

C-7A CARIBOU ASSOCIATION NEWSLETTER

VOLUME 1

June 2001

ISSUE 13

REUNION 2001 - Las Vegas, Here We Come

Our annual bash, the 2001 C-7A Caribou Reunion, is being held this year at the Imperial Palace Hotel and Casino in Las Vegas, Nevada. This should be a really super reunion. We will be at the entertainment capital of the world. We expect we will have an even greater number of members and guests at this 2001 get together.

The Imperial Palace Hotel and Casino is a really great hotel with all of the accommodations one could ask for. It is located right on the strip among the other famous casinos and hotels, just ten minutes north of McCarran International Airport. There is more to see and do and eat and have fun than almost anywhere else on earth. And they don't roll up the sidewalks very early either.

Our fun starts on Tuesday the 4th of September with sign-in and registration. Arrive early enough to check in to the

See **Reunion**, pg 3.

CARIBOU CREWMEMBER HONORED

Capt J. Patrick Jaeger was aircraft commander of one of three C-7 Caribou aircraft shot down over Dak Seang Special Forces Camp in South Vietnam during the first week in April 1970. A total of nine crewmembers were killed in those losses. The airdrop re-supply missions were part of a month long effort to repel an attack of 4,000 heavily armed North Vietnamese troops attempting to overrun the camp of 400 troops.

Despite this fierce attack in a remote mountainous region, the camp was able to survive and hundreds of lives were saved. On 24 May 2001, thirty-one years later, the Atlanta Vietnam Veterans Business Association honored Capt Jaeger, a resident of Atlanta upon entry into the Air Force, for his bravery and sacrifice. Each year the AVVBA erects a memorial in Atlanta to remind residents of what many Americans did for their country during the Vietnam War.

Included in attendees at the ceremony were 41 members of Jaeger's family, numerous Caribou Association members, and a Special Forces NCO who credits Capt Jaeger and C-7 crews with saving his life and the Dak Seang Camp. Brig. General John Soper of our Association gave the dedication address and LCol Bob Davis gave the Benediction. Davis was Operations Officer of the 457th Tactical Airlift Squadron to which Jaeger was assigned.

Capt Jaeger volunteered to participate in the resupply mission, an operation where C-7's faced their most intense

See **Memorial**, pg 10

ATTENTION ALL BOU PEOPLE! The September Reunion in Las Vegas is a required formation! You will attend. No excuses accepted!

Seriously, folks, this is going to be a good time. If you haven't been to Las Vegas recently, you will be amazed at the changes. If you have never been to Las Vegas, it is required at least once before you check out! Forget the old "smoke-filled gambling room" image; Las Vegas has something for just about everyone these days. As soon as I told my wife that the location for 2001 had been changed to Las Vegas, she was on the phone booking the room. If any of you wives out

Important Correction!!

The original registration form in the May flyer contained an error. The form stated that "a registration fee of \$15.00 will be charged to all ***persons*** attending" the reunion. That is corrected to read "a registration fee of \$15.00 will be charged to all ***members*** attending" the reunion. Sorry for the error.

there have lingering doubts, just drop me an email at peterb@petester.com and I'll ask my wife to give you the straight skinny. I have "met" so many of you only via the internet and this is the opportunity to meet face-to-face over a cold beer, a warm scotch, or a glass of coke and tell war stories. I have never been to a reunion and I am really looking forward to my first one. I almost made it last year, but my employer decided he preferred to have me in Australia for three weeks. This year, my employer has been informed

See **Attention**, pg 6.

Reunion from pg. 1

hotel, register and then attend our kick-off reception starting at 1800 hrs. Be sure that you register at the Caribou registration desk so that you receive your door prize ticket. We have some nice door prizes to give away at the reception. The reception is of course free and we will have plenty of assorted foods, chips and dips. You don't want to miss the reception. This is where all of our old Caribou buddies will congregate for the starting of a good time...so make sure you indicate on the sign up sheet that you are going to join us for the Free Welcome Reception. At 2030 hours we will adjourn to the War Room to begin the first of our nightly pow wows.

The Caribou registration desk will be in the Pearl Room on the 4th floor. The people at the front desk will provide you with a map of how to get to your room. Ask them to mark the elevator that takes you to the Pearl Room.

On Wednesday a tour is scheduled to Nellis AFB. Buses will load at 0815 hours in front of the hotel, departing at 0830 hours. It is a short ride, just eight miles. A dutch treat lunch is planned at the Officers Club at 1200 hours and the tour will return to the hotel after lunch. If you will be using a wheel chair for this tour, please let Christine know by indicating on your registration form. Nellis AFB is home to the Air Warfare Center, the United States Air Force Air Demonstration Squadron - The Thunderbirds, and The USAF Weapons School. There is a lot to do and see at Nellis. This very impressive tour includes a visit to the museum, a video presentation, and the Thunderbirds aircraft hanger. The flight line at Nellis provides a perfect opportunity to view aircraft from the entire U.S. Air Force inventory. On any given day, visitors may see F-15 Eagles, F-16 Fighting Falcons, A-10 (Warthogs) Thunderbolts, F-117 Nighthawk stealth fighters, B-52 Stratofortress, B-1B Lancer, and the B-2 spirit. Navy and Marine Corps aircraft are frequently at Nellis, as well as aircraft from allied air forces. Be sure to bring your cameras. *PLEASE NOTE:* You must sign up for this tour by August 28, 2001. Nellis AFB has requested that all names for this tour be submitted by this date.

Thursday morning a tour is planned to visit Hoover Dam. Departure from the hotel is at 0900 hours. The tour through the dam and power plant is about a half mile long and lasts approximately 30 to 35 minutes. Comfortable walking shoes are recommended. The tour is fully accessible and wheelchairs are available for use at the point where the tour begins. You start the tour by descending over 500 feet into the canyon wall and then walk through a tunnel into the power plant. Because of the enclosed areas the tour is not recommended for those who suffer from claustrophobia. During the tour you will

see several hydroelectric generators, each capable of producing 133,000 kilowatts. Due to the electromagnetic frequencies emitted by the generators the tour is not recommended for those with defibrillators. The tour includes a stop outside along the Colorado River affording an excellent view of the dam towering 560 feet above. You then enter into one of the 50-foot diameter diversion tunnels used to divert the river around the dam during its construction. The tour ends at the Exhibit Gallery level. You can then view the exhibits on your own. Be sure to check out the view from the Overlook for the best view of Hoover Dam. It would be a shame to come all the way out here and then miss the best view. Again, bring your cameras.

This tour has been scheduled for an early morning departure (0900) to avoid the heat. Summer daytime temperatures can be very hot. It is recommended that you take water bottles with you on the tour. For security reasons, only clear plastic water bottles will be allowed.

There is an alternate tour called the "Hard Hat Tour." Interested individuals can participate in an in-depth, "hard hat" tour of the dam and power plant. They will get a close-up look at the inner workings. These special tours require the participants to wear hard hats. The tour will visit the areas of the dam that are not part of the traditional tour - areas like the generator shaft gallery, the needle valve house, the inspection tunnels inside the dam, and other "behind the scenes" areas. Hard Hat tours are small; about 20 people will be allowed in each tour group. All visitors must be able to wear the hard hat for the entire tour.

WHEELCHAIRS ARE NOT ALLOWED ON HARD HAT TOURS FOR SAFETY REASONS. OPEN-TOE and HIGH HEEL SHOES are highly discouraged.

Thursday evening, starting at 1600 hours, and lasting until 2400 hours, we will have "Show and Tell" in the War Room. Bring your pictures, articles, films, tapes and anything else that you want to talk about or display. This should be a real fun night. If you will need VCR's, projectors, etc. please contact Paul and Christine so arrangements can be made.

On Friday a shopping tour and lunch at the Venetian from 1100 till 1500 hours is scheduled for the ladies. Details will be available at registration. Ladies, don't miss this one.

A business meeting is scheduled for 1300 - 1600 Friday afternoon for all Caribou Association Members. At 1700 hours the men will assemble for squadron pictures and a group picture. Exact location will be in your registration packet.

At 1900 hours we will begin our banquet in the Sampan

See Reunion, pg 4.

C-7A Caribou Association 12th Annual Reunion Imperial Palace Hotel and Casino

Las Vegas, Nevada
September 4th - 7th, 2001

Tuesday, Sept 4th

1000 – 1700 Early Bird Registration
1000 – 1700 Self Tours (Free Time)
1800 – 2030 Reunion Reception
2030 – 2400 War Room (Hospitality) Open

Wednesday, Sept 5th

1000 – 1700 Registration
0815 Nellis AFB Tour
1600 War Room Open

Thursday, Sept 6th

0900 – 1300 Hoover Dam Tour
1300 – 1600 Self Tours (Free Time)
1400 – 1600 Association Board Meeting
1600 – 1200 Show and Tell in the War Room

Friday, Sept 7th

1000 – 1200 Self Tours (Free Time)
1100 – 1500 Ladies Shopping & Lunch
1300 – 1600 Business Meeting
1700 Group Pictures
1800 – 2200 Banquet in the Sampam Room
2200 – War Room Open

Saturday, Sept 8th

0830 – 1030 War Room - Farewells



ASSOCIATION

VIETNAM

Reunion, from pg. 3

Room with dinner being served at 1830 hours. Our guest speaker will be Col. Neil Crist, also a veteran of the Dak Seang resupply mission.

There is lot to do in Las Vegas. Some entertainment options and opportunities are described here in the newsletter. There is plenty of time in our schedule for just visiting and having some fun. Elsewhere in the newsletter there is more information about the Imperial Palace Hotel, and what it has to offer. Let's all have a great time, renew old acquaintances, make some new friends, find some long lost buddies, and in general, just enjoy ourselves. Looking forward to seeing you in Las Vegas. Good luck if you pull the slots!

