



BAN ME THUOT BARB

Remembering the 155 Assault Helicopter Company - Sortie #11 - Aug 99

A HOT TIME IN THE OLD TOWN: TET, '68

30 Jan 68, 0150 Hours: DTOC requested flares for outlying areas of the compound including the immediate vicinity of Ban Me Thuot. Also the ARVN checkpoint northwest of the compound came under heavy contact along with Sector Headquarters. Flare and gun support were granted.

0200 hours: Major Billy R. Goodall, Commanding Officer of the 155th Assault Helicopter Company, ordered a 100% alert for the compound.

0250 hours: First direct attack on the immediate compound. Approximately 20 mortar rounds fell in the area containing parking facilities for the aircraft. Also small arms and sniper fire encountered continually by Camp Coryell personnel. Approximately 8 ships damaged in the initial attack. (Falcons credited with 2 mortar positions.)

0300 hours: Standby crews immediately notified of the situation and directed to give support to the home base. CREWS: Flare - AC-Davis, P- Maus, CE-Peck, G-Mosher; Guns - #589 AC-Donaldson, P-Linsey, CE-Waterous, G-McAvoy; #049 AC-Hanna, P-Lindsey, CE-Woodward, G-Trott. Continual support given the sector and DTOC throughout the morning.

0715 hours: One UH-1C gun ship was downed by hostile fire while giving support in the vicinity of 2 miles south of the compound. Immediate alerts given for recovery of ship and crew members. 165th Transportation Detachment Wrecker ship and crew, Dustoff ship and crew, one gun ship of the 155th, two slicks (Stagecoach) and crew plus the 155th Reaction force for security were immediately dispatched to the crash scene. (165th Wrecker ship credited with 15 KIA while returning from crash scene to the compound.)

0820 hours: Major Billy R. Goodall, Stagecoach 6, was wounded by hostile fire (.30 cal., left leg) while in the traffic pattern of the compound. (Lee McGriff was gunner on MAJ Goodall's ship.)

0930 hours: Downed gunship crew safely recovered. Downed Gun Ship - #583 AC-Lindsey, P-Hanna, CE-Fadz, G-McGettigan. SP5 Fadz received minor bruises, SP4 McGettigan received superficial wounds. Gunship giving support for recovery: AC-Donaldson, P-Marsh, CE-Jarnigan, G-Tiner. Dustoff ship giving support: AC-WO1 Semones, P-Porta, CE-SP5 Watson, Medic-SP5 Clark (50th Medical Detachment Helicopter Ambulance).

1100 hours: Continual sniper fire received by personnel on the compound.

1300 hours: SP5 Baucom received wounds from shrapnel while on a fire mission in a UH-1C gun ship, 6 miles north of the compound. Ship took an additional 5 hits caused by hostile automatic weapons fire.

1830 hours: WO1 Teaford was wounded by .30 caliber automatic weapons fire in the right cheek. His UH-1H was enroute from East Field on a high approach when it received hostile fire 1/2 mile from compound perimeter. Aircraft took additional six hits.

2300 hours: Through the night and into the early morning, 2 UH-1C gunships were providing continual support to the ARVN 23rd Infantry Division in the Ban Me Thuot vicinity. In this period of time these two aircraft took a total of 32 hits from hostile fire. They were credited with silencing 2 enemy machine gun positions. Crews for gun ships: AC-Donaldson, P-Lane, CE-Baucom, G-Farnum; AC-W. Johnson, P-Timmons, CE-Jarnigan, G-McAvoy. One flare ship UH-1H gave continual flare support while under fire to the ARVN 23rd Infantry Division and the two Falcon gunships. Flare ship crew: AC-Campbell, P-Painter, CE-Dowling, G-Wusson.

31 Jan 68, 0400 hours: All Falcon gun ships had been grounded by hostile fire at least once since the Tet Celebration began at 2400 hours 30 January 1968. The Falcons had flown a total of 30 hours in the vicinity of the compound and Ban Me Thuot while under continual enemy fire.

