

# BAN ME THUOT BARB

Remembering the 155 Assault Helicopter Company - Sortie 26 - Jan 04

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## 155 FAMILY MEMBERS SEEK CONTACT

I am the widow of Howard Gifford. My son (who is now 18 and was 12 when his father died) found this site and told me about it. We would love to find anyone who served with Howard.

**Margie Gifford;** "margieq@dtccom.net"

*(Ed: Howard was a 155 pilot at Ban Me Thuot in early '69. He was a Falcon Peter Pilot during the spring of '69 when he was wounded and Medevac'd back to the States.)*

Interested in any info on my son Dwight M. Brosseau Pilot 69-70.

**Mahlon Brosseau**

2190 Holly Hill Ln

Freeland, WA 98249

*(Ed: e-mail address may be "brosseau@whidbey.com," but we're not sure. Dwight flew slicks, probably in the First Platoon. Information from the VHPA shows that he died in an aircraft accident in 1974.)*

Both of these requests came via the Home Page. If you knew Howard or Dwight, I know they would appreciate you making contact with their families. If you have any difficulties, please contact Webmaster Mary, or any 155 AHCA officer.

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## PRATT HALL UPDATED WITH AVIATOR'S CAREER HISTORY

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Soldiers who die bravely in service to their country live on in the hearts of those who served with them. When their courage in war saves others, their story must be told. Their example must be taught to those who follow, and it is never too late to honor a fallen hero.

A ceremony was held at Pratt Hall Wednesday (Nov. 5, 2003) to honor 1<sup>st</sup> Lt. Fred Pratt, a UH-1 Iroquois pilot in the Falcons and Stagecoach platoons, 155<sup>th</sup> Assault Helicopter Company. During the ceremony, those who served with him added a plaque to his memorial with his call sign and certificates signifying the platoons he flew with.

Pratt distinguished himself by his exceptionally valorous actions as an aviator. On Aug. 26, 1968, Pratt, despite being shot down and wounded a few days before, insisted on flying in an operation to support friendly forces under heavy attack. Arriving in the area, he attacked a large enemy force and drew intense fire, which shattered the aircraft's windshield.

He responded by placing a heavy volume of fire on the enemy positions. During the exchange of fire, he was fatally wounded. His courageous response enabled the rest of the crew to escape without serious harm. For his valor, Pratt posthumously received the Silver Star and Distinguished Flying Cross.

Retired Lt. Col. Mike Stark told his son, WO1 John Stark (flight student, B Company, 1<sup>st</sup> Battalion, 145<sup>th</sup> Aviation Regiment) about serving in the same unit as Pratt. The younger Stark told his father that while training on flight simulators in Pratt Hall, he saw the monument. His description of it surprised the older Stark.

"I thought it odd Pratt Hall was named after him, and you could look at his monument and barely be aware he was an aviator," Stark said. "I thought it important to add to the memorial that this guy was an aviator and a bonafide hero."

The legacy of Pratt to Army aviation was important to Stark, and he contacted Capt. Jennifer Herbert, Commander, HHC, Aviation Training Brigade, to try to have other memorabilia added to the monument to better educate aviators-in-training about Pratt. Herbert said she thought not only should the additional information and memorabilia be added to Pratt's monument, but that there should be a ceremony to add them, "because of the heroic things he did in Vietnam."

"I do not want Army aviators, now or in the future, to forget our heritage," Stark said. "Vietnam was the helicopter war. The helicopter has taken a valuable role because of what we did in Vietnam - going into a Hell

Hole with no regard for our own lives, medical evacuation, convoy cover, search and rescue – all that is a result of what we learned about helicopter flight in Vietnam.”

Retired CW4 Gilbert Terry said he thought the ceremony to honor Pratt where Army aviators learn to fly was a “passing of the torch,” noting that young aviators can learn from Pratt’s example because of “how he conducted himself in combat.” “When the helicopter was shot down, there was only one way to go and survive,” Terry said. “We had to figure out which way we were going to go while we were falling out of the sky, and he led that.”

Pointing out a young soldier in attendance, Col. Steven Semmens, commander, Avn. Tng. Bde., said the ceremony “linked the past to the present and the future. What a special moment,” Semmens said.

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## **HOW IT REALLY WENT DOWN: The Politically Incorrect Version**

Just back from Mother Rucker, where Gil Terry and I put the 155 certificates and the Falcon Plaque in Fred Pratt’s memorial case at Pratt Hall. The ceremony was attended by the chief CW5 of the Army, Steve Knowles, a Joker pilot circa 1970-71. Also attending was the Training Brigade commander who graduated in 1966 (from Ft Rucker Elementary School...no joke), the Army Aviation Historian, and a couple of other old guys (Gil and me). Gil and I were also guest speakers at a class being taught by the Historian in the museum. The next day I was privileged to witness CW3 Gilbert Terry (Falcon 2) pin US Army Aviator Wings on my son, WO1 John Stark. John is now headed to Apache training. The Falcon tradition lives on! After the graduation Gil and I were treated to a tour of the Apache simulator building. WOW! What was most amazing is I spent over 2 hours in the Sim Building and didn’t get a pink slip. Didn’t see even one blue canoe either. After spending 5 days with Gil Terry, I only regret that I never got the opportunity to be his Trail and kill many, many communists in support of truth, justice, and the American way. God Bless the Falcons.