Imperial Palace Hotel and Casino

3535 Las Vegas Boulevard South

Las Vegas, NV 89109

www.imperialpalace.com

The Imperial Palace Hotel and Casino is a first class hotel featuring ten restaurants, casinos, and state of the art health and fitness center.

The reunion hotel rates are \$59.00 on weekdays, and \$79.00 on Friday and Saturday nights, single or double occupancy. Suits are available for \$89.00. *When making reservations be sure to tell the hotel you are attending the Caribou Association Reunion.* It is important that you register under the Caribou Association Reunion Agreement because our room rates are based on an agreed upon number of occupancies.

Telephone numbers for the Imperial Palace Hotel are:

(800) 800-2981	Room Reservations
(702) 731-3311	Main Desk
(800) 351-7400	Casino Information

The latest date to make reservations is August 14, 2001. That is the last date the Imperial Hotel will guarantee the Caribou Association Reunion rates. After August 14 the hotel will charge the prevailing rates.

For those folks who want to spend more time in Las Vegas, the hotel is offering reunion rates two days before and two days after the reunion. Those rooms are not blocked and will be available on a space available basis.

Important Information on your Room Reservation at the Imperial Palace

If you have made your reservation's at the Imperial Palace and did not make your reservation under the Caribou Association Reunion, you will be charged a surcharge for electricity at \$3.00 per day. If you make

See **Hotel**, pg 6

PHASE DOCK MAINTENANCE

Jerry Pressley [483, 68]

I was assigned to the 483rd CAM Squadron at Cam Ranh Bay Vietnam from Oct 1968-Oct 1969 as an aircraft maintenance specialist. My duty station was Dock #1 of the phase inspection docks.

At that time the 483rd was assigned to the 483rd TFW, Seventh Air Force. Col. Turk was the Wing Commander most of the time I was there until Col. Christensen assumed command in late 1969. Both men were good commanders and took good care of their troops while I was there.

The CAM Squadron was responsible for the intermediate/field maintenance that was performed on the C-7 aircraft in Vietnam. It was composed of numerous shops such as engine, prop, hydraulic, sheet metal, phase docks etc. Just about every aircraft maintenance career field or AFSC was represented in the squadron.

The "worker bee" troops that filled these positions were in the age bracket of 19 to 22 years old and the rank bracket of E-3 to E-5. Most of us were high school grads and were serving our first and (for most of us) only four year tour. We were from every part of the country and (as they say in Oklahoma) full of piss and vinegar. We were a squadron of the best equipped, best trained and best led Air Force in the world and we knew it.

Although some of us were somewhat rough around the edges and a bit on the roguish side, we never forgot the fact that we had a job to do and people's lives depended on how well we did it. We were all aware of the hostile environment that our flight crews were required to operate in and made every effort to give them the most dependable aircraft we could.

At a pre-determined number of operational hours, each C-7 would be scheduled into the phase docks to undergo a phase inspection. The C-7 phase docks were located at the edge of the flight line at Cam Ranh Bay. It consisted of a row of nose docks, each containing a C-7 aircraft.

A crew of E-3 to E-5 aircraft mechanics that would perform the inspection manned each dock. A Master, Tech., or Staff Sgt. would usually be the dock chief and would have an E-4 or E-5 assistant. The chief of all the docks (the BIG KAHUNA) would be an E-8 or E-9.

The phase inspection would be conducted in accordance with an Air Force Tech Order that contained work cards for each section of the aircraft such as the nose section, left wing, right wing, tail section, etc. Those work cards would guide you through the inspection of each particular section of the aircraft. They would contain wear limits, lube requirements, required operational checks and all other pertinent information. After a few weeks OJT, you were expected to be able to

work an assigned area by yourself.

After a person became proficient in one area of the aircraft, he was moved to another area to learn it. By the time he had been there a few months, he had learned the whole aircraft.

In my opinion, the worst sections were the wing and tail. The wing section contained a million mechanisms that controlled the wing flight controls, which required inspection. It also contained the augmentor tubes that had to be removed, cleaned, inspected and reinstalled.

The aug tubes collected the exhaust gases from the engines and expelled them into the atmosphere. They were very greasy on the outside and had a heavy layer of coke on the inside. After a day of wallowing them around, you looked like you had been wrestling a mud hog.

The tail section contained numerous flight control mechanisms as well as the various jackscrews, cables and other components that operated the cargo doors. As we all know, heat rises and it was hotter than a depot stove in there. After spending ten or twelve hours perched in the hot tail of a C-7, you would tend to smell a tad ripe.

If the landing gear system was disturbed, the aircraft would have to be jacked and an operational check made of the system. This required a team effort of the whole crew.

After the phase inspection was completed and the paperwork was taken care of, the aircraft was moved to the flight line. The post dock section would then take possession of the aircraft.

Post dock would perform a complete visual inspection, service the accumulators, oil tanks, hydraulic reservoirs, fuel tanks and would perform engine run-up. After repairing all write-ups found on run-up, they would perform a pre-flight inspection and get the aircraft ready for a test flight.

The next order of business would be assisting the flight crew. This consisted of tagging along with them as they made their pre-flight inspection, getting the engines started and directing them out of the ramp area.

When the aircraft returned, it was met at the entrance of the parking area and directed into a parking spot, chocked and shut down. A member of the crew would then accompany the flight crew to the debriefing area. This is when you would receive your report card. At debriefing, the flight crew would explain any discrepancies that were found during the flight. Usually these were minor and could be repaired fairly easily or there were none at all.

After the squawks were repaired, the aircraft serviced, the post flight inspection performed and the forms were annotated, the aircraft was returned to the using

See **Phase Dock**, pg 18.

Attention from pg. 1

that I have a prior engagement for that week! There are few places in America where you get as much for your money as in Las Vegas. The hotel is reasonable, the food is very reasonable, and the entertainment is endless. A lot of your fellow Caribou Association members have labored long and hard to bring this event to fruition, now it is up to you to do your part. Check the travel section of the Sunday paper and you will find all kinds of great airfare deals. If you live close enough, preflight the wheels and get out your map! We have all shared a common experience and we live all across this nation. This is your one opportunity to meet a bunch of your "brothers of the cloth". That common bond we share will be with us for the rest of our lives, so let's make the most of it and get together for the biggest reunion yet. Hoover Dam is awe-inspiring and what one among you would not lapse into silence and watch as a fast-mover lit the burners and started his roll at Nellis?

Now get off your butts and forget the excuses. Book your room at the Imperial Palace, being sure to tell them you are with the Caribou Association (so you get the extra-low room rate that has been negotiated for you). Next, fill out the form that was sent in the mail, write out the check, and send it to Christine Phillips. If the dog ate your form, you can download and print a new one from the web site. Finally, get your transportation lined up. Let's show the people who have worked so hard on this event that you are worthy of their effort. Life is short and sometimes seems as though it provides few joys. Here's a solid gold chance to meet a bunch of people who have "been there and done that". I, for one, regard the people I served with in the Caribou as the finest this country had to offer and the best group I have ever worked with or ever will. I don't care whether your job was washing pig manure out of the back of a Bou with a fire hose or wing commander; I want to shake your hand, buy you a beer, and offer thanks for an experience I will always be proud of and one I will never forget.

Let's take Las Vegas by storm and leave them with some memories! *(Peter Bird: Your kick-ass webmaster!)*

Blue name tags will indicate that the wearer is a first time reunion attendee. Be sure to give them a hearty welcome to insure that they will keep coming back .



Ladies Friday's Shopping

Ladies, be sure to sign up for our Shopping and Lunch on Friday, September 7, 2001.

Our shopping spree and Lunch is being planned for the Venetian Resort.

For those of us who would love to go to Venice, this is the next best thing. You will experience the murals as you walk through the grand hall with its many pillars, archways and alabaster statues.

As you walk along the cobblestones around the canal you will see the Gondolas as their Gondola rower sings Italian Love songs. Surrounding the canal are shops and cafes.

The Shoppe's at the Venetian boast European and Italian origination. Of course you will also see American shops such as Ann Taylor, Godiva, Kenneth Cole sprinkled in too.

There are several art galleries in St. Mark's Square that truly feature one-of-a-kind items.

We will be doing Lunch at Warner Brother's Stage 16 Restaurant. Enjoy lunch on a famous Movie Set. The Menu includes, Mediterranean, Asian, European and American Cuisine.

I hope you will SIGN UP to join in the fun as we explore Venice Las Vegas Style.

Hotel, from pg. 4

your reservation under Caribou Association Reunion, you will not be charged this surcharge because we signed our contract before this surcharge went into effect. Also, we do not get credit for your reservation if you do not make your reservations under Caribou Association Reunion.

The hotel manager indicated that cheaper rooms are in the back of the hotel and are promotional rooms. He explained that the rooms being offered to the Caribou Association Reunion for \$59 have all the amenities and are in the tower area away from the casino floor. The Manager stated, "that the suites for \$89 are a great deal" and this is also available by making reservations under Caribou Association Reunion.

If you have any problems with your room reservations please contact Christine Phillips, I will be happy to help.

Hotel parking is free. For those who will be driving RV's contact Paul Phillips for information regarding what is available in Las Vegas.

See **Hotel** on pg. 9

Orders for Nam-Cont'd

Received by e-mail Ed.

Reading Jerry Presley's story about "Orders for Nam" in the last newsletter reminded me of another set of orders:

As a Capt fresh out of 'Air Officer's Intelligence' training, I was assigned in Aug 1965 to HQ 12th AF, Waco, TX to the IG as inspector/evaluator for intelligence. When I reported in to Col Paul Mascot, **Mr. IG**, I was advised I was on a controlled assignment for a minimum of three years, and to get busy preparing for some extensive TDY's.