1600 hours: Water pumping station east of compound was lost to enemy forces. MAJ Walter Urbach recovered 155th personnel when they came under attack. There were no injuries. Personnel at water point: SP4 Klotz, SP4 Been, SP5 Walton.

1820 hours: Two mortar rounds hit compound in the aircraft parking area. There were no injuries or damage.

2015 hours: Urgent Med-Evac 5 miles south of compound. Falcons gave gun cover and received 8 hits from enemy rounds.

1 Feb 68, 0210 hours: 20 mortar rounds hit compound in cantonment area. There were 6 casualties. 2 were Medevaced to Nha Trang. During the attack MAJ Walter Urbach remained on the runway to provide air traffic control to USAF aircraft discharging cargo.

0600 hours: Compound received intense automatic weapons fire.

0800-0830: Reaction force deployed to water plant and pumping station. Areas secured, no injuries.

2 Feb 68, 0310 hours: 25 mortar rounds fell on compound, landing in aircraft parking area. Major damage to aircraft. No casualties.

0730 hours: Compound received intense sniper fire.

3 Feb 68, 1600 hours: Three K-9 personnel were injured by shrapnel from an unknown source. Two were evacuated to Cam Ranh Bay, one treated by 8th Med and released.

1615 hours: One slick downed by hostile fire. Downed crew: AC-Tatum, P-Chido, CE-Warren, G-Noble.

1620 hours: The C&C ship in support of the 173rd Airborne, in the Ban Me Thuot vicinity, took 15 .30 caliber hits from hostile fire while attempting recovery of downed crew. Two casualties. C&C crew: AC-Harris, P-Henson, CE-Lambert, G-Collins (Lambert and Collins both wounded). A 57th AHC ship also extracted part of the crew.

1745 hours: One recovery slick left compound to recover downed aircraft. Recovery slick crew: AC-Harris, P-Rutledge, CE-Patella, G-Cheek.

1800 hours: Stagecoach slick left compound to resupply 173rd. Resupply slick took 28 .30 cal hostile hits. Resupply crew: AC-Goss, P-Harmon, CE-Avery, G-Dollison (also recovered remainder of downed crew). No further hits or casualties.

4 Feb 68, 1300 hours: Compound went to 100% alert.

1315 hours: Two UH-1C's were downed by hostile fire near Dalat. Crews: AC-W. Johnson, P-Walker, CE-Baucom, G-Farnum (aircraft sustained hits to tail rotor drive and fuselage); AC-Hanna, P-Lindsey, CE-???, G-McGettigan (aircraft took hits to fuel cell and fuselage).

1420 hours: Back light tower received scattered incoming rounds.

1845 hours: Compound received scattered sniper fire in the vicinity of the Corral and K-9 area. Guards returned fire.

5 Feb 68, 0150 hours: 20 rounds fell on compound. Minor and major damage (mortars).

2240 hours: 30 mortar rounds fell on compound including aircraft area and cantonment areas. Eight casualties, 5 aircraft moderately damaged.

6 Feb 68, 0055 hours: One fatality, SP5 William Eister.

2045 hours: Scattered sniper fire, southeast side of compound. Guards returned fire. No casualties.

This information provided and edited by Royce Campbell, Company Clerk, 155th AHC

THE FOURTH OF JULY We often forget what the 4th is really about. It is a shame that most of us take this wonderful country and our freedom for granted. The men and women who have sacrificed, fought, and died to preserve this way of life are often ridiculed or overlooked. Thank God for those who have cared enough to serve. None were more magnificent than the young warriors of the 155th AHC. *Dean Owen, Stagecoach 6, '69*



MAY '67 MISHAP This aircraft was on downwind at BMT. Terry Nelson was the AC, I was in trail behind him. Terry had a short shaft failure and didn't know it. He went into autorotation, and then thought he still had power and pulled pitch - but then didn't have enough altitude to recover. The gunner and crew chief were thrown from the aircraft until they got to the end of the monkey straps and then rolled when they broke; they only had a few scratches. The peter pilot was OK, too, but Terry died a few days later from injuries.

