

CARIBOU ASSOCIATION NEWSLETTER

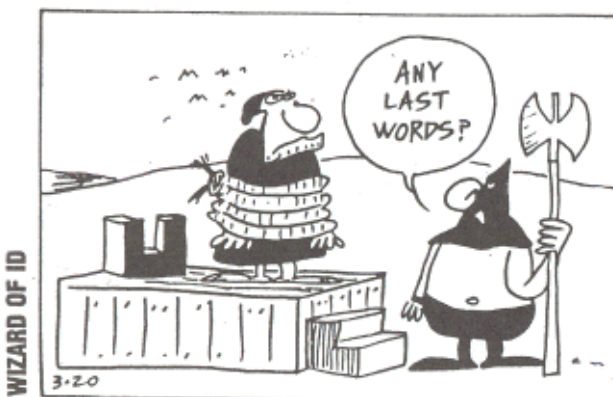
VOL. 1

SUMMER 1998

NO. 8



IN DAYTON
AUGUST 27-29





A BLAST FROM HEADQUARTERS

OK I MENTIONED IN THE PAST THAT I wasn't infallible. My personal life became inescapably involved heading off complete attention to the Caribou stuff. First, the few guys that came back to me screaming their latest Charlie Seven Caribou Tax payment was not listed on the label sent with the blue announcement post card were more than correct. I simply used last years list including what corrections to addresses could come up with. This mean nobody was really current according to the mailing labels of a couple months ago.

There just isn't enough time to keep it all up (sounds like a cry for Viagra). On the brighter side, I didn't have to pay a girl to get this list in shape. We have a volunteer in the form of a new member that has come out of the woodwork (Dave Hutchens) and put the entire Caribou roster into fields on a computer disk. Actually, it has been here before but I could not read it with my former word processor. With emphasis, the word processor is history with some limited thanks to a power surge or lightning strike here a few weeks ago I was put out of business for all practical purposes. The word processor is kaaputski. I lost everything. This put the slows on the Newzletter.

ON the bright side those that have lobbied to the point of demanding I purchase a computer are now a group of fulfilled people. There is a splendid SONY computer and monitor sitting on my desk. I have limited the purchase at this time to the computer and monitor since my personal FAX purchase of a few years ago included compute compatibility so I will suffice as a printer, and minimal scanner for the time being. (Check the Donations Wanted Section.)

Looking back this wuz long over due as keeping the volume of roster update and corrections manually simply became overwhelming ... a few years ago. As your funds are banked a careful ledger is kept, just the T-xx was not updated. With great sincerity "I am sorry about that!!!" (yeah, sincere).

OK, now with the new found capability of the computer and all the guys wanting to get into the act, here is my outlook. We need to find every name of every man, woman, girl, or child that was assigned to the Caribou Program and get them on the Master List.

Then with dues paying members coded with T-XX these can be pulled out for mailing purposes. The remaining we have to find addresses if appropriate, note the passing if deceased, or if not interested... etc. I won't be happy until we have approached everybody and offered them the opportunity (???) to get into the fold. Now comes the geeks among us.

FOR INSTANCE with the computer capability any individual can look up people to some extent. Let's face it,

Robert Smith and John Jones are virtually lost unless they are retired and we have their SS number. There are several avenues to locate people starting with their names. Some of the people will be locatable with just the computer. There will only be a couple Casmier Quinklemeyer's in the national phone book. I am hoping people come out of the woodwork and take the responsibility for monitoring a letter or a few letters of the alphabet and sending the info to HQs. We will look further into this with discussion at the reunion. One guy can't keep up with it as I can attest.

If U want to get assigned a block of names feel free to volunteer, we will give as much help as possible.

By the way my current reigning computer guru is Dave Hutchens. By putting the entire roster on a disk compatible with the computer he recommended I purchase, the association personal records are looking to be a leap ahead in a few months.

I think most everybody by now can appreciate (at least I don't think) we can't keep adding names to the list and still publish a roster. Each page being almost two reams of printing on both sides, then all the assembly, etc.

Dave is suggesting guys with a computer call in and we (Dave) will provide them with a disk of total information current the day it is sent. As it is, my list is outdated before it gets out of printing. Anyone with serious thoughts, on this or anything else in this area is more that welcome to get into the act.

On couple of sadder notes there were a couple loses that came to our attention this year.

Many of you that came, to TACOMA for the event there the following transpired. You all remember seeing Jim Lynch there. He went back to Portland and died before the year was out. Jim was a constant help getting the printing and all with the RED TAIL PHOTO, which he donated the negative. We can all remember Jim when we view the Red Tail photo.

Also there I was able to visit L/C C. W. "Dub" Guy 457/66. He was tied down with a sick wife and didn't make the reunion event at Tacoma but I went by to see him after the reunion. Seems when I departed I felt I may never see him again. His obit, compliments of Jemey Trolinder is included for those that remember him.