Some months later, Col Mascot was reassigned to the "Caribou Project" and I thought nothing of it. Then in Sept '66, we were at Nellis AFB conducting an inspection when my team chief got a call from HQ 12th that I had received orders for Nam. Being prior enlisted with a DEROS of '54, I was next in line. HQ 12th IG protested to Randolph personnel but to no avail. Not only was my stabilized three year tour cut short, but I had 26 days from date of notice to be at Travis with bags packed for a "classified" assignment to "Autumn Leaf", RVN. My orders were stamped 'urgent'. I had 22 days by the time we returned to Waco to get cleared out, furniture packed, family relocated, and show at Travis. Busy, busy, but we made it.

I arrived at Tan Son Nhut in Oct '66 eager to find out what "Autumn Leaf" was all about, only to be told I was going to Cam Ranh Bay, and they had no idea what "Autumn Leaf" was. Upon arrival at CRB, personnel insisted that they had no idea what I was talking about, did not have anything with my name on it, and to come back tomorrow. Standing at the bar that night at the club, mumbling under my breath about what a screwed up sorry situation I was in, a voice said: "Polley, what the hell are you doing here?" Col Mascot heard my sad tale and told me not to worry, he did not yet have a wing intelligence officer for the 483TCW and to check in with him tomorrow. By the time I arrived back at personnel, it was a done deal. I became part of the initial cadre sitting on wood boxes, using wood boxes for desks, etc., etc., trying to write wing intell regs for 6 squadrons that I could only imagine what their requirements would be. VERY interesting year to say the least.

And I never did find out what "Autumn Leaf" was all about!

Manson Polley, [483 66]

Nancy & Manson Polley
Findus Ifucan, USA
206-605-1708 (cell)
mansomp@worldnet.att.net

Perspective from pg. 2

greater significance because Ike passed away before the next reunion.

Since that first reunion, we've renewed acquaintances with other men that were in the 458th TCS during the same 66-67 year that I was at Cam Ranh Bay. To be honest, I couldn't remember what my unit designation was at that first reunion, it had been so long since that year. Over the ensuing years I've been able to reunite with other pilots, flight mechs, maintenance and supply men who served in the 458th in 66-67. Beyond Ike, whom I've mentioned, have been Frank Felix, Gus Gustafson, Dennis Fox, Bob Hopkins, Art Oxley, Wogy Wolgemuth, Will Wetzel, Bob Cooper and our first wing commander, Col. Paul Mascot – all these folks have come to the reunions.

As a squadron volunteer for our organization I've been able to contact via the phone or internet several others from my 66-67 squadron who haven't made a reunion yet. They include Bob Parker, Lloyd Jenny, Bud Summerfield, Joe Waters, Paul Hodgins and our 458th squadron commander, Al Mercogliano.

As enjoyable as it is to get together with people with whom I served, both Patty and I find the annual events so enjoyable because of the many friends we made within the group of Caribou guys and their wives that were in other squadrons from all the year groups. In the past several years we've placed emphasis on having reunion events that the women would enjoy either in "women only groups" or as couples. Having the reunions at interesting locations like Las Vegas provides something for everyone in the entertainment and touring department.

If you've never attended a Caribou reunion before, I encourage you to come to this one. I hope to see you there.



An Khe Caribou Crash

I received the following article via e-mail from Bob Dugan (Lord knows where he got it), and with the Army Otter Caribou Association's permission have reprinted it here. I'm sure that most everyone has some information about the An Khe Caribou Crash. It is very interesting to view an historic event from a very different perspective; Army vs Air Force. Ed.

Fellows: Here's a response to a letter in our Logbook (Army Otter-Caribou qtrly newsletter) regarding the 'bou crash @ AnKhe.. Thought it might be of interest.. Fred R.

——Original Message——

From: BSilvey@aol.com [mailto:BSilvey@aol.com]

Sent: Friday, March 09, 2001 8:44 AM

To: wiger@citrus.infi.net

Subject: AnKhe Crash

The following is an example of what this association is all about - thru the Logbook and the internet we are able to find stories and event recall such as provided by Jake Hargis. While it is a sad event it is still something that occurred in our history and is important to know that heroic acts happen - but are not forgotten.

Subj: An Khe//10/04/66

Date: 3/8/01 9:41:04 AM Eastern Standard Time

From: jaketteasthsqic@worldnet.att.net (Jake Hargis)

To: t.koniarz@worldnet.att.net

CC: BSilvey@aol.com

Read with interest, your letter on page 56 of the Logbook.

I was the CO of the 383rd TC Det. on that day. We were right in the middle of Operation "Paul Revere" and there were floods on the Bong Son plain. The only way to get supplies in & wounded out was by air for a couple of days. We were under tremendous pressure (primarily from MG Norton & Col. Burton) to keep above 75% flyable.

I was on the "line" when one of my troops came running up and said we had just lost an aircraft on Hon Kong. He had seen it on approach to "Golf Course" when it went in the clouds, he heard the engines scream, and then heard the aircraft hit.

I got on my radio to the tower & they confirmed. Like an idiot, I jumped in my jeep, alone, with nothing to work with & drove to the base of Hon Kong. I encountered an MP standing on the road. He pointed up the mountain and I started to run, that lasted about twenty yards. It was nearly vertical.

When I finally found the aircraft, it was upside

down. You could not enter initially through the front because of crash damage. The rear doors were high off the ground so it took a while to figure out how to get in. When inside, walking on the ceiling was very difficult. The front of the fuselage was split by a large mahogany tree about 1/3 of the way back. The ramp door extensions had come out of storage and flown through the cabin, & of course, the roller conveyors had done there damage also.

There were twenty eight people on board 63-9751, 14 were dead. All were injured. Birdie was the only Army crewmember that day. He was found under a wing. He had lived through the crash (you could see where his feet had dug trying to get out) but was dead when we found him.

All three AF crewmembers were dead. The pilot was not found for four days even though he was still in his seat. The sheet metal had folded around him.

This was not Bird's aircraft. He had taken the day so the assigned crewchief could celebrate his birthday.

The very brave young man with the M-16 stuck in his groin was PFC Daniel R. Madden. Most of those killed were from an artillery unit.

We tried air-lifting direct from the crash site but the slope was too steep for rotor clearance. I still don't watch Peter Jennings on TV. He tried to interview people and litter bearers at the crash site til I had him "escorted" off.

Reason for the crash—Golf Course air strip was being lengthened. The GCA trailer had been moved the day before...NO ONE HAD FLIGHT TESTED IT in it's new location.

I made several return trips to the site salvaging usable parts. (there weren't many) As far as I know 63-9751 still sits on that mountain.

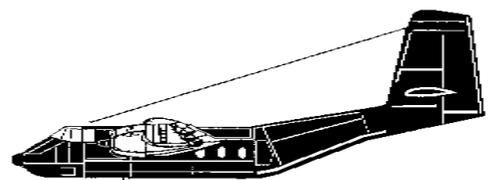
Tom, I have really enjoyed the pictures with your name on them. I lost every momento in a house fire several years ago. If you know anyone with a 383rd patch, please let me know.

What a great report -

Jake - thanks - I will forward you comments to those on line - there must be a patch out there somewhere.

Tom - you asked - and you got one of the best replies I think you could imagine.

Bruce



Hotel from pg. 6

Two of the Hotel's restaurant attractions are the:

Teahouse and Imperial Buffet

Buffett Breakfast Mon-Fri 7 a.m. to 11:30 a.m.	\$7.45
Lunch Mon-Fri 11:30 a.m. to 2:30 p.m.	\$7.45
Prim Rib Champagne Dinner 5-10 p.m. daily	\$9.45

Emperor's Buffet

A great variety of fresh salads, fresh fruits, soups, juices, tasty entrees, desserts and coffee. Price includes beverage.

Breakfast 7 a.m.-11:30 a.m.	\$6.25
Lunch 11:30 a.m.-5 p.m.	\$7.50
Dinner 5 p.m.-10 p.m.	\$8.50

Health and Fitness Center

The spa includes a co-ed cardiovascular area with Stairmasters, Lifecycles, treadmills, rowing machines and aerobic videos. The coed weight room has free weights, Nautilus and Universal equipment. The men's and women's locker areas have steam rooms, dry sauna, showers and individual lockers. Tanning beds are available. For your convenience the hotel supply juices, towels, sandals, robes (for massages), toiletries and safe deposit boxes. The Imperial Palace also has trained massage therapists on duty.

Airport Shuttles/Bus Service

There is no airport/hotel shuttle service. You can take an airport shuttle service to the hotel for \$10.00 per person each way. A taxi is about the same price.

Las Vegas has a bus transit system which cost \$1.50 per person. There is a senior rate available.

The Las Vegas Strip also has a trolley that goes up and down the strip and charges \$1.50 per person each way.

There is additional information of what to do in Las Vegas on page nineteen.

From: [Wendy Collins](#)

To: [Jim Collier](#)

Sent: Friday, March 16, 2001 11:56 AM

Subject: Harry the Hawk

Jim, Just recieved my newsletter...you guys are doing a great job! Really enjoyed ready about Col. Hunter. He was one of my CO's during my tour. I never realized his extensive background. We called him " Harry the Hawk" because he would check the flight schedule at the bar for the next day and break up the late night poker game. I always remember him adjusting his glasses and cocking his head back to look at the schedule..it meant to we young Lt.s that the game was going to end. Like many of the older Lt. Col.s that had been called upon to fly in combat once again ,Harry couldn't see well, just like I am today (about the same age I think). We always scheduled seasoned Co-pilots to fly with the older PICs as they all wore glasses to see the instrument panel and hated to make the radio calls. Thanks again for bringing back great memories. Walt Collins, [535th, 68]. Phoenix, Az.

