbara **Shipp**, Lawrenceville, GA, 457, 66; Link & Jean **Spann**, Burke, VA, 459, 67; George & Joan **Stalk**, Springfield, VA, 459, 68; John & Elaine **Teske**, Vincetown, NJ, 537, 68; Glenn & Zannai **Thrasher**, Springboro, OH, 483, 66; Hugo **Tjinkonfat**, Dover, DE, 457, 70; Jim **Toland**, Churchville, MD, 537, 68; John **Trease**, La Plata, MD, 535, 67; Bud & Gloria **Weidman**, Riverside, CA, 459, 69; Wogy **Wolgemuth**, Dover, DE, 483, 67;

1st Caribou Reunion - 1990

Most all of us are aware that the original C-7A Caribou reunion concept was hatched in the mind of John Davis, [457, '67] back in 1985. His concept developed into the first ever Caribou reunion in 1990. The eight people who attended the original get together are: John Davis, Charlie Ship, Nick Evanish, "Doc" Kugler, Bill Camponovo, Bill Higgins, T.J. Hass and Tom Roehm.

For various reasons that was the only reunion that they were all together. For the tenth anniversary of the first reunion, John attempted to get all eight of the guys back together. He did get six of the original eight to our 2000 reunion in Baltimore: Bill Componovo, Charlie Shipp, T.J. Hass, Bill Higgins, Nick Evanish and John Davis. Other than Charlie Ship and Bill Componovo John had not seen any of them since 1990.

John had some very nice comments about the association: "My impression of the organization is that there has been a lot of hard work done by a lot of great people in the years when I was not in attendance. I enjoyed the fruits of all the hard labor at last year's reunion. This year I am trying to get all my original hooch mates to join the association and be at the next reunion." John, it goes without saying, we are mighty proud to have all of you back in our fold, and for helping make our reunion a success.

(For the complete text and story about the origin of the Caribou Association visit our web site at: <http://www.c-7acaribou.com/about.htm>)

C7A Caribou Reunions

			<u>Sponsor</u>
1	1990	Nashville, Tenn.	John Davis
2	1991	Warner Bobbins,	Nick Evanish
3	1992	Dayton, Ohio	Nick Evanish
4	1993	Colorado Springs	Nick Evanish
5	1994	Nashville, Tenn.	Nick Evanish
6	1995	Tacoma, Wa.	Jim Furlong
7	1996	San Antonio, Tx.	Nick Evanish
8	1997	Biloxi, Miss.	Nick Evanish *
9	1998	Dayton, Ohio	Nick Evanish **
10	1999	Tucson, Az.	Wayne DeLawter ***
11	2000	College Park, Md.	Paul Phillips
12	2001	Las Vegas, NE	
13	2002	St. Louis, Mo.	Steve Kelley
14	2003	Dover, DE	Bill Hardie
*	Ad Hoc Steering Committee (Board) created		
**	Board of officers elected		
***	Organization By-Laws approved		



Minutes of the 2000 C-7A Caribou Association Business Meeting

1. Call to Order. President Steve Kelley.

Pledge of Allegiance.

2. Determination of a Quorum. Jim Collier.

As of August 31, 2000 we have 239 members that have paid Tax from T00 to T07. We need 24 members present for a quorum. There are 41 members present.

3. Reading of minutes from Tucson 1999. Jim Collier.

Approval as printed in the newsletter? Approved by voice vote.

4. Reports from Officers and Board.

Chairman and VP. Paul Whelan, Not present.

President. Steve Kelley.

Secretary. Jim Collier: Tax paying members by year:

TXX	T07	T06	T05	T04	T03	T02	T01	T00	TOTAL
3	1	1	4	4	20	27	61	118	239

T99	T98	T97	T96	T95	T94	T93	T92	T91	TOTAL
127	54	57	23	39	19	40	20	1	380

Since the 1999 Reunion, not including the tax collected here at the 2000 reunion, but including those that prepaid for the 2000 reunion, we collected \$1900. One third of tax payers were NEW.

N00	N99	T92	T94	T95	T96	T97	T98	T99	T00	total
31	4	1	3	1	2	6	7	33	9	97

Treasurer's report. Earl Reynolds: Approval as printed in the newsletter: YES OR NO? Approved.