Does anyone remember who the others in the crew were?

Ken Acker, Stagecoach 18

CAN YOU HELP US FIND . . . Bob Johnson, '67; Bob Muldoon, '67; Doc Ward, '68; CPT Chester Craig, '70; CPT Nichols, '70; LT McKay, Falcon pilot, '70; and a whole bunch of the men mentioned in the Tet story, above. If you have any idea as to the whereabouts of any of these guys, please contact any 155 AHCA occifer.

Dear 155: I am looking for **Frank Sweeney** who was stationed in Vietnam with the 155th Assault Helicopter Company in 1967. I am the widow of M/Sgt Theodore Dreyer who died in Quang Ngai, with the 11th Cav on 8/2/67. We knew Frank Sweeney in Kaiserslautern, Germany in 1962-65. If anyone has any information, please contact **Jeanette Chervony** at "frstalto@aol.com".

MAIL CALL - sharing commo from our friends:

Neal Mortimer - I was with the 981st K-9 team in '69-'70. I'm looking for photos or movies of BMT and the surrounding area - mine didn't make it home.

Bill Bayer - Enclosed are my dues for 1999. I thoroughly enjoy the *Barb*, can't wait to get the next issue. I have seen some fellow Falcons and Stagecoaches over the years: Dave Roblyer, Jerry Groff ("Chester"), and Bob Johnson. I would really like to see Reid McQuinn, Brad Jones, Al "Fitz" Fitzgerald and anyone else from 1967. I also have spoken with Bob Muldoon and Bud Henry. I have been too busy running a corporate flight dept. to attend any reunions, but hope to when I retire in a couple of years. Keep up the good work. *Falcon 5, Summer '67*

Randy Lewis - During 1970, I was stationed in downtown BMT. I remember when JP4 from the airfield leaked into the river in town, and someone flipped a cigarette butt into the water and blew all the manhole covers off in town.

Leonard Boswell - I long for my schedule to slow down a little to allow me to dialogue with all of you. One day we will get together again, and I look forward to that - big time!

Dale McClure - Thanks for putting my memories of Lam Son 719 on the Home Page. I was second tour then, with the 48th Blue Stars. I wonder if any other 155 guys were in on that one?

Gene Hoover - Purple Gang crew chief in '69-'70. Also known as "Fat Rabbit." What does membership cost?

Larry Matthews - When looking through the pictures on the Home Page, I noticed one of three officers; Fred Williams, Bob Poast, and one not identified. The unidentified officer is CPT Nichols (may have been first louie at the time). He was the left-seater I commonly flew with when my regular AC, CPT Chester Craig, platoon leader, wasn't flying. CPT Nichols went with me to the 48th AHC when the 155 disbanded, and he was alive and with the unit when I left in July 71. I have been wondering what happened to him and CPT Craig.

P.S. We're looking forward to Vegas in 2000!

Tom Aubrey - I was with the 155AHC from around April '67 to about July 12, '67, at which time I rotated back to the world and was separated from active duty. I remember some of the guys that were in the unit at the time. My platoon sergeant was SGT Baker, and Eddie Siano was from New York. Major Fleming was our CO and I remember the Cross-Bow Inn. One night Lana Turner the movie star stayed in Major Fleming's quarters because she hurt her ankle or something. I was there the night we had an entertainment group from the States, the group was called Barbara Virgil Body & Soul. When she sang "I Left My Heart in San Francisco" there wasn't a dry eye in the basecamp. Good luck to all you men, I will never forget the 155AHC and those men in the unit with whom I had the honor and privilege to serve. Call or drop me a line or two, I'm in Charleston WV. I really would like to hear from you guys.

Tony Giordano - I look forward to getting together again - soon, I hope.

Robert (Bob) Godfrey - I served in country from May '67 to Nov '68. I was assigned to 155 maintenance, but SGT Dickey transferred me to the PX. After 3 months in the PX, I was transferred to the COC where I worked as the Stagecoach switchboard operator, and then teletype and radio operator as Stagecoach Control.