Business Meeting Agenda Items

I propose we change our organization name to: USAF C-7A CARIBOU ASSOCIATION. We need to differentiate ourselves from the Army organization with such a similar name. For the past 34 or so years, the C-7A was a USAF aircraft, and we should be proud to claim the C-7A Caribou Association as a USAF organization, not just a generic organization with no military significance. I will propose this at the business meeting at the September Las Vegas reunion. (Until then, everybody, please buy up all the C-7 logo clothing we have for sale.) *Bob Dugan*

Memorial from pg. 1

antiaircraft fire of the war. Others lost on his crew were 1Lt Theron Fehrenbach and TSgt Gordon Gaylord.

Following is information on Capt Jaeger and the ceremony honoring him, his family, the Atlanta Vietnam Veterans Association, and attendees at the memorial dedication.

Pat Jaeger was born in Los Angeles and moved to Atlanta as he entered high school. He attended Georgia Tech and then received a full AFROTC scholarship to the University of New Mexico, graduating in 1962. After Air Force navigator training he flew B-52s for three years at K.I. Sawyer AFB, MI. He then completed pilot training and flew C-141s at San Bernardino, CA. He received orders to Vietnam in 1969 and flew C-7s with the 457th TAS at Cam Rahn Bay. He was survived by his wife, Sandi, and four daughters, along with his parents and nine younger siblings. A Silver Star Medal was awarded to him posthumously.



Capt. Julius Patrick Jaeger, 1962

General Soper's Dedication

Mr. Jaeger, Mrs. Lotz, members of the Jaeger family from near and far, members of the Atlanta Vietnam Veterans Business Association, members of the C-7A Caribou Association, honored guests and friends.



Brig. General John Soper

Thank you for giving me the honor of addressing you today on behalf of all the Caribou crews who participated in the war in Vietnam and the troops who were served by the missions they flew. As you know, we are here today to honor one of the crewmembers who gave his life on one of those missions. Capt J. Patrick Jaeger was only 30 years old at the time of his death, but I'm here to tell you he did not die in vain because many others were saved by the courage and airmanship he and his fellow airman displayed at a critical time during the course of that war. On a personal note I can tell you that the events surrounding the loss of Capt Jaeger and his crew and the crews who preceded him were on the minds of every Caribou crewmember from then on, from initial training through their tours in Vietnam. We stood tall and were proud

of what Capt Jaeger and all the Caribou crews had done at Dak Seang when the chips were down.

I was reading a book recently about the marines who raised the American flag on Iwo Jima in the Pacific during WWII in the bloodiest battle in American history. On D-Day there were over 70,000 marines ready to wade ashore knowing that certain death awaited many of them. I'm sure most of them thought it would be the 'other guy' who'd get hit, that's the way we rationalize when faced with extreme danger. 26,000 marines were either killed or wounded. Later, Admiral Nimitz, the Pacific Commander, made his famous remark that on Iwo Jima, "Uncommon valor was a common virtue". Why do we do things like that? Many of us here have been soldiers. A sense of duty? Training? Peer pressure? Probably all of those things, yet when several highly decorated heroes of Iwo Jima - they were all heroes, actually - when they were asked why they did what they did the answer invariably came back the same— they didn't want to let down their buddies. In nearly every case someone was in trouble and needed help. To me that's very American! Over our entire history there are countless examples of a soldier or airman in combat going to the aid of another. No questions asked like- 'Why me?', or 'Can't someone else do it?'. They saw it as THEIR job at THAT time and they simply went out and did it.

We're here today to honor another self-less soldier, an airman, Capt Pat Jaeger, who I am sure on that fateful day gave no thought to becoming a hero or winning a medal, but simply knew that other soldiers were in trouble and needed his help - help that only he and his fellow Caribou crews could provide. It was his job. A tough job! There was no backing down...Heroes aren't born. They're created by events that put them in a difficult position and they respond to the situation without hesitation and do what needs to be done, often at the cost of their own lives. Pat Jaeger did just that.

At the battle for Dak Seang, a small Special Forces Camp in the Central Highlands, ten American Special Forces advisors and 400 Montagnard troops with their families on the outer perimeter were surrounded by an estimated 6-8,000 experienced and well trained North Vietnamese regulars supported by artillery, sappers, recoilless rifle and anti-

aircraft units. They had come to stay! In fact, included in their order of battle was the 66th NVA Regiment, the single most experienced unit the North Vietnamese had. Given the numbers and location it was only a matter of time before everyone inside the camp would be lost. A monumental effort of aerial re-supply would be needed to save their lives. Compounding the problem, Dak Seang was surrounded by hills making an approach by any kind of aircraft at low altitude extremely hazardous, even under the best conditions, let alone hostile fire. To make matters worse the enemy knew we were coming. They had studied American culture, knew the value we placed on human life and knew we wouldn't give up Dak Seang and the people there without a fight. We were coming and they would be ready for us. They had a plan. Their first objective was to destroy and over-run the camp. Knowing that the only means of re-supplying the camp was by helicopter or airdrop, the second objective was to draw as many US and South Vietnamese forces as they could into the area and destroy them, too. Since landing at the small airfield was out of the question and helicopters were taking tremendous losses, we made a decision to re-supply Dak Seang by airdrops. As the events in this relief effort unfolded it became clear that more than a handful of sorties, or missions would be required, essentially doubling or tripling the risk since the enemy now knew our tactics and seemed to hold all the good cards.

But, other factors were at work here that the NVA had not considered- the skill and dedication of our airman, the tenacity and bravery of the troops on the ground, and the resolve by all involved that Dak Seang would not fall! A Special Forces NCO who was on the ground at Dak Seang wrote me recently—'Your Caribous flew through a tremendous amount of ground fire. I used to stand under the shelter of a bunker and watch in horrified fascination as a Caribou would drive towards the camp, straight and level as an astonishing amount of stuff was fired up at them. The NVA planned for it and were waiting for them, every time. Your guys never wavered. Not once. We needed every single pallet they dropped to us. We expended our ammo as soon as we got it. We were critically low. We also ran out of food and water. Every pallet meant we could hang on for another hour'— Then he went on to say—'April 6th was a very depressing day for us. Your third Caribou had crashed'—Capt Jaeger's plane—'and we felt that you guys would not be able to keep re-supplying us, given the losses and intense ground fire. Imagine our surprise when on the night of April 8th we once again heard the loud buzz of Caribou engines coming up the Dak Po valley. What a wonderful sound. When the Caribou flashed overhead and pallets again thumped down inside the camp I wanted to cry.'

How important was Dak Seang? As a piece of real estate I'm not sure. The North Vietnamese got it anyway in the long run, but to the people on the ground there during the month of April 1970 it was very important. That Special Forces NCO on the ground at Dak Seang reflected on that recently for me when he said 'I joined the Army for the same reasons most of us did - to support my country, do the right thing, but after I got to Vietnam I realized the objective was not so much to support our governments policies or spread democracy. The main objective was to keep yourself and your buddies safe. During the siege of Dak Seang our whole world shrank to the size of that camp. The Americans on my team and the Montagnards and their families were all that I cared about and I would have done absolutely anything to keep them safe including laying down my own life.' I'm sure Pat Jaeger understood that. Pat and the airmen who flew with him had a job to do. I'm sure the risk was measured and analyzed, but in the final analysis it always comes down to the soldier or airman on the scene who must execute the plan, make the necessary adjustments as the plan unfolds, and accomplish the mission. Because Pat and the others that followed him did what they had to do, many people who were at Dak Seang during that siege are alive today. As was said of those marines, it can be said that at and over Dak Seang 'Uncommon valor was a common virtue'.

We are all 'destiny's child' in a way. We never know how it will all end, or what we'll be called upon to do, or how we'll respond. We hope, should circumstances be such, that it will be bravely and with honor. There is no greater honor than to lay down one's life for another. The ultimate sacrifice. There's some words chiseled on a stone outside a cemetery on Iowa Jim that says, "For your tomorrow, we gave our today". That's what Pat Jaeger did and that's why we are here to honor him, a casualty of war who gave the full measure of all he had, bravely and with honor.

Benediction

It is with humble hearts we pay our respects to our departed comrades as we recall their accomplishments and promise to keep the peace, for which they bought and paid for with their lives. Let us further consecrate our living to the real America worth fighting for. Through the many blessings Thou has given to us, we, the survivors, ask that we may with compassion share with the widows and families left to our care.

We will be ever thankful to have known and served with Pat Jaeger. Those of us here today, and many of his military colleagues all over these United States, join, with his family in the remembering of such a fine Air Force Officer and

recognized hero.

Dear Father in Heaven, as we approach the 131st anniversary of our Nation's day for remembrance, Memorial Day, we remember not only Captain Pat Jaeger but the other two squadron members who were lost, Lieutenant Theron Fehrenbach and Technical Sargeant Gordon Gaylord.

Lord, we thank you for this patriotic organization of Viet Nam veterans who have sponsored this tribute to one of Atlanta's own heroes. For we who have served know that there are fewer and fewer standard bearers left to carry the torch of remembrance.

We, the survivors, recognize that we have a moral and spiritual obligation to all of the many thousands of our colleagues who did not survive, to see to it that they did not pay that ultimate price in vain.



Lt. Col Bob Davis

LEST WE FORGET- LEST WE FORGET
We may forgive, as a Christian Nation should
But, we will never forget.

Be gracious unto us and bless us. As we depart from this place, stretch forth thy protection and guard our country, that we being devoted to Thy service, may ever be defended by Thy grace. Amen.