Here is some of the thoughts I want to interject on L/C Guy, Jim Lynch and many like him. These people were 2 Lts during the big one (W.W. 11) you may have heard of it. Most were flying in a serious war situation. Then they, like many others, served in a combat role in Korea and then Vietnam. Vietnam was their THIRD WAR! Most of these people, possibly short of those that were awarded the rank of colonel, never get the thanks of a grateful nation that they deserve so thanks Col. Guy and thanks Col. Lynch

DISCLAIMER

This C-7 Caribou newsletter is fall out from the Caribou Association, a loose knit organization of former Caribou personnel. Information presented is without the approval of the U.S. Air Force or the Department of Defense. Input that approaches defamation of character is intentional. However, before considering legal action, be advised the Caribou Association and staff operates at the brink of penury. The majority of information provided is essentially flotsam and propwash.

WHAT IS HAPPENING AT DAYTON R-9???

At this time we are sticking with the usual format. You are the reunion. Bring your slides, bring your photos, bring your war stones, bring your wife (bring someone else's wife). We will have 8 mm projection capability, but brighter minds tell us the 8 mm film is almost powder now. Better send it to a professional for transfer to VHS. VHS will be available with video.

I am looking for a couple mechanical outings, ONE Dayton Wheel Company made wire wheels for classic cars so checking out their current layout ... may be of interest to some. TWO In Brookville, OH, a few miles from Dayton, there is a guy that is building a steel replica 32 Ford roadsters so it is my personal endeavor to go see the digs. Anybody want to join in please feel welcome. Am trying to set it up for a time frame on Thursday or Friday. .. Last time at Dayton we went to a propeller manufacturing shop and it was great. I had it arranged so far in advance that by the time we arrived the guy was gone and nobody knew of any tour. They came thru very nicely as a few may remember. McCauley propeller as I remember it. Other things may be of interest. Carillion Park has a Museum to the Wright Brother's initial interest. There is time to be spend in a distant hangars of the AF Museum. You have to take their bus across the ramp to get there and it is well worth the hour or two to see many vintage aircraft crammed into a couple of hangars. The I-MAX theater will kill a couple, hours at a showing so you possibly cannot arrive Saturday afternoon and expect to see everything available.

We will probably go out to the AF Museum on Saturday morning for the semi-formal appearance (hope Dugan brings his press camera for groupie photos.) Incidentally, if we call for a 10:00 show time, (to be published in the War Room) at the Museum and we can get some hero shots of the group with the existent caribou, please show up and cooperate for the few minutes and let us all get the photos over with the least effort.

We had such good service and good food at the NCO Club there on the base last time I am lobbying for another Friday night dinner there. No great production, but am hoping 457, Cam Ranh, IP's, guys from Vung Tau and Phu Cat show in that order. They are having a seafood special already scheduled so we are supposedly getting the special at a good savings over scheduled banquet prices. I haven't nailed down the price so when you check in at the HOTEL, check IN at the WAR ROOM and schedule your meals. Cash or check ... will include tip.

Same for Saturday, Caribou dinner at The Hope Hotel; CONFIRM when you arrive. I will beyond that play it by ear. They want numbers guaranteed well in advance so please, PLEASE, PLEASE, PLEASE give me advance info when possible. Return the newsletter back page for instance. The HOPE will forward FAX to us at a BUCK a copy so if you have to emergency FAX us there keep in mind I have to spend a buck. HOPE FAX # 937-878-8731.

This all boils down to you being there to make the reunion a success. This is not arm chair entertainment. You really have to be there to enjoy the stories, wit and bits put out by these guys. I really need a buffer as these stories have been told so many times ...I am starting to believe some of them.

As of now I have one room in reserve for a pinch. Will pawn it off to the needy individual when I get there about Wednesday morning. Other than that if rooms get closed out, I suggest checking your Yellow Pages for national chains, Red Roof, Mo-6, Ramada, etc. My memory is that there are a few cut rate flea bags just south of the interstate (1-70) intersection North of Dayton.

GOLFERZ PLEASE

Contact L/C Fred Schaumburg at

757-898-3479

to develop a competitive moment.

PAY AS U-GO

We will be back with the Pay as U-Go honor bar. Drinks will be a buck, (soft - \$.50) until further notice. Gentlemen and ladies will kindly contribute to this fundraiser for the following reasons. Reunions ain't free. For instance, initially I was able to get the party room (War Room) complimentary for the first few reunions. We will be paying \$150 a day for this party room. Three days so that will be \$450.00? (GOOD GUESS)! Actually it will be 450 plus tax and that for starters will come out of the \$15.00 Caribou Reunion Tax. Until 30 guys show up I don't have a plug buck to use for treats, goodwill drawing, door prizes, etc. So drink alot and enjoy, but please pay up and don't drink too much. A DWI will ruin a vacation.

GATE PASS INFO

Driving to the Reunion!!!!

Driving to the Hope Hotel?

Driving on the Base???? (The hotel is on base)

Attendees who are not card carrying retired members with access to military facilities HEADS UP!!

We will need your full (fool) NAME with middle initials and all that, along with age, current address and the year, make of vehicle you will be driving onto the hallowed military installation.

We'll have to have it faxed to the security section three days before we all arrive so get it to me **now please!**

It would be appreciated if you attach a file card (scrap of paper) with the back page, ah la.