Jim "Doc" Raymond - It has been 30+ years since my time in Nam, but I think about the guys I met there so often. I was the company dentist in the dispensary, and also the "Mail Officer" for a time, and have nothing but the greatest respect and special feelings for the friends I made, flight crews and maintenance crews I met, and medical personnel I worked with. I'd love to hear from anyone who was in BMT during the same time frame, or who remembers the night that WO Norm Swafford's singing brought on a mortar attack from Charlie (I still have the audio tape) - all the noise probably kept him from sleeping. One of the Medical Doc's I remember well is Robert Ward. I was in Hawaii on R&R when Tet '68 broke loose. Thanks for the great job in keeping this forum open.

Cecil McGee - I was a Falcon CE, too long ago ('69). Great website and newsletter, you guys are doing a great job. I hope to be able to attend the next reunion and see all of you again.

Larry Ingram - My earlier message failed to mention John Houston as a member of the "Coachmen" singing group from 1st platoon in '70. Sorry John.

Chance DuMond - I was in the 185th RAC during '69-'70 - played poker in the Stagecoach bunker on many an evening with flight surgeons from the camp. I was the Pterodactyl with the bullet hole through my SPH-4 (helmet).

Dan Fox - '69-'70, call sign Stagecoach 15, Purple Gang.

Cathy Groff - I am putting this roster information (on the Home Page) for my husband, **Jerry**. I wanted to surprise him! He served for 1 year as a maintenance officer and helicopter pilot. His nickname was "Chester." Thanks.

Leonard Tajer - Thanks for the medevac on 3-4-68 after the mortar attack, CW2 Norm Swafford was the AC of the ship that flew me out. I was a pilot for the 192nd at Phan Thiet. You guys had a great bar and mess hall. All the best to the 155th from an old Polecat.

Doug "Bear" Adams - I was in Vietnam from Sep '65 to Sep '66. I was the gunner on #003, tail #9. John Ross was the crewchief and Earl Fields the pilot, then in Dec '65 or Jan '66 Jim Sewell was the pilot.

ANOTHER OLD GUY REPORT (Or, what lousy shots the VC were)

I was still flying slicks in August, '67, and we were detached, attached, re-attached, or something to the Marines at Khe Sanh. We didn't stay there though, but over at a Special Forces B Team headquarters at Phu Bai. One of my last missions there was to pick up a LRRP team that had gotten into a fire fight with the VC and lost their leader. We got the coordinates and a brief on suspected VC positions and took off. As we approached the location of the team, we called and were told they had just completed preparation of the LZ. He said we wouldn't be able to touch down, but would have to hover above the stumps of the trees they'd blown down to make a clearing for us. I think this was a more common practice than my limited experience had proven.

FLASHBACK: I remember one of my first CA's after arriving at the 155th. We were taking in a company of 23rd ARVNs to an LZ to be identified by an Air Force FAC. It turns out the FAC was an A-1E. He told us it would be a one ship LZ and we should spread out in trail at one minute intervals. We did. As the lead ship, flying with Stagecoach 26 (Dennis ?), I was talking to the guy in the A-1E. He seemed to be pretty cool, but I didn't realize how laid back he was until he came back to us the next time. "Okay Stagecoach 20, your LZ is at 12 o'clock, for two miles and, uh...20, uh, do a 360 please." We began our left turn and started looking for the FAC. I spotted him coming down in a dive at about the 240 mark in our turn. The biggest bomb I'd seen to that point dropped from his centerline and the jungle blew up. "Okay, 20, your LZ is where the smoke is, and should be clear by the time you get there. As I said, one at a time at one minute intervals will do nicely." Unusual, but effective.