Bill Avon. Advertisement and recruitment status: Not present.

Dave Hutchens. Newsletter

Newsletter issue #10, March 2000. Printed and mailed 843 copies. Cost: \$784.41.

Newsletter issue #11, July 2000. Printed and mailed 850 copies. Cost \$724.55.

5. New Business.

Web page expansion--OK until 2001.

Dave Hutchens. Establishment of Office of Caribou Historian.

A motion was made to establish the Office of Caribou Historian. The motion was approved. Mike Nassr was nominated to the office, however, because of prior commitments, Mike had to decline to serve. The position is open.

Association awards and certificates and acknowledgments: Steve Kelley announced that he had made plaques and certificates to recognize the service that

numerous individuals have given to the organization. These will be presented tonight at the banquet.

Perpetual awareness of C7A Association: Steve Kelley started a discussion about the need to establish a Perpetual Awareness Memorial to those members who lost their lives in combat. A lengthy discussion resulted in several proposals being considered, but none approved. The establishment of a scholarship fund was determined appropriate and a \$1000 budget for 2001 was approved. A motion was made to establish a committee of John Davis and Bob Davis to establish the requirements and procedures for administering the fund.

Board Election: Nominations were opened and several people who were nominated declined to serve. The following accepted nominations and since there was no one running in opposition, were elected by acclamation:

President	Steve Kelley
Vice President	Tom Neutzling
Treasurer	Earl Reynolds
Secretary	Paul Philips
Board Members:	

Bob Markham; was subsequently elected Chairman of the Board.

Bob Dugan
Dave Hutchens

6. Unfinished business

Future reunions. Volunteer host for San Diego-2001: Steve Hassett. Please note, because of subsequent events, this reunion will be held in Las Vegas, and is being co-ordinated by Milt Golart. St. Louis- 2002 Reunion will be in St. Louis and will be hosted by Steve Kelley. 2003- Bill Hardie offered to host the 2003 Reunion at Dover, De. Bill's kind offer was accepted by the Association.

7. History of Units will be posted at reunion ...for upgrades

8. Association Sq. Reps reports

9. Comments on hats, shirts, mugs etc.

ADJOURN



Orders for Nam

by Jerry Presley

Having survived basic training at Lackland Air Force Base and aircraft mechanic tech school at Sheppard Air Force Base Texas, I was stationed at Maxwell Air Force Base Alabama in November 1966. I was assigned to a C-47 squadron whose sole function was to give students that were attending the Air War College and SOS school their 4 hours per month flying time so they could collect their flying pay.

In July 1968 my roommate, Sgt. Don Privett, and I returned to the barracks from a day of impressing the local beauties at a local lake. We found a note attached to our door telling us to report to the 1st Sgt.'s office ASAP. My first question was "What the hell have we done now?"

After changing into a clean pair of fatigues and making sure neither of us needed a haircut, shave or shoeshine, we headed for the orderly room to see what earned us the privilege of a visit to the 1st Sgt.'s office. We both quizzed each other all the way to the orderly room trying to figure out what we had done.

Our First Sgt. had been the 1st Shirt of the Air Police Squadron at Tan Son Nhut during the 1968 TET offensive. HE had shown us some home movies at commander's call of him and his AP troops dragging dead VC around at Tan Son Nhut like sacks of potatoes. It was a trifle obvious that he was not one to be toyed with. He was probably the crustiest old guy I had run across in my 20 years on this earth. I have never been accused of being the most intelligent person in the world, but I was smart enough to know that a trip to his office usually meant some extra duty or a good butt chewing. He didn't usually invite a couple of Buck Sgts to his office just to chitchat about how things were going on the job or to discuss the cuisine in the local chow hall.

When we arrived at the orderly room, the clerks all had "Chester the Cat" grins on their faces which didn't help my state of mind very much. I kept thinking to myself "This is a rough way to make \$150.00 a month." We reported to the 1st Sgt. and he told us to be seated. I could feel the "pucker factor" increasing considerably as he dug through his IN basket and pulled out two brand new sets of orders. Mine was for the 483rd CAM Squadron at Cam Ranh Bay and Sgt. Privett's was for the 535th TAS at Vung Tau with a short stop along the way at Sewart Air Force Base Tennessee for a few weeks of training on the C-7 Caribou.