Capt. Seven, Charlie (NMI) (Age 61)
457 Cam Ranh Drive
Anytown, MN 12345
1934 Dusenber - Cameo
L-29 Cord Phaeton - Split Pea Green

LAST MINUTE ARRIVALS

Please FAX the W/P security police with the above information and ask them to ATTACH YOU TO THE CARIBOU ASSOCIATION REUNION PASS ROSTER. Their FAX number is 937-656-1227. Pass and ID Desk phone 937-257-6505.

LAST REUNION AT BILOXI LAST YEAR

I had a bit of this stuff in the lightning arrestor word processor but just to catch you up. We had a couple of special activities. Swamp Tour which turned out to be a *Swamp Tour*. The people got soaked but even at that some had a good time. It is not funny, but we went weeks almost without any rain then here comes the Reunion and it pours on our friends. I only observe and fly through the weather, never try to control it. Our other big even was a free casino dinner sponsored by one of the better (my opinion) food splashes on the coast. They gave me 100 tickets and I think 80 plus attended. I received a bunch of good publicity on that one. Then we had the High Rollers \$5 slot investments. We collected up about \$650.00 from mail-ins plus guys coughing up on the spot. AT the appointed hour there was nobody present to send off and play our bankroll. We had to hijack one of the ladies attending with Bill Horky. Ad he and she are from Nevada it seemed at least we had an experienced player. As a reluctant participant, we had her \$650 and along with two burly NCO's as body guards they departed to our host casino. Using the designated game rules (previous issue) she played the money thru once and pulled the residue from the tray and cashed in in. **WE WON \$113.00** which was voice voted to be added to the Reunion treasury. The five dollar donator would have gained a buck. It wasn't worth the hassle of distributing the buck. All funds have been returned except my buddy in Alabama, clown SMSgt. Stubbs has pulled a disappearing act and his mail keeps coming back. No cash in the mail unless I have a good address. This was a fun thing for all of us and it put a few bucks into the reunion. The delegates said the slot machine player beside them hit for several thousand dollar, which I was holding out for. Better a small profit than to lose a buck. Next time!

The Saturday Night Typical Grand Caribou Dinner was well typical. We were pleased and honored to have our scheduled speaker, General Eugene Habiger get away from the interservice exercise he was involved in and in a breeze come through to be with us. At one time I had three main points of his speech to relate, I'll try. Let me explain Gen Habiger is sitting in what was once Gene Lemay's deak. Nuff said. He is the top gun in Strategic Command. It includes not only all the nuclear aircraft, but also the nuclear submarines!! This is what you call the **BIG PUNCH**.

The biggest main point he made at the reunion was that based on his personal tour of the Russian nuclear facilities we can sleep quite easy that no wild card attack will be made by the Russians. I think everybody came away from the reunion feeling and hearing it from the highest authority we could sleep well at night on that count. I didn't get to ask about Kazikastan or just North of Iran, Tashkent.

General Habiger's second point was a discussion of his youth in Vietnam. He was a Major then. He discussed in detail some of his experiences and exasperation with some of the policies of the time. Incidentally he was there in the early '70's. He detailed an instance where Viet National KIA's (allies remember) were being randomly transported to their homelands on a space available. It seems the last casket along with the grieving wife and children was not being moved. He picked up the cargo (over the protest of

ALCE) and delivered the family to their home. I hope somewhere in Vietnam that family had the image of the ugly American forever wiped because that was a big gesture to a distraught family. For them we Caribou's thank you for that humanitarian act. You make us proud Gen. Habiger.

The third main point may come up. If not I'll try to remember it by reunion time and brief it then. HQ

30 MINUTE ISLAND

A year and a half flying out of Cam Rahn Bay produced some very strange through patterns. Going "feet wet" along the coast of the South China Sea, the intriguing sight of "30 Minutes Island" often presented itself. A small island with white sand beaches and a tiny fishing village of unknown political persuasion, it often created speculative conversation among the crew. Could a Caribou make a full stop landing and take-off again in the remaining beach? As the time to D.E.R.O.S. came nearer, the fascination became more and more of an obsession. Careful low level flights, without drawing ground fire, convinced us that it was possible, and what a fitting end to two tours "in country" and the knowledge that no one had ever done it before.

The day of the "fini Flight" finally arrived and with a crew sworn to secrecy we lifted off at 05:30. By previous arrangement another crew was to fly "Caribou Cap" overhead to watch for any other traffic. Just as the sun was beginning to rise we touched down on the beach and went into full reverse, stopping in well under 1000 feet. The aircraft was empty except for one free lance photographer who quickly exited to take pictures. Shortly thereafter a distress call from "Caribou Cap" confirmed that other C-7s were coming our way and to take-off A.S.A.P.. As soon as we were able to get the photographer back on board we began our short field takeoff run. The airspeed increased slowly, but seemed to hang forever at 40 knots. What we hadn't taken into consideration was the softness of the powder white sand. A quick decision was made to raise the flaps 15° to get flying speed. There was a slight drop off at the end of the beach and in a scene reminiscent of the movie 30 Seconds Over Tokyo, the old C-7 disappeared below it only to stagger into the air a few feet off the water. We had done it, and although it was a dubious distinction, probably only appreciated by a few of the junior officers, it was our goodbye to View Nam. Two days later I was on a freedom bird winging my way home to Seattle and a different world than I had left.