Back to the LRRP pickup. "Stagecoach 21," the LRRP team radioman called, "make your approach from the southwest. We've got enemy troops to the northeast with AK's." We could see that they had wrapped det cord around the trees about three feet up and blown them down, leaving logs laying all over the place. We came to a hover at the near end of the approximately 100 foot long LZ just to the right of our team on the ground. As we loaded the team leader's body, the tree logs began to have holes opening in them and the dirt in between kicked up. Someone was firing at us from across the LZ with an AK-47. We'd always been told that the VC were taught to lead the helicopters by about ten feet, but this was really taking that instruction to the extreme. The team returned fire as they jumped aboard, but one of the troops was so angry, he kept firing after everyone else had quit. When he had fired all his ammo, he grabbed another guy's clips and shot them off out the door. When he ran out of clips, he started throwing grenades. By this time we were far too far away for any of this to be effective, but the guy was really mad. He threw out several more grenades before he had nothing left to shoot or throw. Frustration and anger know no limits, however. He leaned out of the Huey, hanging on to the seat pole, and shook his fist at the ground. "I'll be back, you SOB's! I'll be back!" he screamed into the wind.

Keith Lane, Stagecoach 21 & Falcon 5, May '67 - '68

MAJOR DELOACH WAS WELL LIKED

In the May *Barb* there is a "Can You Help Us Find?" William W. Deloach. Colonel Deloach passed away a few years back, I understand that he had another tour as an Air Cav Commander. I had the pleasure of serving with him in the 155th (it was called A/1st then) and later with the 52nd Bn HQ. MAJ Deloach was well liked by the members of the unit.

I was with A/1 at Fort Riley when it was sent to Vietnam on the Iwo Jima. With us were the A/82 and A/101. When the First Infantry Division arrived in Vietnam a few months later, COL Williams (the Battalion Aviation Commander of the First Division) came to BMT to fly with us on some CA operations. He said he was going to attempt to have us return to the 1st ID as soon as possible. None of us wanted to leave Ban Me Thuot, because we were starting to get out of the mud there and did not want to start over again somewhere else. Colonel Williams was assigned to my aircraft for a series of CA's with the 173rd Airborne, so MAJ Deloach asked me to tell him that the men of Company A did not want to leave BMT. I was able to put it to him in such a way that he dropped his plans to have us join the 1st.

Not long after we got to BMT, the Battalion gave us an O-1F Bird Dog. We used it for ash and trash, running parts all over II Corps, and occasionally to take a person on emergency leave to Saigon or Nha Trang. I flew it every chance I got. We carried four 2.75" rockets and one of us would do a dawn-dusk patrol around BMT and look for enemy movement. We had a free fire zone not far from BMT that we would unload the rockets on. I doubt if these patrols did any good, but they were a change and helped time pass. Also during those early days, someone found three monkeys and brought them to the compound. They were named Zip, Zap, and Zelda. They got along well for some time, but while the Company was on a road trip for a few days they got into some medicine at the clinic and all of them were done in by the drugs. CPT Curry, the Flight Surgeon, felt bad about that.

When MAJ Deloach was moved up to the 52nd Battalion, he took myself and CPT Leonard Boswell with him. (CPT Boswell later retired as a LTC, and is now a United States Congressman from Iowa.) In my opinion, the A/1/155 had a great crew. Everyone was bright-eyed and bushy-tailed in 1965 when we first came to BMT. I do not recall drugs being a problem there. Looking back, those were good times - we were all young and we were all trying very hard to do a good job.

P.S. I did not mean to write so much, but all of this stuff just kept coming back.

Bob Spencer, A/1, '65

THE 155 AHC ASSOCIATION

I haven't signed this (Home Page) guestbook in a while, but I have something to say. I want to encourage all of the guys who find this to get involved with our association. This group is not about getting you to do anything other than just being one of us. We have no mission other than to be there for one another. I have seen a lot of our Brothers sign this page one time, then disappear again. I hope that some of you are still checking in from time to time. I have talked with a couple of guys who have shied away from involvement because they were afraid they would be getting mixed up with a bunch of guys who are "living in the past." I can assure you that this is not the case. Sure, we talk over old times, more the good times than bad - but there is much more talk about the here and now. This group is much more like a family than most families I know. My hope here is that some of you who have been lurking on the sidelines will start making yourselves known via email, or whatever medium, and join in the never-ending banter between the slicks and the gunnies, and you might even find yourself wanting to attend a mini-reunion. Just remember, these are the guys who covered your ass on a gun run, or who flew with you into that hot LZ, or lit your way on a night mission, or cooked your food, or fixed your ship, or pulled guard duty while you slept, or flew in the ships you fixed, or did the many other things that had to be done. They are, quite simply, the best friends you ever had.