R.A. Davis

Atlanta Vietnam Veterans Business Association

The Atlanta Vietnam Veterans Business Association was formed to promote patriotism and sponsor activities of a patriotic nature among the business community. The organization recognizes those who served and honors those who gave their lives in the Vietnam War. They promote a positive image of the Vietnam Veteran and comfort widows and families of deceased Vietnam Veterans in the process.

Each year they erect a granite and bronze memorial in various locations in Atlanta for an area individual killed in Vietnam. Capt Jaeger's was the fifteenth such memorial the association has erected. The Jaeger Memorial ceremony was conducted by Pete Mitchell, President of the AVVBA, assisted by Chairman Rick Lester, Memorial Chairman John Sours, and Director Richard Hall. John Houser, a member who was an Army Caribou pilot, partook in unveiling the Memorial.

When member J. Patrick Garland was searching for memorial locations, he called upon Lori Cohan, building manager of the Two Live Oaks Building in Atlanta. He discovered that her uncle, Capt Jaeger, had been killed in Vietnam. The rest is now history.

Patrick found our Caribou Association on the website and made contacts with our members through the help of Jim Collier, with the follow up of Wayne Delawter to obtain B/Gen Soper and LCol Davis for the ceremony. With webmaster Peter Bird's help, Patrick extended invitations to other members who knew Capt Jaeger and invited them to a private family reception the evening before the memorial. He also invited John Liner, a Special Forces member at Dak Seang.

Patrick Garland was an Army intelligence officer at Kontum in 1968-69 who now has his own printing, design and specialty advertising business in Atlanta. He is a Past President of the AVVBA who has been engaged in nearly every aspect of memorial activities. He prints invitations and programs, designs the granite base and produces the bronze memorial plaque, helps design and print the AVVBA newsletter, and arranges for 4th Street Productions to videotape the memorial and for TV coverage by Mark Winne of Channel 2. Our Caribou Association plans to purchase copies of the final video for showing at our reunion in September.



J. Patrick Garland

Letter from Phil Waller

To: The Family of Captain Julius Pat Jaeger
From: Philip L. Waller, Major USAF Retired

I was probably the last person to speak to Pat prior to his crash on 6 April 1970, so some of my remembrances of that time may be of interest to you.

Pat and I were in the same C-7A class at Dyess AFB in the fall of 1969, and became good friends during our time there. After graduation we were both assigned to the 457 TAS in Cam Rahn Bay Viet Nam.

Our mission on 6 April was a three aircraft airdrop at the Special Forces Camp at Dak Seang. We were well aware of the hazard involved as we had already lost two other aircraft and crews in this same operation.

Pat and I had breakfast that morning about 4AM and he expressed how he was really looking forward to this mission. While I did not share his level of enthusiasm I was confident that we would be able to accomplish the mission successfully.

Our three aircraft arrived at the target area at daybreak and we were supposed to have been joined by three A-1E fighter aircraft to provide escort and firepower during the airdrops. However, only one A-1E showed up, which meant that this aircraft would have to escort each Caribou individually during the airdrops.

My aircraft and the second aircraft were able to make our drops safely although we were receiving considerable ground fire. On Pat's approach to the camp he reported taking hits to his aircraft. I established radio contact with him to determine the extent of his damage and if we could be of any assistance. He informed us that except for some holes in the fuselage, everything seemed to be working normally, and they would see us back at Pleiku. Apparently minutes later an Army helicopter pilot observed Pat's aircraft on fire and crashing into the jungle. No further radio transmissions were received from his aircraft.

Pat was an outstanding officer and a good friend. I will always have fond remembrances of our service time together.
Sincerely,
Philip L. Waller

John Liner

John Liner was a U.S. Army Special Forces radioman stationed at Dak Seang and was the principal communicator with U.S. aircraft supplying the camp. John joined the Army in 1967 and was assigned to Vietnam from May 1969 - May 1970. Prior to Dak Seang he served at Dak Pek and Mang Buk in South Vietnam. John got out of the Army upon returning to the States, but in 1973 he reenlisted and became a helicopter pilot, flying UH-1H Hueys and CH-47 Chinooks. He retired from the Army in 1992 after serving in Panama for Just Cause and in Saudi/Kuwait for Desert Shield and Desert Storm. He now lives in Rochester, NY and works for Harris Corp, often traveling to Soviet bloc countries.

John is writing a book on Dak Seang and had just begun exchanging information with Mike Nassr when our Association learned of the Capt Jaeger Memorial Ceremony. John flew to Atlanta for the ceremony and told Jaeger's family (and Atlanta TV viewers) that he and other survivors of the Dak Seang camp "would not be here today if it weren't for Capt Jaeger and Caribou crews."



John Liner

Jaeger Family

When Pat Jaeger moved from California to Atlanta, it was because his father, Julius, was sent by his company, Lockheed Aircraft, to become lead engineer in designing and developing the C-130 aircraft. Julius still lives in the Atlanta area and is 90 years of age. At the dedication ceremony he looked up with justified pride when a C-130 Hercules and a C-7 Caribou flew over the crowd.



C-130 Overflight

Pat was the oldest of ten children. In addition to his widow, Sandi Loft, his daughters Nina Shorum, Lisa Tilley, Trisha Graham, and Michele Jaeger, and seven grandchildren attended the dedication, all of whom live in California. Forty-one family members from eight states attended the ceremony, which proved to be a long-delayed healing experience for all members of the family.



Caribou Attendees

In addition to General John Soper from Texas and LCol Bob Davis from Florida, other Caribou Association members came from around the country to attend. Four were Jaeger's friends from the 457th TAS at Cam Rahn Bay: Tim Black came from Austin, TX; Al Ghizzoni from Tacoma, WA; Mark Erickson from New Jersey, and Huey Frye from Florida. Association Founder John Davis came from Crosseville, TN; Charles Shipp, Mike Harvin, and Mike Nassr from GA. They were all highly impressed with the memorial preparations and ceremony.



Members of the Caribou Association who knew Captain Jaeger. These guys came from all over the country to join us for the ceremony. Left to right are: Tim Black, Al Ghizzoni, John Soper, Mark Erickson, Bob Davis, and Mike Nassr.



When I learned of the Patrick Jaeger Memorial Dedication Service, and that several of our members were participating and attending, I asked Mike Nassr if he would put together a piece for our newsletter. Mike gathered the information, the letters and pictures, and wrote the article.

We, as an association, are very fortunate to have this opportunity to include Mike's excellent article in our newsletter. It makes me proud to be a member of our C-7A Caribou Association. *Dave Hutchens, Editor.*

Notes From A friend...

I haven't been to Las Vegas in several years. But all of my reports indicate that they have made a whole lot of changes since my last visit; new hotels and casinos, new restaurants and theaters, new entertainment of all sorts. My friend John reports:

I have been to Las Vegas probably 10 times in my life, but have not been there in the past 5 years. My return to Vegas found a totally different environment and look. The Vegas I knew from years past fit the term Sin City, with all the prostitution, pollution, homelessness and totally adult theme. Trying to get around in the city on foot or in a car was an adventure.

When I returned last week I found the city has become more of a family place with new spectacular hotels, entertainment for the whole family. I saw very little homelessness and no visible prostitution. The transportation problem has been solved with connecting sky bridges and walkways from hotel to hotel as well as a free monorail that will take you from one end of the strip to the other. The dirty streets have been replaced with an abundance of spectacular sites from the themes of each hotel and casino.

We stayed at the **MGM Grand Hotel** which until just recently was the largest hotel in the world with over 5,000 rooms. The MGM Grand has over 7 full service restaurants with a multitude of snack shops as well as good old McDonalds. The distinction of the MGM Grand that separates it from the others is its Emerald color.

The MGM installed a new \$9 million Lion Habitat that showcases lions daily, including Goldie, Metro and Baby Lion, direct descendants of MGM Studios' famous signature marquee lion, Metro. Believe it or not this is a free attraction.

Venetian The Venetian now has the distinction of being the largest hotel with over 7000 rooms all over 900 sq. ft. The architecture is set in modern day Venice with a Gondola boat ride, which takes you in and out of the building. The inside is loaded with shopping and good eating. This is a must see just for the architecture.

Luxor Its distinction is its Pyramidal shape of all black glass and beam of light that is shown through the tip of the pyramid at night. This is said to be the brightest man made light on the planet. The actual hotel rooms in the main building are placed on the incline face of the hotel. To get to your room you don't take an elevator you have to take an inclinator. Of course these rooms are a little pricier than the standard old rectangular rooms.

Excalibur Built to resemble an old English castle, the Excalibur's entrance features turrets, spires and a 265-foot-high bell tower that stands guard over the moat. Inside, the medieval theme is further reflected in the cobblestone foyer and rock-walled atrium with a three-story-high

fountain.

Excalibur The Excalibur offers "Tournament of Kings" in King Arthur's Arena twice daily. The show features jousting, fire-breathing dragons, serving wenches and King Arthur and his friends. The family-friendly show also features a feast that is eaten with one's hands.

I think the Excalibur buffet is the best in town.

New York-New York The whole casino is built up of replicas of New York City landmarks such as the Empire State Building, Brooklyn Bridge and a Coney Island roller coaster and Statue of Liberty.

Inside the casino area the streets are exact replicas of old New York decked out with all the paraphernalia. Lots of good places to eat and drink.

New York-New York's 12 skyscraper-like towers house 2,020 guest rooms. Lord of the Dance tap dance show plays nightly.

Bellagio Overlooks an 8.5-acre lake with lighted dancing fountains and music is backed up the Las Vegas Blvd. The architecture of this hotel is amazing. The lake and fountain is a must see at dusk.

Some of the stores there include Gucci, Prada, Hermes, Giorgio Armani, Tiffany & Co., Chanel, Yves Saint Laurent and the rare jewelry of Fred Leighton. There are displays of rare art to see as well. Bring your American Express Card!!