Gotcha! We had both been in the Air Force for over two years and had managed to skirt going to Vietnam. We should have realized that it was just a matter of time

before some hot shot personnel Sgt. would need a couple of 5-level aircraft mechanics to fill a quota. It was our turn to run with the ball and we weren't ones to snivel about it.

After presenting us our new treasures, the 1st Sgt. commenced giving us some fatherly advice. He told us to just do what we were trained to do, pay attention to our surroundings and if we kept our noses clean we would probably make Staff Sgt. over there. When he had completed his little lecture, he asked if we had any questions. All I could think of to ask him was what the hell a C-7 was.

When we were dismissed, we headed to the engine shop to talk to an engine mechanic that Privett thought had worked on Caribous at Phu Cat. He told us about the Air Force taking the C-7 over from the Army and that we were going to "resort areas" of Vietnam. He even had a picture of a C-7 that he showed us. Things seemed to be looking up a little.

While musing about our situation later that night at the club, we decided that our situation wasn't that bad. We both agreed that since we were obliged to serve where the Air Force thought we would do the most good for our country, the following positive points were true of our present predicament: (1) We came out of the 1st Sgt.'s office reasonably unscathed. (2) We were both going to "resort areas" of Vietnam and we both could use a change of scenery. (3) The C-7 had probably been in the Air Force inventory long enough to get the Army bugs out of it. (4) We would get a nice R&R to Australia after 6 months in country. (5) With our overseas pay and combat area pay we would be knocking down over \$200.00 a month! (6) We were going to get to spend some time in Tennessee before we left. What the heck, we didn't have anything else planned for the next couple of years anyhow. Things were definitely looking up!

Although these events transpired over 31 years ago, they're still very vivid in my memory. I didn't realize that I was about to embark on the biggest adventure of my life. I would later realize that the year I spent as a member of the 483rd CAM Squadron was the most rewarding year of my life.

(Jerry Presley [483, '69] has written several short stories about his experiences in Viet Nam. This one, "Orders for Nam," is the first of four which will be published in succeeding newsletters. As Jerry says, even though it was more than 30 years ago, these stories bring back vivid memories of our tours in Viet Nam. Ed.)

CAM RANH BAY

A BRIEF HISTORY

The following information was taken from *The United States Air Force in Southeast Asia. The war in South Vietnam: The years of the Offensive 1965-1968.* By Col. John Schlight, U.S Air Force Retired.

Nestled on the South China Sea about half way between Nah Trang and Phan Rang Vietnam is one of the world's best kept secrets, Cam Ranh Bay Vietnam.

This natural beauty is blessed with some of the most beautiful white sandy beaches in the world, as those of us who were stationed there during the war well know.

Cam Ranh Bay remained virtually unchanged for centuries. This port city, with a population of 118,000 is mainly a fishing community as it has been for centuries. Who would have guessed that this pristine area of beach and ocean would become a major U.S. military installation during the 1960s through the mid 1970s?

At a logistical meeting in Hawaii in early 1965, the decision was made to perform an engineering survey for an airfield at Cam Ranh Bay. The U.S. was becoming more involved in the war and due to the increased number of aircraft being sent into the country the existing airfields were becoming over crowded. Approval for construction of a 10,000 ft. runway at Cam Ranh Bay was approved in March 1965.

Due to the urgency to get an airfield at Cam Ranh Bay finished quickly, a temporary aluminum matting airfield was to be built. It was soon determined that more matting was going to be needed than had been planned, three million sq. ft. would be needed at Cam Ranh Bay by August 1965.

Between June and September of 1965, the Corps of Engineers had completed 30 miles of roads, fuel storage areas, motor pools and equipment storage areas at Cam Ranh Bay. In September a civilian construction company took over and within 50 days the temporary runway was ready for use. A week later, aprons, taxiways, supply buildings and living quarters were ready for use. The temporary runway was completed in October 1965.

By the end of January 1966, 4 squadrons of F-4s were in place at Cam Ranh Bay. Cam Ranh Bay was the only new jet base that was in place and ready by the end of 1965. The 12th TFW (the 483rd's neighbors on the flight line at CRB) was flying combat missions daily from the new facilities at Cam Ranh Bay and was getting into the business of doing some serious butt kicking.