Diz Gwaltney, Stagecoach 17, '68-'69

POTATO SOUP FOR THE SOUL

While chowing down on a bowl of potato soup a while back, my thoughts went back to days of guard duty at the 155th (I guess I should say nights). Many times through the years since Vietnam, I have with silent thanks thought of the kindness of our company mess in that they were considerate enough to make potato soup to send out to the guard bunkers and towers. Now I'm not real big on potato soup (though my wife Sally is) and to my knowledge never tasted it before then. But, I can tell you it was a welcome sight when that old 3/4 ton would roll up on those cold, cold nights. Sometimes the little things go unnoticed. I know many complained about our mess (in the army that was mandatory, I think), but I just want to say thanks to our people in the mess hall at the 155th for their hard work and kindness.

Herb Hess, Armorer & Falcon gunner, '69

A DAY IN THE NAM

One time we went to one of the B-50 launch sites (Ban Don or Duc Co, perhaps?) to stand by for a possible extraction of a team that been HALO (high altitude, low opening) dropped in the night before. The team didn't fare too well - some broken legs and arms and stuff. The night before, during the Boo-Ray game when LT McKay came in with the missions for the next day, I wasn't scheduled, so the game continued on and on and on - 'til about 4 am. At six I was awakened and asked to provide a crew. For some reason I took the mission. I stumbled toward the Corral in a sleepy fog, and I remember thinking, "Why me? Why not (Les) Davison? He's the senior gun lead. Oh hell, he probably RON'd in Dalat again. 'Bad weather' my asp! I'm going to talk to the Old Man about that. Oh, wait, I already did. MAJ Steele told me I was the platoon leader, and I could order him not to RON. Sure, I could order him to jump over the moon, too! Mumble, grumble." I wasn't happy - but I flew.

We got to the site and, as luck would have it, there was a litter or cot on board. It being a typical steamy south-east Asia day, I took off my shirt and pulled my pants down to the top of my boots, put the cot in the shadow of the tail boom, and went back to sleep. When I woke up a couple hours later, I had the start of a very nice tan - or so I thought. The next morning I could hardly move, and there were some pretty serious blisters on the back of my legs. Let me tell you, Falcon 6 was hurtin' for certain that day. When MAJ Steele found out he sent me on a maintenance flight to Danang - as a passenger! I think he wanted me out of the area, maybe permanently. It's a good thing it wasn't OER time. I was gone for 3-4 days and came back able walk.

Mike Stark, Falcon 6, '70



MOONLIGHTING?

This Falcon hootchmaid has just finished cleaning and washing for the day, and now she's got her AK and is heading out to her night job.

Davison photo, May '70.

ASH & TRASH

DISTINGUISHED SERVICE CROSS The DSC is the nation's second highest decoration; only the Congressional Medal of Honor is higher. According to History Bob, no 155 guys won the CMH, and just two were awarded DSC's. Dick Sperling's citation was in a recent *Barb*, and Falcon pilot Gil Terry was awarded the DSC for his actions during the 1968 battle at Duc Lap. Maybe someday we can get Gil to share his story.

BARB PHOTO BRINGS BACK MEMORIES From Leon S. Wozniak: "I was Maintenance Sergeant/Service Platoon Sergeant from Aug '65 to Oct '66. The Maintenance Officer/Service Platoon Leader then was CPT Rodney Pimento, and the CO was MAJ Joe Parlas. Seeing the photo of our Maintenance area in the last newsletter allows me to recall how it came about. When I arrived in BMT in Aug '65, not much was there. The construction company that was responsible for building our camp put up the Orderly Room, Mess Hall, their office, and I had a small Platoon Office/Service Office (all made of teakwood, by the way). Construction of a work area for the Intermediate and Periodic Inspections was not a priority. Initially, we raised bamboo uprights and attached cargo camouflage parachutes to the top. That kept some of the rain and sun off the crews working on the ships. Later, the structure that you see in the photo was constructed. It was an uphill battle to get that built, but my guys sure did appreciate it.