Paris Las Vegas Just opened in September 1999. There is a 50-story Eiffel Tower. Glass elevators go up the 50-story Eiffel Tower to an observation deck. Other replicas of landmarks include the Arc de Triomphe, Parish Opera House, the Louvre and Place de las Concorde fountain. They have good beer here as well.

Treasure Island Caribbean-theme resort that proclaims its presence with a 60-foot-high skull and crossbones over the electronic marquee. The hotel fronts The Strip with a replica of an 18th-century sea village, surrounded by rock cliffs, shrubs, palm trees and nautical artifacts, all perched atop Buccaneer Bay, a blue-water lagoon.

Two fully rigged ships - a pirate galleon and a British frigate - moored and anchored in the bay, play out for a mock sea battle every 90 minutes beginning in the late afternoon. This is a pretty cool show for adults as well as the kids.

Stratosphere Its space-needle tower is visible from anywhere in the Las Vegas valley. The 1,149-foot tower is the tallest observation tower in America.

The High Roller roller coaster and the Big Shot, are located at the top of the space-needle.

I have been to this hotel but did not partake in the rides. It is located so far down the strip and I don't think it will last long.

Enjoy your trip 'ol Buddy, Your friend John.

The following e-mails were passed to me by Nick Evanish just the other day. It is strangely coincidental that these particular e-mails should surface just as we are featuring the Patrick Jaeger Memorial Dedication Services in this edition of the newsletter. It is fascinating the way these stories and incidents surface some 30 plus years after we all came home for Nam. Ed.

Tom
A-1 Pilot
Danang 1970
Subject: Re: Dak Seang Apr'70
Gary -

Did you by chance work Dak Seang the day the 11 of 12 C-7's were shot down during an airdrop there in Apr' 70? The reason I ask is, one of my good buddies from UPT (Charlie Suprenant, a Citadel grad) was shot down during that drop. He was also a friend of fellow FACs & Classmate Al Dyer (and Dave Oberg & John Chapman, and others), and was Fred Wevodau's roommate at Phu Cat (Fred volunteered to fly the drop, but the frag was filled).

Al and I have talked into the wee hours over many six-packs about that mission and the loss of a "mate". I'm sure I speak for Al when I say that we both are hungry for more than the "official story" of that drop.
Cheers -

Jay Barnes
Jake 26
Tam Ky'70



From: Tom Stump [mailto:stump@seas.upenn.edu]
Sent: Sunday, March 18, 2001 7:51 AM
To: FACNET@yahoo.com
Subject: [FACNET] Dak Seang

I flew cover for the C-7's on a number of occasions in the first week of this siege. Those C-7 guys really put it on the line to get the supplies in. They had a long run straight in to a valley completely surrounded by the bad guys. They dropped at about 400 feet AGL, wings level and going as fast as they could which was way too slow. I am happy to say we never lost a C-7 while the A-1's were providing cover. Also I do not recall that we lost 11 of 12 C-7's. I believe we lost 3 and they went down on different days in the first week. After the first week it became apparent it was too hostile an environment for the C-7's and they went to night drops with AC-119's providing cover. Many others took hits during that first week, I know, but were not shot down. These were some very courageous guys. 3 men to a crew I believe. 9 very brave souls lost.



Early Bird Registration

The following members have already registered at the Imperial Palace Hotel and Casino for our 2001 Reunion. **Among these listed are six first timers. Remember, first timers will be wearing blue name tags. Let's be sure to give them a hardy welcome and show them that we are happy to have them aboard.** Five guys have volunteered to help Paul and Christine with the reunion - make that six, I just volunteered! There are seven members who have registered with Christine but have not yet registered at the Imperial Palace. Jim Collier has reported that there are quite a few new members joining and paying their dues. All in all, there are 33 rooms registered. Looks like we will have a good turnout this year.

Alvin	Balak	Tom	Neutzline
Donald	Bechwer	Chris	Nevins
Peter	Bird	Richard	Patterson
Ralph	Chasteen	Robert	Payne
Jim	Collier	Paul	Phillips
William	Combest	Charles	Renfro
Robert	Cooper	Leonard	Reynen
Richard	Darvis	Earl	Reynolds
Wayne	Delawter	Allan	Shanahan
Robert	Dugan	Robert	Slade
William	Dunn	Henry	Strause
Stoney	Faubus	Ray	Tanner
Thomas	Finlker	John	Teske
Don	Griffin	John	Thomas
Ron	Ham	Wilbert	Wetzel
Bob	Hannah	James	Wood
William	Higgins	Richard	Yamashiro
Marcus	Hunt	Jerry	York
Dave	Hutchens	Daniel	Yost
Robert	Neumeyer		

Show and Tell...

Thursday Evening at 1800 hours is Show & Tell time in the war room. This is the time to bring all of your old pictures and memorabilia, articles and artifacts, maps, logs, orders, or what ever you have that you can share with the rest of us. Orders are interesting. Sometimes you can find old buddies names on someone elses orders. It could be a good place to start looking for new members (See Milt Golart's article on page 22). Squadron patches are hard to find as well as squadron articles. As a matter of fact, we need good copies, scans or pictures of squadron patches to add to our collection on the web site. Remember that our membership represents a span of about six years in Viet Nam. A lot changed in those six years. It will be fun to share our experiences.

Hutch on Intercom...

I have had an opportunity to read several of the Army Otter-Caribou Association's (AO-CA) "Logbooks". The "Logbook" is the name of their association's newsletter. The AO-CA members have a very active exchange of letters, photos and e-mail messages, which are all printed in each edition of the "Logbook." It makes for some truly interesting reading. I have a vision that we can use the same medium to share and disseminate our stories and messages to the benefit of all of our members. On page nine of this newsletter is an article entitled "An Khe Caribou Crash." That article found its way to the "Logbook" via e-mail, and then on to us via e-mail. E-mail is a very easy and efficient method of exchanging articles.

It is said, and noted, that imitation is the highest form of flattery. I believe that our C-7A Caribou Association might flatter the AO-CA by adopting some of their methods of communicating among their members. I have asked Bruce Silvey, the AO-CA Executive Vice President, for permission to use materials from their Logbook. He graciously gave us permission, asking only for proper credits. I will, from time to time, include some articles from their "Logbook" that will be interesting reading for all of us.

I would like to encourage any member 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. Just don't call me to tell me the story. I don't take dictation! And if you might be worried about grammar, punctuation, spelling, etc., I will help you out to the best of my abilities. Besides, my wife Jill is an excellent proof-reader.

Here are some examples and ideas of what makes our newsletter more interesting. In the last edition of our newsletter there was a very interesting article about Lt. Col. Hunter, one of our real unsung heroes. That article was mailed to me by Richard Besley, [535, 67]. In this issue, on page seven, the article "Orders for Nam – Cont'd." was emailed to me by Manson Polly, [483, 66]. Notice that Manson's article is a direct spin-off of Jerry Presley's fine article that was in the last issue; "Orders for Nam." And in this issue, on page five is another very good article, "Phase Dock Maintenance," again sent to us by Jerry Presley, [483, 68]. Our Webmaster, Peter Bird contributed his fine article outlining the reasons why you should attend the Las Vegas reunion. And Wayne Delawter sent in his article on attending reunions. These examples show how individual contributions add to the enjoyment for all who read our newsletter.

There is a great mass of stories out there that needs to be told, and enjoyed by all of us. Please do your best to get them to me so that we can share them with all of our members. Let's put this newsletter to work for the greatest benefit of all of our members.

In this edition of the newsletter we have an article and some pictures of the Capt Julius Patrick Jaeger Memorial. I did not attend the memorial services, but I understand that it was a world class affair. The Atlanta Viet Nam Veterans Business Association presented this memorial service and plaque to honor one of Atlanta's own sons, as well as all who served their country. The AVVBA have honored members of all ranks and all services in their 15 awards to date.

Dave Hutchens, Editor

From **Phase Dock**, pg. 5
squadron. In our case it was the 457th and 458th TAS. This was a condensed version of the phase inspection procedures. As you can see, there was no shortage of work. Everyone had his hands full while trying to get all of this accomplished within the allotted time envelope.

The working conditions weren't so bad other than for the heat and long hours. Being from Oklahoma, I was used to hot summers and that didn't bother me as bad as it did some of the guys from other parts of the country.

The hours we worked were another story. We usually worked 10 hrs per day 6 days per week but 12 hrs per day was more the norm. If an aircraft was close to completion and they needed it for a mission, you stayed until it was done. We didn't have much time to get into trouble working those hrs. By the time you got to your hootch, got cleaned up and had a few "cool ones" with the guys, you were ready to go night-night. I guess that was the way Col. Turk kept us off the streets and out of trouble.

The troops I worked with in the 483rd CAM Squadron were the best group of guys I was ever associated with. They were always ready to drop what they were doing and lend a hand if you needed help. They would stay on the job as long as it took to meet a schedule and never thought twice about it. They were highly proficient at what they did and took a great deal of pride in their work.

It was never dull around those guys because they could make a prank or joke out of the most difficult situations. Although it has been over 31 years, I still chuckle about something one of them said or did as if it were yesterday.