Although the temporary runway was in operation in January 1966, there were problems to be dealt with. A

23in. rainfall in December 1965 raised the water level to the top of the aluminum matting and emergency drainage had to be accomplished. The rain also made the aluminum runway slick and hazardous. Then during the first part of 1966 during the dry season, the dry sand under the runway moved with the north wind while the runway shifted in the direction of the landing aircraft. The moving sand caused numerous bumps and humps in the runway that had to be repaired constantly.

Work continued on the base through 1966 and in October of that year Seventh Air Force created the 483 TAW at Cam Ranh Bay to get ready for the C-7's that were in the process of being transferred from the Army to the Air Force.

The first permanent runway at Cam Ranh Bay was completed in November of 1966 and MAC began flying C-141 aircraft into the base that month.

By December 1966, Cam Ranh Bay was over a year old but still had problems. The taxiways and temporary runway were still having the sand problems, the air traffic was up to over 27,000 movements per month and constant repairs of taxiways caused increased ground time.

On January 1, 1967 the 458th moved to Cam Ranh Bay from Dong Ba Thin and the 457th arrived from Can Tho. The 535th and 536th was based at Vung Tau and the 459th and 537th was sent to Phu Cat. The 483rd Cam Squadron (my old squadron) was activated in Jan 1967 at Cam Ranh Bay to perform the Field/Intermediate maintenance for the 6 flying squadrons. The transfer of the Caribous from the Army to the Air Force was complete.

The rest of the story of Cam Ranh Bay is history that is well known to all of us old dinosaurs that served there. The base continued to grow through the remainder of the 1960s into the early 1970s. I saw many changes take place at CRB from October 1968-October 1969 (especially in the area of creature comforts for the enlisted men) during my tour of duty with the 483rd CAMS as a 20 year old aircraft mechanic.

I have many pleasant memories and a few unpleasant memories (rocket attacks for one) of Cam Ranh Bay. The thing that leaves the worst taste in my mouth is when I see a picture of Russian airplanes parked on the ramp of the airfield that was my home for a year.

I consider it a privilege to have served my country in Vietnam with such an outstanding group of airmen, nco's and officers (Col. Turk in particular). They stepped forward when their country needed them and did a splendid job. If the politicians had done their job half as well as the Caribou troops, we would have won the war.

Lt. Col. Harry F. Hunter USAF (Retired)

Harry F. Hunter was born and raised in Eau Claire, Butler County, PA and was attending the University of Pittsburgh when WWII started on December 7, 1941. Harry Hunter enlisted in the Army Air Corps in February 1942. After being accepted in the Aviation Cadet program and later receiving his wings, he was assigned to a fighter training squadron where he flew both the Curtiss P-40 and also the Republic P-47 "Thunderbolt". In May of 1943 he arrived in England and shortly thereafter began flying escort missions for the B-17 and B-24 bombers of the 8th Air Force as far into France and Germany as the fuel capacity of the P-47 permitted. Lt. Hunter was credited with destroying two Germany fighter aircraft while flying these missions. A week before D-Day, while on a strafing run of a railroad yard in France, both he and his aircraft were hit by ground fire. Lt. Hunter, although wounded in the arm and with shrapnel in his leg, parachuted from low altitude and fortunately landed in a newly plowed field. Although suffering from these wounds he evaded capture with the assistance of the French Underground for almost two months before being taken prisoner by German SS troops. He was initially taken to the Buchenwald Concentration Camp for internment and hospitalization. As the war was nearing a close and the Russian military forces were forcing the German army to retreat to the West, they also moved their prisoners to the West. Hunter ended his final months of the war in Moosburg, Germany where he watched General Patton, leading a column of tanks break through the gates of the Prisoner Of War Camp and raise the American Flag. He has indicated there was not a dry eye in any of these prisoners of war, some of whom had been a German prisoner since 1942.

Captain Hunter remained in the Army Air Corps after WWII and transitioned with it, as it became the United States Air Force. In 1948 he was selected as one of sixteen P 80 (F-80) pilots to make the first transatlantic (and return) jet fighter flight under the leadership of another WWII hero, Col. Dave Schilling. The flight originated at Selfridge Air Force Base in Michigan with fuel stops in Maine, Labrador, Greenland, Iceland, Scotland, England and finally to Germany.