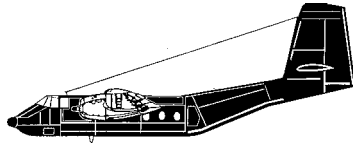
Several weeks later there was an intensive investigation by the Squadron Commander of this event, but that is another story. *Donor - Anonymous*

P.S. Tjinkonfat Made Me Do It

HEADQUARTERS LOOKING FOR A HANDOUT!

ANYBODY WITH SURPLUS PRINTER, SCANNER, AUTOMATIC TIME DELAY SLIDE PROJECTOR, SCANNER OR SMALL COPY MACHINE PLEASE CHECK IN AND LET US KNOW WHAT YOU HAVE????

**HOWIE
BERUBE**



FINI FLIGHT

It was a sad day here in December when we found out Howie was on his final approach. I am including his Obit along with this minimal testimonial for one reason.. Howie was possibly, short of Lt. Col. Ollie North, the most well known individual of modest rank who ever put on a uniform. This tribe is in 11 sections.

1. Howie was a professional high school and college jock and to prove the point he had enough scrapbooks to choke King Farouk. Impressive to an individual of modest interest in similar areas. This lays the groundwork.

2. Most likely for the same reasons I went into aviation cadets at a later age, (the US Army draft was catching up) Howie separated from college and enlisted in the OCS commissioning program for his commission. Late arriving information was that he was permanently tossed from the basketball team at Southern Mississippi for smoking so good-bye athletic scholarship.

The new coach had to make his point. Then attending the U of Colorado in the AECF, we know somewhere along the line Howie married a college sweetheart from that duty but they went their separate ways while Howie was still in UPT at Willie.

3. Upon completion of UPT he was assigned to Caribou and early in 1968 went to a Vung Tau squadron. (535 sq. members can fill in this area for themselves).

4. Howie returned to Sewart in Nashville (?) and became a IP at the 4449CCTS. We often were scheduled to swap students for their final checkride and after a while we noted an uncanny (mostly accidental) standardization level with yours truly. It became a game. We wouldn't breathe a bit of info for our respective students but when the final scores came out my eval of his guys (no girls then) was always within one point of what he projected including the better ranking properly placed above the other guy. His eval of my guys was also the same on track line. It was *spooky*.

5. About this time still in BNA Howie married a local beauty queens (really) who accompanied him (and the sq) to Abilene. More about the pilot stuff please. Howie continued to be a valuable and competent instructor for the duration, (1969-1972?) at Dyess. He went into C-130s and eventually was a standardized pilot/flight examiner with MAC for all their heavy aircraft. He had a flight line pass to the world.

6. Then he was schooled in the Spanish language and was posted in Argentina S.A. as an advisor to their transport command. This was the time of the Falklands uprising. He was greatly amused at the thought of being potentially aligned against the British but he kept his head down until it passed.

7. Since I had his OBIT announced in the Daedalian Flier a few guys called that knew Howie apart from his Caribou days. For instance when he arrived in Argentina he was faced with some overwhelming housing charges, living on the economy, etc. As it happened Howie borrowed about \$15,000 from the previous guy to secure an apart

ment for a year. The guy called to tell me he had some misgivings after loaning an almost perfect stranger a bundle on nothing more than a scrap of paper. The guy, now a Col. (Ret.) said Howie paid it back with interest which I rather expected to hear when the story started.

8. Then there was the night life of Buenos Aries. There were rumblings but it was finally confirmed that while there he and another pilot latched on to a couple of girls in a local bar and to be macho and impress them a bit he and the accomplice co-pilot went out to the flight line, cranked up and flew the C-130 supply plane from Howard AFB that was parked on the civilian ramp for the night. This is what one would call going all out to impress. How in hell could the locals top this line? "Would you two girls like to take a ride in a 155,000 pound first line military cargo plane?"

We are not privy to how long the flight was but it as best as can be determined it took place. Yo, the Maj. Gen. in command of Southern Command became aware and we understand Howie was sent to Keesler AFB with a large bite out of the seats of his pants. It was here we again met up around 1983. Howie flew the Hurricane Hunters C130's for a few years here and believe me he gained the respect of the younger pilots. Months after he retired they would comment to me how rewarded they were flying with and learning from Howie.

9. Howie was again the most widely known individual I think I have ever encountered. Guys would come out of the woodwork and know Howie from somewhere???

10. He retired and married a girl (lady) from New Zealand while he was living near Biloxi. He additional flew Sneaky Pete stuff with Trans Afrika and like in Africa from the time he retired. I was going to swap seats with him in the 130 (ref previous newsletter) but the aircraft collapsed in Mogadishu and never got back on the contract line.