Welcome to Las Vegas

Las Vegas is a big place with lots to do. I have tried to put together a sampling of Las Vegas. This is just to give you an idea what you can do in Las Vegas. Please remember that prices can change, I have tried to list telephone numbers for all information below, so you get up to date information about the event, restaurant and shows that you want to attend. By preparing the information below, I hope it will give everyone a head start on planning your "free time". When you get to Las Vegas, make sure you pick up "free" visitor guides. These books offer coupons with money off, promotions, etc. The Visitor guide books also have money off coupons for car rentals and they will list celebrities that are appearing & performing during your stay. Christine

Las Vegas Long Running Show Information

Lord of the Dance by Michael Flatley, at New York-New York. Ticket info 800 NY FOR ME or 702.740-6815 \$50+ \$59+ or \$68+

"Jubilee!" at Bally's, is an explosion of sight and sound, that features the sinking of the Titanic and Samson destroying the Temple of the Philistines. Ticket information 800.634-3434 or 702.967.4567

Cirque du Soleil at the Bellagio. Ticket information 888.488.7111 or 702.796.9999 & cirquedusoleil.com. Tickets are \$90+ & \$110+

Mystere at the Cirque Du Soleil Theatre at Treasure Island. A visual fantasia with acrobatics, tumbling, pole dancing, hand balancing, bungee dancers, etc. 888.392-1999 or 702.796-9999, \$88 inclusive.

Tournament of the Kings at the Excaliber. An eat-with-your-fingers dining experience with a show full of kings, and damsels. The "kings" battle each other in a series of challenges from jousts to sword fights. Ticket info. 800.937-7777 or 702.597.7600., \$39.95+

Men Are From Mars, Women Are From Venus at the Flamingo. This musical romantic comedy is based on the best selling book by John Gray and explores the trials and triumphs of several relationships. Ticket information 800.732.2111 or 702.733-3333. Ticket Prices : \$36+, \$44+, or \$52+

Blue Man Group at the Luxor. This is a multi-media, sensory experience. It is a complete sensory experience that, in the final evaluation, is something that must be experienced. Ticket information 800.557.7428 or 702.474-4000, Tickets are \$59.50+ or \$69.50+

Siegfried & Roy at the Mirage, reserve tickets by phone up to 30 days in advance. Ticket information 800-963-9634 or 702.796-9999, \$100.50 also offer is a Dinner and Show package.

The Rat Pack Is Back! "The Rat Pack is Back" is the attempt to recreate a show set in 1961 by the famous "Rat Pack"—Frank Sinatra, Dean Martin, Sammy Davis Jr., and Joey Bishop. Ticket information 888.696-2121 or 702.737.2515 Dinner & Show Package \$40.50+

Steve Wyrick Magical Illusions at Sahara. This is Magic to the extreme. Ticket Information 800.634.6666 or 702.737.2418, \$34.95 + & up.

Elvis Show Information

Aloha Elvis! at Bourbon Street Casino Starring Michael Conti and the "Sweet Sensations" Ticket information 800.634.6956 or 702.737.7200, \$29.95.

Viva Elvis! at Bourbon Street Casino Starring Michael Conti and the "Sweet Sensations." "He will knock your bobby socks off". Ticket information 800.634.6956 or 702.737.72. \$19.95

The King in Concert a 70's Elvis tribute starring Tim Welch at the New Frontier Gambling Hall. Ticket Information 800.634.6966 or 702.794.8404, \$17.95

All Shook Up - the ultimate 50's & 60's Elvis tribute starring Tim Welch, at the New Frontier Gambling Hall. Ticket Information 800.634.6966 or 702.794.8404, \$27.95

LEGENDS at the Imperial Palace is a multi-million-dollar stage extravaganza featuring look-and-sound-alike performers portraying the superstars of yesterday and today. Ticket Information 800.351.7400 or 702.794.3368

Free Sights to See

Bellagio's entrance is 12-acre lake with soothing Flamingo Hilton The wildlife habitat is a charming menagerie of African penquins, flamingos, swans, etc. 702.733.3111

Circus Circus Hotel Casino was the first amusement park in Las Vegas history. The 5-acre elevated theme park is fully enclosed in the largest space-frame dome in the US, offering climate control 365 days a year. Designed to resemble a classic desert canyon, from top to bottom, hand-painted, artificial rock gives way to caverns, pinnacles, and steep cliffs. A stream flows gently through the stark landscape, cascading over a 90 foot fall and into a rippling pool of blue and green. Adding to the setting, eight life-sized animatronic dinosaurs among two 140 ft. peaks, a fossil wall, an archaeological dig and a replica of a Pueblo Indian cliff dwelling. Entry into the park is free. Ride tickets may be purchased inside the park. 702.794.3939.

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In **Circus Circus Main Arena** are Free circus acts, 11:00am thru midnight daily.

The Excalibur is a sparkling white castle complete with moat and drawbridge. A magical battle every hour after dark between a mechanical Merlin the Magician and a fierce smoke- and fire-belching dragon can be enjoyed. From the exterior design to the interior everything has been done to create the illusion that you have entered the age of King Arthur.

The Medieval Village on the hotel's third floor is a quaint village filled with shops, restaurants and strolling entertainers such as magicians, jugglers and singers.

Jester Stage Strolling entertainers performing variety acts 10:00am to 10:00pm Daily. 702.597.-7777.

The Luxor Hotel-Casino, is named after the Egyptian city in upper Egypt. It features a full-scale reproduction of King Tut's Tomb.

Inside the 30-story, pyramid-shaped hotel are reproductions of artifacts from Luxor and Karnak Temple. Inside are authentic copies of hieroglyphics found in the Valleys of the Kings and the Queens. An astonishing central atrium of 29 million cubic feet soars to the apex of the pyramid.

You enter the Pyramid beneath a massive sphinx. Lasers lance from the eyes of the Sphinx to create figures and scenes against water spraying from a lavish fountain in front of the hotel. For \$3, barges on the Luxor's River Nile, five times longer than the height of the 350-foot pyramid, give guests a 15 minute tour around the perimeter of the Pyramid. Luxor's elevators, called inclinators, travel at a 39-degree angle up the slope of the structure. The world's most powerful beam of light shines from the top of the pyramid.

The MGM Grand Lion Habitat features multilevel areas for the pride lions to play and interact with the public. Open from 11:00am to 11:00pm daily. Admission is free.

The Mirage simulates travel to a tropical Polynesian paradise. The front entrance is enhanced by a lagoon with waterfalls and grottos, as well as a volcano that erupts every 15 minutes after dark. The registration area features a wall-length, 20,000-gallon aquarium that has sharks, rays and other sea life. Inside the hotel are two natural habitats including a large pool for dolphins and another for the rare white tigers. Inside the hotel, is a lush tropical garden under a 90-foot-high, glass-enclosed atrium featuring royal palms and tropical foliage. fountains which each evening will dazzle guests with choreographed ballet of water, music and lights. This display takes place several times daily. 702.693.7111

New York-New York Hotel & Casino— This hotel recreates the classical Manhattan skyline, complete with 12 New York-style skyscrapers. The color and energy of the New York-New York theme. Feel the sights & sounds of New York-New York.

Treasure Island The front of Treasure Island is designed as an outdoor theater resembling the small bay village described in Robert Louis Stevenson's famed novel, "Treasure Island." Every ninety minutes, weather permitting the pirate ship Hispaniola does battle with the British frigate Britannia. The ship-to-ship cannon battle in "Buccaneer Bay" involves live actors in a meticulously staged show. **Buccaneer Bay Pirate Battle** Shows at 4:00pm, 5:30pm, 7:00pm, 8:30pm, and 10:00pm (weather permitting).

Tropicana Wildlife walk - Various wildlife are located throughout the property. Macaws and Cockatoos near the Tropics Bar 10:am - 4:pm daily except Mon & Tues.

The Venetian Strolling down stone walkways along nearly a quarter mile of Venice's famed Grand Canal, you'll view an unprecedented collection of stores and boutiques. "Streetmosphere", an interacting 30 member troupe of colorfully garbed, operatically trained singers/actors, doing masked Commedia dell'Arte skits and arias. The vibrant sense of an open air experience culminates at St. Mark's Square. In this vast piazza, beneath a 70-foot ceiling filled with the ever-changing Venetian sky. Take a Gondola ride along the Grand Canal and experience Venice. 702.733.5000

MORE "FREE" STUFF TO DO

Rio Casino Resort Maquerade show in the sky. Featuring 4 themed carnivale parades at 4pm, 6pm, 8pm, 10pm. For Information 702-252-7777

Freemont Street Experience The most spectacular light and sound shows on the planet are presented each night at dusk. For Show schedule call 702.678.5777.

Sam's Town Water and Laser Show fills the picturesque indoor Park at Sam's Town Hotel. Shows are 2, 4, 6, 8 & 10 pm. 702.456.7777

Bellagio Botanical Gardens The gardens feature different trees, flowers, shrubs & plants displayed in appropriate seasonal themes.

The Fountains of Bellagio Over a 1000 fountains dancing to choreographed music and lights from classic to Sinatra. For Show times call 702-693-7111.

Ethel M Chocolate Factory & Cactus Garden Self guided tours of the factory & garden. Free samples. 702-458-8864

The Birdman of Las Vegas at the Tropicana. Show times: 11am, 1230pm, & 2pm daily. 702-739-2222

STUFF TO DO THAT IS UNDER \$20

Gondola Rides at the Venetian. Call 702-733-5000. \$12.50 or a private ride for 2 is just \$50.

Madame Tussaud Museum at the Venetian. Unique Wax Museum. \$13.50 or \$9.50 Senior. 702.862.7851.

Bellagio Gallery of Fine Art See Picasso, Van Gogh, Monet and other masters. \$12. Reservations recommended 702.693.7722.

Eiffel Tower experience at Paris Las Vegas, 50 story. \$8 a person. 10 am- 1am daily.

Secret Garden of Siegfried & Roy and **Dolphin Habit** at the Mirage. \$10, 702-791-7111 for times .

King Tut's Tomb at the Luxor. \$5. 702-262-4000.

Coin & Money Museum at Mandalay Bay. \$40 million in rare coins, bank notes and related notabilia. \$6 702.632.7777.