Hunter also flew combat in F-86s during the Korean Conflict and after returning to the United States was assigned to the Air Training Command and later the 10th Air Force. He served as a pilot for many Air Force Generals and VIP's flying many different types of aircraft.

Colonel Hunter was assigned overseas again in 1968 and served a one year tour in the Vietnam Conflict as C.O. of the 535th Airlift Squadron from June 1968 to May 1969. He flew the de Havilland "Caribou" on missions in support of the U. S. Army Special Forces in the outlying posts of Vietnam. He returned to the states and retired on January 1, 1970 after 28 years of active service with the United States Air Force.

Colonel Hunter: The people of Butler County on the dedication of this collage of photos, newspaper clippings and memorabilia in Recognition Hall at the Butler County Airport is indicative of our expression that you are truly one of Butler County's finest.

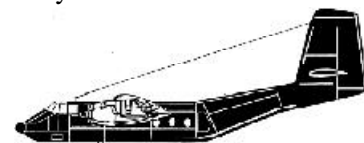
(Dick Besley, [535, 1967] submitted this article on Lt. Col. Hunter. Dick writes: "We want to submit a piece on the 535th Squadron commander, June '68 - May '69. He flew in three wars, retired a Lt. Col, and lives in Fairborn, OH. He was recognized in his birthplace in 1997 and that's when the picture was taken. Seems like this old air-warrior should be news." Thanks Dick for a fine article. Congratulations Lt. Col. Hunter. We are all proud of you. Ed.)

Web Site from pg. 1

you can navigate to any place in-country.

The latest news is posted about the current Association Reunion. The newsletters are posted in their entirety. The complete Caribou Association membership roster is there for you to search. And a whole host of other information is just a mouse click away.

Our Association is truly fortunate to have such an outstanding web site. But of course, that is because we have our very own superb web master, Pete Bird, who created and maintains our site. At our business meeting in Tucson we discussed the costs of maintaining a web site. We were all in agreement that we wanted to go ahead and support it. The subject of the costs of web site and web site maintenance will very probably be on the agenda at the 2001 business meeting. Everyone should become familiar with our web site so that when the subject is raised, there will be no question but to continue our wholehearted financial support. It would be a very sad day if we lost it.



Dak Seang Revisited

(Jim Collier received the following e-mail and asked if it could be included in the newsletter. Anyone who has knowledge or experience at Dak Seang might contact Jim Liner. I personally am waiting for his book to be printed. Ed.)

Dear Mr. Collier,

I am John Liner. I was one of the team members at A-245, Dak Seang, in the Central Highlands.

I am writing a book on the month-long siege that occurred in April 1970.

The C7A crews played an extremely important role in enabling the camp to survive. Certainly, I would not be here right now, were it not for you guys and the Army's 170th AHC.

I would like to contact anyone who flew in support of the camp during the siege. It is very important that their stories and anecdotes be included in the account. If you know anyone that was there, could you please ask them to contact me? I do not feel the crews have been given sufficient recognition for their efforts and sacrifices.

I am fairly certain that at least 3, and possibly four Caribous were shot down during the battle. I witnessed one of them.

Though it is 30 years late, thank you for what you did for us. Sincerely,

John Liner

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The "Stadium" at Duc Lap

By John L. Frisbee, Contributing Editor

Outnumbered ARVN troops were surrounded by enemy regulars within 100 feet of their inner defenses. Their salvation lay in precise resupply airdrops.

After the failure of Hanoi's Tet offensive in early 1968, the North began building up forces for another widespread attack throughout South Vietnam. One of Gen. Vo Nguyen Giap's targets was Duc Lap, a Special Forces camp in hilly, forested territory near the Cambodian border. More than 4,000 North Vietnamese regulars were committed against Duc Lap's defenders. By Aug. 23, the enemy had breached the camp's outer perimeter, cutting the ARVN troops off from the rough airstrip that had been used to supply them.