Here is what frosts a few of us. Howie was invited to attend the BIX reunion as much as any body, to include additional prompting to locals to try to get support. He didn't attend. I ran in to him accidentally on the 2 Nov 97 the Sunday the reunion shut down. Howie was coming out of the package store with a cart and two cases of 16 oz. Schlitz. He looked bad bad bad. I phone his ex-wife to comment and then a couple months later she called and informed things were worse. I check in on him at Keesler hospital, he died the next day. With some fortune his brother and son were able to see him for an evening and the following morning. Even with a pre Vietnam bout with hepatitis, Howie was never one to pass up a cool one. He instituted debriefing Caribou training flights at the bar over a pitcher of canned wheat. This was particularly welcome in the relentless heat of Abilene. (Howie was always in a hot place with plenty of beer) He died of cirrhosis of the liver.

11. We shared a lot of laffs and it is with both laughter and tears that I report we found a stack of corroded cases of 16 oz. Schlitz in his garage. He could have holed up there for a long time after an atomic attack!!

He leaves the wife and a daughter in New Z., ex wife (Leslie) in Jacksonville, son in Knoxville, a brother in Calif., and sister in N.Y. which is about the end of the family tree we know it.

- He had about 13,000 hours mil time plus whatever he accumulated in about 10 years of civilian flying mostly in *Africa and Saudi*. Howie we hardly knew you! **NICK**



HOWARD "HOWIE" BERUBE, 56, RETIRED VETERAN OF AIR FORCE

ARTICLE FROM THE DAILY GAZETTE
TUESDAY, DECEMBER 16, 1997

OCEAN SPRINGS, MS - Retired Air Force Major Howard "Howie" Berube, 56, of Ocean Springs, died Thursday at Keesler Medical Center in Biloxi, MS.

Born in Schenectady, Mr. Berube entered the Air Force in 1962. He served in the Vietnam War and was an air staff adviser to the Argentine government during the Falkland Islands War. He flew with the Hurricane Hunters for two years, retiring from Keesler Air Force Base in 1986. He logged 13,000 flying hours during his career.

He was the recipient of the Distinguished Flying Cross, Defense Meritorious Service Medal, Meritorious Service Air Medal with nine devices, Vietnam Service Medal with five devices and the Humanitarian Service Medal.

Mr. Berube was a life member of the Veterans of Foreign Wars, the American Legion and the Daedalians, all in Mississippi.

Survivors include his wife, Shona Berube of New Zealand; a son, Jack Berube of Knoxville, TN; a daughter, Kara Nicole Berube of New Zealand; a brother, Robert Berube of Laguna Nigul, CA, and a sister, Dianne Lucas of Sacketts Harbor, NY.

A graveside service will be held at 2 this afternoon at Evergreen Memorial Park, Colonie.

Memorial contributions may be made to the Fisher House, Keesler Air Force Base, Mississippi, 39534.

Arrangements are by the Griswold Funeral Home of Schenectady, NY.



OTHERS DECEASED

L/C IKE DAUGHERTY 458/67
L/C MILO G. LARSON 457/67



CLARENCE W. "DUB" GUY LT. COL. U.S.A.F. (RETIRED)

Dub was born July 9, 1916 in Ardmore, OK and passed away March 1, 1998 in Lakewood. He served as a Command Pilot in U.S. Air Force for 28 years and was a veteran of WWII, the Korean Conflict and Viet Name era. He had many hobbies and interests that included carpentry, golf, fishing, and gardening.

He is survived by his loving wife Eileen, of 43 years; daughter, Lynne Flink (Larry). His kind and loving nature will remain with us eternally. Graveside committal services with full military honors will be held 11 a.m. Saturday in the valley rose urn garden section of Mt. View Memorial Park. Arrangements by Piper-Morley-Mellinger Funeral Director 472-3353.

@%&(@^#!+

On the last day of the BIX reunion a pencil drawing arrived (Saturday) and I brought it to the party room for everyone to view. When starting cleanup and I was gathering the dedicated Caribou Crap for another day, (27-29 August for instance) one of the new attendees offered to take the newly arrived PENCIL DRAWING home and duplicate it. It was clearly understood the original would be returned!!!! (emphasis)!!!

SOME OF YOU MAY NOT BELIEVE IT BUT I HAVEN'T SEEN OR HEARD FROM THE INSTANT BORROWER. MAY NOT EXACTLY HAVE THE IDENTITY OF THE individuals but I can get it to within two or three guys. Will the individual please get this treasured drawing back into the Caribou Archives. If I have to resort to further tactics to extricate this artifact for the Association's information bureau. I will be tempted to turn your name over to Tonya Harding for collection purposes. We can promise that kneecaps will be involved if you know what I mean!! Seriously, please get it back to me NOW!

COMPLETE & RETURN BACK PAGE

I would really appreciate it if everybody would review their address label info and T-XX stuff and if there is as error please return the back back **with corrections**.

If there is a plus four addition to your zip code, get it right with us. It puts your mail into the hands of your carrier. With the lookup capability of the day, it will help if some of you shy people include your **MIDDLE INITIAL** if you have one. Using the Computer National phone information ...Reginald Rasputen may be rather common, but if we lose you and have to look you up, Reginald Z. Rasputen may be locatable.