P.S. Please, can someone out there tell me the whereabouts of **Rodney Pimento**?"

155'ERS IN THE NEWS After a hiatus of several decades, Big Bad (Earl) Baldwin is again competing on the Cape of Cod BMX mountain bike racing circuit. Earl describes his most memorable moment as a "belly-on-seat-feet-a-flyin'-seatpost-a-bendin' ride." (I wish we could have seen that.) Earl, the *Barb* salutes your courage and spirit.

DUES We're asking for annual dues of \$25 (or whatever you can afford), send your checks payable to "155 AHCA" to Jeff at the address below. Thank you.

"WWW.GEOCITIES.COM/PENTAGON/QUARTERS/1517" Come on, you've just GOT to check out the 155 Home Page. Since they put a counter on a few months back, more than 3300 visitors have logged on. If you aren't one of those, you're missing a LOT!

VIETNAM TOUR(ISM) - "If you have time for only one excursion while visiting Dalat, make it the train ride to Linh Phuoc Pagoda. The small train weaves through terraced farms on rolling hills in the Trai Mat region, scenery that is not to be missed. The farms produce fruit and vegetables that are shipped throughout the country. Inside the Linh Phuoc Pagoda (Lucky Dragon), over the golden Buddha, note the mural along the ceiling which depicts the birth of the Buddha. Outside the pagoda is an extraordinary 47 meter long dragon made from 13,000 beer bottles. It took the townspeople two years to make the dragon." *From Vietnam Guide by Judy Moore, copyright 1997.*

REUNION 2000, LAS VEGAS - November 10 - 12, **next year**. Mark your calendars now!!! Contact Dave Pollock and/or Fred Williams for more information. Let's make this the biggest and best 155 party EVER!

OVERHEARD ON THE WEB During a recent E-mail "discussion" of who got lost more, Falcons or Stagecoaches, one (unnamed here) participant wrote: "I can unequivocally state, without reservation, that quite a bit of the time I'm pretty sure I knew almost exactly which country over which I was flying."

SWEAT & SANDBAGS - THE EDITOR'S BUNKER HELP! Send us your stories! The newsletter and Home Page are for sharing memories - YOUR memories. Write or e-mail or call or fax, we're easy; we just want to hear from you. I just love it when someone writes/says, "I saw this in the *Barb*, and it made me think of . . ." Hey Tet guys, there's got to be at least a zillion personal stories in that lead article, so how about sharing a few. And all you other guys, too. Come on, it doesn't have to be blazing combat and wall-to-wall heroics. It can be - but there's LOTS of other stories to tell, too. Before Bob Spencer wrote, how many of you knew that the 155 had a Bird Dog? And if Herb Hess' brief note about potato soup isn't one of the most endearing memories that's been in this newsletter, then your pacemaker batteries may be flatlined. Thank you Bob and Herb and all the other contributors, too. Sharing memories makes the editor's day - and it might just make this newsletter worth reading.

COVER PHOTO Stagecoach DG Bennett (L) and CE Brooks; photo by Al Natale, taken in early '70 (give or take). Brooks crewed 073 for several months, so the aircraft is probably Stagecoach 073, the Old Man's ship. I think Bennett flew with the Falcons later in '70. Neither is on the roster today. Does anyone know their first names, home towns, or where they are now? Or, does anyone have orders with their name on them?

155 AHCA officers are:

Dean Owen, Pres. Al Arredondo, VP Jeff Schrader, Treasurer Bob Alberts, Historian Tom Love, Sgt-at-Arms

Earl Baldwin, Net Guy

Tom Mullen, Aide-de-camp

Bo Atkinson, Newsletter

Les Davison, Newsletter

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