In the center of the camp was an open area about 200 feet square where supplies would have to be air-dropped. Hitting that small drop zone called for a low-altitude run-in at 200 feet. Making an airdrop at Duc Lap was roughly comparable to flying into a stadium with the surrounding stands occupied by unfriendly spectators, all armed with AK-47s. This was a job for the Air Force's rugged, maneuverable C-7 Caribou.

The C-7 was a light, two-engine short takeoff and landing transport built by de Havilland Aircraft of Canada; it was sold to the US Army in 1962, and turned over to the Air Force in January 1967.

The Air Force formed six C-7 squadrons in Southeast Asia. They were unique in several respects, not the least in their level and variety of manning. About half the pilots were recent flying school graduates on their first cockpit assignments. Most of the others were older men, some with World War II or Korean War experience. In the spring of 1968, more than 50 C-7 pilots were lieutenant colonels, two were World War II fighter aces, and six had Ph.D.s. With all that varied talent and experience, these were well-run units.

One of the C-7 pilots who came directly from an operational outfit was Maj. Hunter Hackney. Having earned his wings in 1955, he had accumulated several thousand hours of flight time as a T-33 instructor and as an aircraft commander and instructor in KC-97s and KC-135s. He had refueled fighters over the Gulf of Tonkin and Laos, but he wanted an assignment closer to the shooting. Major Hackney requested a Vietnam tour and ended up in January 1968 flying C-7s with the 458th Tactical Airlift Squadron based at Cam Ranh Bay. Flying four to six sorties a day, he soon logged several hundred hours in the Caribou.

At Duc Lap on Aug. 24, ARVN troops and their American advisors were running out of medical supplies, ammunition, and water. To get them through the night, Hackney's roommate, Maj. George Finck, volunteered to fly the first-ever C-7 operational night drop, guided by tracer fire and one white light that identified the tiny drop zone. He was awarded the Air Force Cross for that mission.

At noon on Aug. 25, Special Forces officers reported that Duc Lap's survival was doubtful without prompt help. Major Hackney and his crew immediately took off from Cam Ranh Bay, stopped to load cargo at Nha Trang, and were forced to land at Ban Me Thout until the fighting at Duc Lap subsided enough for the friendlies to retrieve dropped supplies.

See Stadium pg. 12

Caribou - An Ugly Angel but It Gets You There

Story by M.SGT R. GROVE FISHER

TAN SON NHUT AB, Vietnam (Special) – It is probably the most ungainly looking object to take to the air since the advent of the pterodactyl.

Its bulbous gray nose only needs red blood veins to become worthy of a W.C. Fields proboscis. Its stork-like main landing gear seems dreadfully fragile in proportion to its size; the tail assembly resembles nothing so much as a dragonfly that caught its tail in a screen door.

But appearances are deceiving, especially the appearance of the C7 Caribou – one of the hardest-working, most rugged, and most agile Air Force cargo transports in Vietnam.

The U.S. Air Force took over 144 U.S. Army CV2 Caribou in Vietnam on Jan. 1, 1967, and re-designated the aircraft the C7. Less than three months later, a four-man Air Force crew established a new record for the light cargo transport, hauling more than 80,000 pounds of cargo and passengers in a single day. The feat took six flying hours and 27 takeoffs and landings – a sortie almost every 10 flying minutes!

In the past two-and-a-half years, C7 Caribou have handled the bulk of cargo-passenger flights to and from small, undeveloped airstrips throughout Vietnam. Cargo has ranged from bombs to bullets (ammunition supplies), bon bons to baking soda (exchange and food supplies), and Bach to Basie (musicians traveling as passengers).

Cargo has also included a variety of animals that would complement a well-stocked farm and a zoo: ducks, chickens, and other domestic fowl; pigs, cows, horses, caribao (no relation); snakes, monkeys, tigers and other wildlife; and, once, a 500 pound baby elephant.

In the first year of Air Force operation of the Caribou in Vietnam, crews flew more than 100,000 combat hours, increasing flying hours, sorties flown and payload tonnage by almost 25 per cent over all previous records set by Caribou in Vietnam. Last year, C7 crews carried more than 1.3 million passengers and 250,000 tons of cargo. Additionally, better than 2,500 tons of critical combat cargo were airdropped to ground units in areas where it was impossible to land.

Caribou airlift has frequently been credited with providing the margin of victory for Free world forces facing enemy attacks.