Elvis-A Rama Museum \$10, 702-309-7200.

Guinness World of Records Museum \$6 702.792.3766.

Liberace Museum \$5 or \$8

UNIQUE AND DIFFERENT

Raft the Colorado River 3 hour rapid free exploration of the fabulous Black Canyon sector by raft. Ride. Price is \$70 or \$95 a person. Information at 702.293.3776.

Glider Rides Prices from \$79 - \$199. Information 702.874.1010.

Grand Canyon Deluxe Air Tour 3.5 hour tour, 702.739.8975.

Grand Canyon Air Tour West Rim 3 hour tour, 702.739.8975.

Hoover Dam Lake Meade Cruise Relax on a paddle boat, 8 hour tour, 702.739.8975.

Helicopter Night Flight 702.739.8975.

Sky Dive tandem freefall jump, 702.293.1860 or 800.u.skydiv.

Shark Reef at Mandalay Bay, a total sensory experience of 2000 dangerous & unusual aquatic life. \$14, open daily, 702.632.7777.

Star Trek: "The experience" at L.V. Hilton, come aboard the USS Enterprise experience the bridge, turbolift, the grand corridor & a shuttlecraft mission. Visit "Deep Space Nine" promenade or Quarks Bar & Restuarant 702.697.8700.

GOURMET RESTAURANTS

Bellagio's Le Cirque, French cuisine, reservation required. 702.693.8150.

Camelot at the Excalibur, reservations suggested. 702.597.7449.

Isis at Luxor, Classic continental, Reservations required. 702.262.4773.

Aureole at Mandalay Bay, Seasonal American, Reservations required, 702.632.7401.

Gatsby at MGM Grand, French cuisine, reservations suggested, 702.891.7777.

Stratosphere, Top of the World revolves 365 degrees every hour, breathtaking view of L.V. Reservations suggested, 702.380.7777.

Buccanner Bay Club, Treasure Island, Elegant American & Continental specialties. Reservations required. 702.894.7350.

STEAKHOUSES with some FLARE

Bellagio's Prime, a stylish lakefront restaurant reminiscent of a 1930's chophouse. Jackets, For Reservations 702.693.7223.

Blackstone's Steakhouse, Monte Carlo, features high quality midwestern beef, meti-culously aged. For reservations 702.730.7777.

Billy Bob's Steakhouse, Sam's Town, western setting with water 702.262.4772.

SEAFOOD LAS VEGAS

Buzios, Rio, A beautifully appointed seafood restaurant and oyster bar that overlook the pool & waterfall. Information 702.252.7777.

Bellagio's Aqua, overlooks the botanical garden, ultimate in seafood dining. For reservations 702.693.7223.

Emiril's New Orleans Fish House, MGM, Creole & Cajun seafood dishes. Everything homemade. For reservations 702.891.7374.

Fisherman's Broiler, Palace Station, Fish is charcoal broiled over burning Mesquite wood. For reservations 702.367.2408.

Paradise Buffet Seafood Fantasy, Fremont, Truly a seafood lover's delight with an all you can eat buffet. For info. 702.385.3232.

Sacred Sea Room, Luxor, Fresh & Saltwater fish direct from huge on site tanks. For Reservations 702.262.4772.

Finding Old Buddies and "Hooch Mates"

The purpose of the article below is to institute a column for future Newsletters to be titled "HINTS AND TIPS FOR PEOPLE SEARCHERS." At the present time there is very little one can do to find an old friend who has dropped out of sight. We can post his name on our web site (or other similar sites) and hope someone has his current address. We can post our name on the numerous Veterans web sites, but they are seldom productive. This column has the potential to do much better. For example, many of you have old records, letters, etc. tucked away in your attic, basement or garage that contain old orders (with serial numbers) letters, etc. that may be the key element in finding those old friends. This column could be a vehicle to obtain, consolidate, and archive that information. If we can generate enough interest, it will become a permanent column to exchange information with regard to finding missing comrades. I believe that many of you will also participate by submitting articles and tips on some of the numerous other methods for tracking down people. To keep the ball rolling I will provide articles for at least two more Newsletters. That will provide time to clarify just what we want to do, and hopefully, to find volunteers from each Squadron, or unit, to archive all of the potentially useful data that we may acquire. I see two immediate objectives in this search for Caribou people. First we must find as many as possible of the people, on our existing roster, that do not have confirmed addresses. Second we need to set up a procedure to identify and find some of the more than 10,000 people that were in the Caribou units. The information we need for the latter search resides in our memories as well as the documents many of us have stashed away in our homes. Let's get a discussion started on this.

This following section is the first article on finding people. I have chosen the process for locating retirees because it is simple and probably the most effective of all the means we have for finding those comrades. The only shortcoming is that only a small fraction of the Caribou people retired from the Air Force.

HINTS AND TIPS FOR SEARCHERS FINDING RETIRED AIR FORCE PEOPLE

Trying to find an old hooch mate from Viet Nam who has retired or is still on active duty? The Air Force World Wide Locator at Randolph AFB will forward a letter to him in your behalf. This locator service is provided at no charge to retired and active duty personnel. It is limited to one address per request. The Air Force does not provide reunion locator services.

Step #1. Write a letter to the person you wish to locate. Of course, you can write anything you wish but please mention the Caribou Association and suggest he attend the Las Vegas Reunion. Place that letter, and a self addressed stamped envelope, in an envelope with your return address (including your retired grade). The address for that envelope will be entered by the Randolph personnel.

Step #2. Address another envelope to: HQAFPC/MSIMDL, 550 C Street West Ste 50, Randolph AFB TX 78150-4752. Your return address must be as cited above. In this envelope place the envelope from Step #1 as well as a letter from you, to the Randolph people, asking them to forward the enclosed envelope to the person you want to contact. Your rank and Social Security number should be a part of the signature element. Provide as much information as possible about the person you are attempting to contact. It should include data that one might expect to find in his personnel records — Social Security (or Serial) number(s), if available, the Caribou Squadron, and date, other assignments you know of, his last known address, etc.

Step 3. Mail it and wait.

In those rare instances when Randolph cannot identify the person you wish to contact due to lack of data, all is not lost. Just send the data you have to this Newsletter column. Someone reading it may have the information needed to resubmit the request. An old set of orders with serial number, a complete name, rather than just Jim Smith, -- anything that could help Randolph with the search.

Note that although this service is only offered to active or retired people, it can also be used for a cost of \$3.50 per request. Procedures are as above, except you must include a check or money order for \$3.50 made payable to DAO-DE RAFB. Mail to: HQ AFPC/MSIMD, 550 C Street West Suite 50, Randolph AFB TX 78150-4752.

Do not forget to send any new addresses you may get, to Jim Collier. That will make it possible for your buddy to get a Newsletter and you may meet him at a reunion.

Milt Golart
134th Avn Co/457th Squadron, 1966-67
milton_golart@pmug.org
503 640-6103

C-7A CARIBOU ASSOCIATION

**2001 LAS VEGAS REUNION
SEPTEMBER 4 - 7, 2001**

**If you'r not making the reunion,
please send your dues to: Jim
Collier, 5607 Jolly Ct., Fair Oaks,
CA 95628-2707**

**For Golfers: If you would
like a golf tournament in
Las Vegas, contact Chris-
tine Phillips.**

Registration Form.

Paul and Christine Phillips
P.O. Box 143 Folcroft, PA 19032
(610) 522-5981 pep518@yahoo.com or
Christielee52@yahoo.com

Mail to:

To assist in planning and budgeting the reunion, we need the following information. Please return with your remittance ASAP, but no later than August 21, 2001. After August 21, 2001 call Paul Phillips at (610) 522-5981 to have a tentative Registration Form filled out with payment due at the reunion.

PLEASE NOTE: The registration fee is charged to ALL members attending and is NON REFUNDABLE.

Name of Member		Spouse/Guest Name	
Mailing Address			Is This Your First Reunion. Yes No
City	State	ZIP	
Phone Number ()		E-mail Address	
Squadron or Unit	What Year in Viet Nam	Stationed at	
Additional Guest Name		Additional Guest Name	
Additional Guest Name		Additional Guest Name	

Please make a copy of this form for your records.

Registration Fees:

Calculate your total Registration Fee below

C-7A Reunion Registration Fee	#		\$ 15.00
C-7A Member Dues: \$10/year	#	x	\$10.00 = \$
Friday Night Banquet			
Roast Turkey	#	x	\$ 19.00 = \$
Orange Roughy	#	x	\$ 23.00 = \$
Prime Rib	#	x	\$25.00 = \$
Wednesday Bus Tour			
Nellis Air Force Base	#	x	\$10.00 = \$
Thursday Bus Tour			
Hoover Dam Bus Fee	#	x	\$10.00 = \$
*Hoover Dam Traditional Tour	#	x	\$ 8.00 = \$
*Hard Hat Tour	#	x	\$25.00 = \$
Caribou Reception	#		Free
Total Cost (Check Included)			\$

I would like to volunteer to help out with registration, war room, message center, etc.on Tuesday, Wednesday, Thursday, Friday, or Saturday. Please contact me.

* Hoover Dam Hard Hat Tour. Their are no restrictions on joining the Hoover Dam Traditional Tour. The Hard Hat Tour takes you down into the bowls of the dam to see the "behind the scenes" areas. However, on the Hard Hat Tour you are required to wear a hard hat for the entire tour. Wheelchairs are not allowed for safety reasons. Open-toe and high heel shoes are highly discouraged.

We'll See You In Las Vegas in September!!



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

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		



ASSOCIATION

VIETNAM

17916 E. 96th St. N
 Owasso, OK 74055
 Phone: 918-272-3518
 Printhat@aol.com

Address Service Requested