WE WILL TRY TO PUBLISH THE E-MAIL ADDRESS OF FELLOW GEEKS SO BE SURE TO INCLUDE YOUR E IN THE RETURN INFO.

HELP WANTED???

I RATHER OUTLINED THE LOOK UP INFO ELSEWHERE. I HAVE BEEN USING INFO SPACE, AOL WHITE PAGES, LYCOS, ETC. SO IF ANY GEEK AMONG YOU HAVE ANY SURE FIRE WAY OF LOOKING UP PEOPLE NATIONWIDE ON THE NET, PLEASE RELATE IT TO ME. IF THE GEEKS WILL VOLUNTEER TO FIND A SECTION OF PEOPLE IT WOULD BE APPRECIATED.

GRADING LANDINGS

TOP TEN WAYS TO SPOT A REALLY BAD LANDING:

10. Passengers appear shorter than before takeoff.
9. Big skid marks left on pavement and in pilot's clothing.
8. You're cleared to land three different times without going around.
7. That scraping sound was the trailing edge of the flaps.
6. You're congratulated on a perfect four-point landing when you have only three wheels.
5. Laughter overwhelms the tower frequency for hours.
4. Rescue workers greets you to ask for an injury report.
3. Propr has the zooty new Q-tip look.
2. Enormous amount of power needed to taxi off the runway..
1. The lineboy fuels your Shyhawk without a step-ladder.

Ace Ofthebase
Garden City, Kansas

The pilot's voice comes across the intercom of a four-engine airliner: "Those of you on the left side of the plane have probably noticed that one of our engines has failed. Do not be alarmed. We can still fly on three engines, but we will probably arrive about 15 minutes late. " A few minutes later the pilot's calm voice was heard again: "Those of you on the right side of the plane are probably aware that a second engine has failed. Do not be alarmed. We can make it on two engines, though we will probably be at least 30 minutes late now. "A few minutes later the pilot spoke to the passengers: "It has just come to my attention that a third engine has failed. Please do not be alarmed. We can make it to the airport on one engine. However, we will arrive approximately 45 minutes late. " One passenger turned to another and said, "Boy, I hope that fourth engine doesn't fail, or we could be up here all night!"

"This year will go down in history. For the first time a civilized nation has full gun registration. Our streets will be safer, our police will be more efficient and the world will follow our lead into the future."

(Adolph Hitler - 1935)



Do You Have a New Mailing Address?

PLEASE LET US KNOW!!!



"Exercise and the right food finally paid off — I'm the only one left in my class reunion!"

BORGESCH

CARIBOU ASSOCIATION FINANCIAL SCHEME

ASSOCIATION FUNDS (Charlie Seven Tax) SOURCE:

Yearly Tax Collections+++ , profits from Caribou Flea Market Sales and Member Donations. Tax Amount was voted on at Warner Robins in 1972 setting rate at \$10.00 per year.

USED FOR:

Search for members. Notify members. Postage, telephone, printing, cost of photos, duplication of photos, roster preparation and printing of various administrative costs that arise.

Note on address label as T-XX.

T-94 for instance would indicate the individuals association taxes are paid and current thru the end of 1994.

REUNION FUNDS

SOURCE:

Head tax on member only at reunion: (\$10.00). Profits from honor booze sales. Profits from onsite member sales (commission). Donations by motels, etc. USED FOR:

To take up losses in reunion operations. Tips, gratuities, flags, banners and postage costs (etc.) directly associated with reunion. Party cake, decorations.

REASONING FOR DOUBLE CHANNEL FINANCES? Object was to eliminate any question by dues paying members that association funds were ever used to finance reunion fun and game activities. However, minimal this outline is it covers almost the entire financial activities of the association and reunion. I'll be happy to answer any questions you may have in the financial area (or any other area are required).

Nick Evanish 457/66
Maj. ret



Dak Seang Pleiku ALCE 'sweats it out' Along With Caribou Crews

FROM THE VIETNAM AIRLIFTER, MAY 1970

Editor's note - The following story was written over a month ago during the busiest part of the Dak Seang airlift operation. The author spent five days and nights living with the men at the Pleiku ALCE and so well described the mood during that tense, difficult period that it is worth reading even though that moment has now become history.

By: 'Sgt. Richard P Leifer

PLEIKU AB - A studied calm seems to settle over the U.S. Air Force airlift control element (ALCE) office at Pleiku AB with the approach of a new series of sorties.

Used as the command post in a resupply operation to airdrop supplies into Dak Seang, a Republic of Vietnam Civilian Irregular Defense Group camp 14 miles northwest of Dak To in Kontum Province, the office has been the site of increased activity during the past week, a week that saw three C-7 Caribous downed by enemy ground fire.

But there is a feeling of almost enforced peacefulness as more sorties begin.

Strewn about is evidence of the last eight days - an abundance of used coffee cups, combat gear piled here and there waiting for owners to return and newspapers left scattered about open, half-read, left for more pressing matters.