The twin-engined, high-wing transport can airlift up to three tons of cargo, delivering it in any one of three ways: conventional landing and off-loading, airdrops, and parachute extractions.

It can also carry 32 passengers, or 26 fully-equipped

paratroops. Sometimes it is an aeromedical evacuation aircraft, and can transport up to 20 litter patients, together with nurses and corpsmen, to medical facilities far from the battlefield.

The Caribou, manufactured by the DeHavilland Aircraft of Canada, Ltd., was originally designed to transport cargo and passengers into the remote wilds of Canada and Alaska. It has a cruising speed of 180 m.p.h. without cargo, and can fly 1,250 miles without refueling.

It is normally flown with a crew of three – an aircraft commander, a pilot and a flight engineer. On some airdrop missions in Vietnam, a fourth crewman, usually a Special Forces parachute rigger, rides as “kicker,” assisting in the proper loading, tying down and dropping of the cargo, and retrieving the parachute static lines after the load slides out the rear door.

Some Caribou pilots, older men who had discontinued flying for one reason or another for several years but who have since returned to flight status in C7 cockpits, good humoredly refer to themselves as members of the “Grandpas Air Force.”

Most of them enjoy flying the C7, and are proud of their ability to ease the Caribou onto a dirt strip shorter than an average city block.

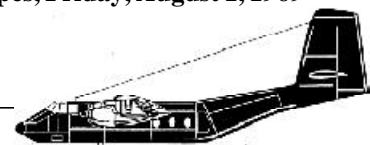
“It’s a great airplane,” says one 49 year old lieutenant colonel, “one of the few left in the Air Force where you really can get the feel of good, old-fashioned, seat –of-the-pants flying.”

He made the comment just after taking several dozen rounds of communist ground fire during a successful (“We dropped the second pallet right on top of the smoke marker.” He beamed proudly) airdrop mission to resupply a Civilian Irregular Defense Group (CIDG) Camp at Ben Het, near the Laos-Cambodia-Vietnam borders.

On the other hand, a few, of the younger pilots disagree. “But it’s the only aircraft we have” remarked one major, a former B47 jet bomber pilot, “that can do what has to be done – get in and out of tight strips, sometimes exposing ourselves as low, slow targets to the enemy, and delivering what is needed to the troops on the ground. The mission is essential to those soldiers.”

Even as the Caribou daily sets precedent for transport of people and supplies to otherwise-inaccessible places, and its crews demonstrate flying skill and courage, there are people who are planning its eventual, albeit honorable, retirement.

Pacific Stars & Stripes, Friday, August 1, 1969



Stadium from pg 10

A few hours later, Major Hackney took off again and orbited east of the camp until air strikes lifted. He then took up a run-in heading and descended to 200 feet above ground.

Heavy ground fire began two miles from his release point. The C-7 took several hundred hits but completed an accurate drop on the first pass. Major Hackney then made another run from a different direction, again flying through a hail of ground fire to make another drop "on the money." Incredibly, none of the three-man crew had been hit, and the C-7 operated normally as they returned to Ban Me Thout. After landing, they discovered that all cells of their "self-sealing" tanks were leaking.

Major Hackney and his crew picked up an undamaged C-7, loaded four pallets of ammunition and water, and flew back to Duc Lap. Taking fire from all sides, they dropped the pallets in the center of the small drop zone.

Miraculously, they emerged again with an uninjured crew and made it back to Cam Ranh Bay, their C-7 riddled with bullets. Duc Lap survived the siege, which was lifted several days later.

For tenacious heroism in penetrating the "stadium" at Duc Lap three times, contributing so notably to the survival of the camp, Maj. Hunter Hackney was awarded the Air Force Cross and the RVN Gallantry Cross with Silver Star.

In December 1968, Hackney returned to KC-135s and, shortly, to Southeast Asia. He retired as a colonel in 1981, after serving in several senior posts, including deputy director for Command and Control, 8th Air Force. Col. Hackney died in October 1999. His one-time roommate and fellow Air Force Cross recipient, retired Lt. Col. George Finck, lives in Bossier City, La.

VITAL STATISTICS:

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Attn: Jim Collier
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Fair Oaks, CA 95628-2707

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