And people mill about quietly wearing signs of too little sleep, too much strain and coffee.

The pilots for the next missions talk animatedly trying to "psych" themselves for the job they will soon have to do.

Lieutenant Colonel Loris Dorris of Highland, Calif., the ALCE commander, takes time to read a letter and answer it.

The man heading the operation, Colonel R. P. Larivee of Lafayette, LA, is away getting a shave, a shower and a well deserved steak. He'll be back.

U.S. Special Forces Warrant Officer John Tatalajski - called Mr. T. to avoid tied tongues - is at his compound and will return later. He is in charge of rigging the supplies for the airdrop.

Those left in the ALCE make small talk, discussing the co-ordination involved in making an airdrop and repeating the old saying about waiting being the worst part etc.

One mission monitor gets up from his desk muttering, "Why does your pencil break in the middle of a war?"

Meanwhile, the first few aircraft are on their way to their target. Then the word comes, an excited unprintable synonym for, "Right on target." The pall of tension lifts and held breath is released.

Before long the plane is home, its performance to be repeated shortly in eight other sorties as C-7 crews place 27 pallets into Dak Seang without serious incident.

LADY LUCK TO BID ADIEU ON MONDAY

ARTICLE FROM SUN HERALD, BILOXI, MS
SATURDAY, JUNE 6, 1998

BILOXI - Four Lady Luck employees on Friday confirmed that the small Biloxi casino, being bought by neighbor Grand Casinos, will close to the public at 12:01 on Monday.

Some employees said Friday they expected to stay on past then to help with the shutdown.

The employees, who declined to give their names, said they learned about the casino's closing from a memo they saw for the first time Friday.

A spokesman for Lady Luck Gaming in Nevada did not return telephone calls.

Some employees said the mood among the casino's staff was generally upbeat, mostly because they knew the closing was coming soon. Two months ago, employees were given 60 days' notice that the casino would close.

Grand Casinos Inc. agreed to pay Lady Luck Gaming of Nevada \$15 million for the casino barge and about 5 acres of property.

Grand spokeswoman Jaye Snyder said the company is considering several options, primarily moving the barge behind Grand Casino Biloxi and using it to expand the casino's Mississippi Long Bar. The property is likely to be developed for parking.

State Gaming Commission spokesman Warren Strain said the agency's staff would be required to monitor a casino's operations for 24 hours prior to its closing. When asked if agents had been deployed to Lady Luck, he said commission policy prohibited him from commenting.

Lady Luck's closing will leave the Coast with 11 dockside casinos - and Biloxi with eight - until Mirage Resort opens the 1,800-room Beau Rivage casino resort in February.

Seen at Navy Air Museum.... What is it????



PANKENON LOCATED!!!!



Dues paid member Jerry Pankenon, formerly lost, was sighted in the D.C. area, then Canada, escaped the Freeman FBI Dragnet in Montana and is now a croupier in Reno. He is easy to spot in a crowd.

FLASH.... FLY A CARIBOU... DEJA VU ALL OVER AGAIN

An honorary member (and a Caribou owner) contacted me just as we went to press with the following:

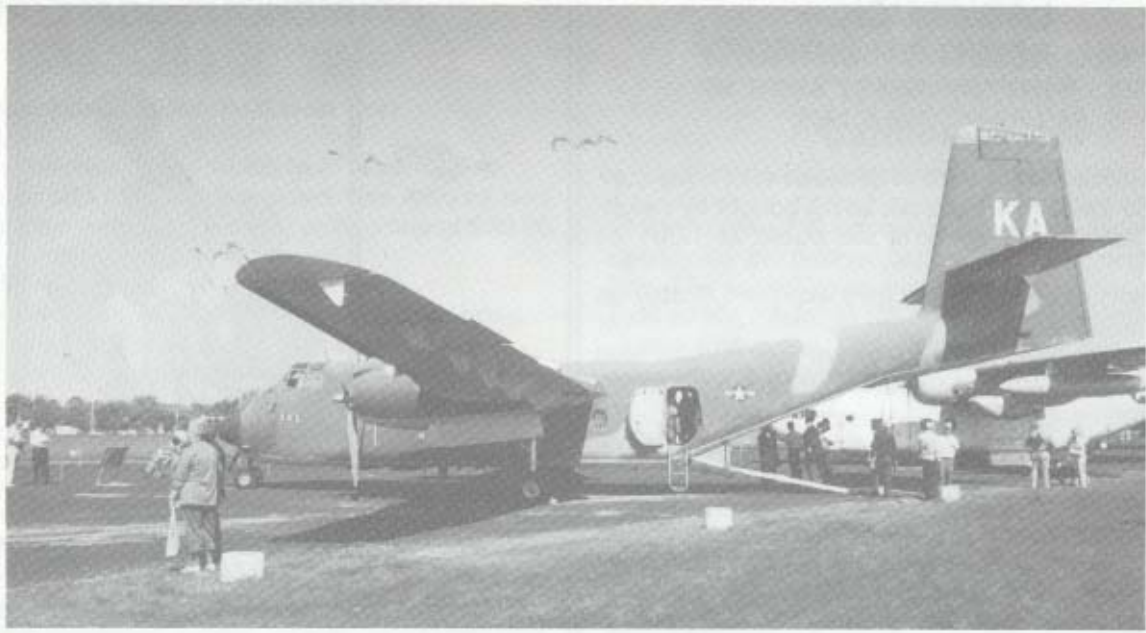
A company in Amsterdam is looking for 3 caribous*** and 3 crews to field a Caribou Armada in The Sudan. This is urgent/ Emergency Food Transport of a humanitarian nature. My sense is they will require aircrew plus maintenance so call, check in or fax me a minimal resume and I'll provide details as they arrive.

***Any ideas on this??

NICK 228-863-8688 Phone and FAX
NEvanish@aol.com

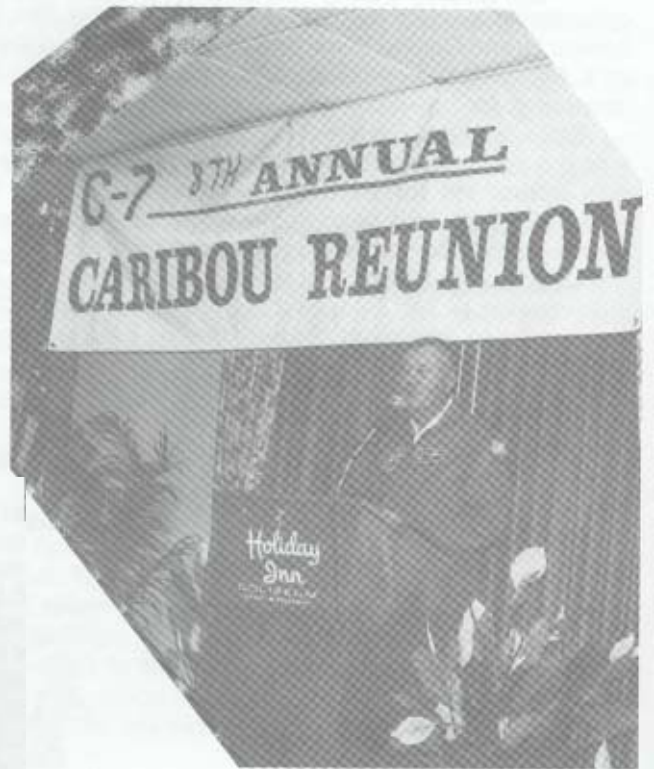


George
Moore whiffing
the golden
fumes at Jack
Daniels



457 AC at AF I

THIS SPACE
INTENTIONALLY
LEFT BLANK



Gen. Habiger receiving photo in full reverse from pilot/photographer Col. Guy Pronier

MURPHY'S LAWS OF COMBAT OPERATIONS **is provided as a look in the rearview mirror.**

(author of input unknown)

1. Military intelligence can be a contradiction in terms
2. Recoilless rifles - aren't
3. A sucking chest wound is nature's way of telling you to slow down
4. The enemy diversion you are ignoring is the main attack
5. If the enemy is within range, then so are you
6. Friendly fire - isn't
7. If it is stupid and works, then it ain't stupid
8. When you have secured an area, don't forget to tell the enemy
9. If you're short of everything, except the enemy, then you are in a combat zone
10. Try to look unimportant. They may be low on ammo.
11. The easy way is always mined
12. Tracers work both ways
13. Incoming fire has the right of way
14. Teamwork is essential. It gives them other people to shoot at.
15. Never draw fire — it irritates everyone around you
16. No combat ready unit has ever passed inspection
17. No inspection ready unit has every pass combat
18. Make it too tough for the enemy to get in and you can't get out
19. Both sides are convinced they're about to lose, they're both right
20. Professional are predictable, but the world is full of dangerous amateurs
21. Fortify your front and you'll get your rear shot up
22. When in doubt empty your magazine
23. In war, important things are simple, and all simple things are hard
24. Don't look conspicuous, it draw fire
25. Communications will fail as soon as you need fire support desperately
26. Weather ain't neutral
27. Never share a foxhole with anyone braver than you
28. Remember, your weapon was made by the lowest bidder
29. If you can't remember, the claymore is pointed towards you
30. All five second grenade fuses are three seconds
31. The only thing more accurate than incoming enemy fire is incoming friendly fire
32. If your attack is going really well, it's an ambush
33. No oplan survives first contact intact
34. If it flies, it dies
35. When you are forward of our position, the artillery will always be short
36. Suppressive fire — won't
37. You are not superman
38. Calvary doesn't always come to the rescue
39. B-52's are the ultimate in close air support
40. Sniper's motto: Reach Out and Touch Someone
41. Peace is our profession - Mass murder is just a hobby
42. Killing for peace is like whoring for virginity
43. It's not the one with your name on in - it's the round addressed "To whom it may concern" ya gotta worry about
44. Remember: Napalm is an area weapon
45. Smart bombs have bad days too
46. Mines are equal opportunity weapons
47. There is no such thing as the perfect plan