*Mike Stark, Falcon 6*

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## **BAN ME THUOT MORTARS**

Having joined A/1<sup>st</sup> shortly after the company’s arrival in BMT (even before redesignation to the 155th), I was an excess captain still learning how to fly in-country. But I had a few other skills – such as having been the mortar training officer for 1/14<sup>th</sup> Cav in Germany. What was more natural than becoming the “Security Officer” - whatever the hell that was? After one quick look, it was obvious that no one had paid any attention to the infantry platoon, canine detachment, and mortar squad responsible for our base security. All three were treated as illegitimate children at grandma’s funeral. After all, we were an aviation company; who cares about that soldier stuff?

I started in the mortar bunker, and it took about ten minutes to establish that the piece had not been moved since it was plopped there. Good for the occasional flare in *that* direction, but nothing else. With occasional time off to fly missions, I became a somewhat dictatorial member of the mortar squad. The ammunition, mostly flares for obvious reasons, was properly stored. The tube was cleaned and the sight mechanism was lubricated. No one knew where the M10 plotting board was, let alone aiming stakes, cat eyes, and those other niceties that allowed firing in a *chosen* direction. Nor was the term “cutting charges” recognizable to anyone’s mind.

There were a couple artillery officers in the unit, and a warrant or two who had previously worked with mortars, but no one was particularly interested in helping. So we started with basic arithmetic. BASIC arithmetic, ignored geometry, never mentioned trig and started plotting on the M10. We made our own aiming stakes and even decided that they had to be visible through the sight! And practiced and practiced, with me standing there trying to keep quiet. We did it in the daylight and we did it at night. Every member of the squad rotated through the positions, until everyone could copy the mission, plot the target, lay the piece, cut the charge, adjust the fuse, and drop the round! Most even understood there were six-four-hundred mils in a circle. Until some pilot wandered around and had to be told that his 360 degree turn was irrelevant. (As in, “Let’s do a three-sixty and get out of here!” I forget his name, some Signal Corps officer transmitted that during an exciting day up by Kontum. But forgive me, I digress.)

Finally, we were ready! The squad knew what they were doing! Time for a demonstration. Standing in the O’Club tent, I cranked the phone, asked for the Mortar Bunker, and called in a fire mission. Fortunately, for

flares rather than HE. Then waited. And waited. And had another drink, while being harassed by otherwise disinterested, half-drunk aviators. "We'll be overrun before they get a round off!" Finally, KER-WUMP - followed by my "OH SHIRT!" There was a clear arc of sparks from the aging, damp charge, heading straight over downtown BMT in a very low trajectory. The "cease-fire" was clearly audible across the compound - without aid of the telephone. The flare popped barely a hundred feet off the ground, and somehow dropped in an intersection with thatched huts on all sides. No damage, and I do not know why.

The next day's lesson was "use your \_\_\_\_\_ head!"

*Bill Zierdt, Early Ban Me Thuot Guy*

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**IN MEMORIAM**

Larry Dinkins passed away earlier this month. Larry was a Crew Chief for the Stagecoach and Falcon platoons from '67 thru '69. Fly high, friend.

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**MAIL CALL: Sharing Commo**

**Ed Graham (67-68)** - I would like to wish you all a happy Christmas season. I attended the last reunion in Orlando and would encourage anyone interested to come to the next one.

**Fred Maurer** - Served with the 155th as a pilot during August and September of 67. Great group of skilled assault formation pilots. After the holidays when things slow down a little, I will try to get some of my pictures scanned and send them along to you.

**Ron Scroggins** - I flew as a Crew Chief at Ban Me Thuot in 68-69 with the 254th Dust-off. It was my great privilege to have flown with the 155 AHC, the greatest men I have ever known.

**Bob Maddox** - I wonder if Mike Stark remembers my last night at BMT. If I remember it correctly we had a mission come in and he was on stand-by. I had this urge to do one last mission, but I was shipping out the next day and had no helmet. Mike handed me his and I led one last flight. Not one of the smartest things I ever did. Fortunately it was uneventful.

**Chuck Markham** - I wish all the BMT guys and their families the happiest Thanksgiving possible. I am thankful for the way we tried to take care of each other to help get those who are here through it, and I am most thankful to those brothers who gave all to preserve our right to have this wonderful day of thanks and feasting.

**Arthur C Bonevich** - Have a Happy Thanksgiving, Artie; Ban Me Thuot 1965

**Earnie Stewart** - I was with the 155 from June 70 to Jan 71. I worked as a clerk in Helicopter Maintenance, with Dan Whitson. There was a redheaded guy that worked there with us. I also remember a LT Burton, one of our maintenance pilots. Have been reading the emails on the site and it has brought back memories. Does anyone remember a kid that painted all of the signs on the compound in cartoon characters? He also painted a lot of flight helmets. I'd love to hear from 155 guys.

**Mike Swartwood** - I flew slicks, 1st Platoon, Stagecoach 152. Flew as gunner with Mel Edwards, then as crew chief of 152. Painted my gun mount with flaming sunrise and balloon letters under spelling "Sunshine."

**Edward R. McWilliams** - Served from 1967-1968 under the 165th Trans Detachment.

**Leonard Orr** - Two tours with the 155<sup>th</sup>, Crew Chief on slicks in '66, Gunship 581 in '67. Shot down and wounded Nov 14, 1967. I know who my doorgunner was, but don't remember who my pilots were - and I want my knife back I wore. I guess you can't have it all. I wish you all a Happy New Year, and God bless the ones that didn't make it home.

**John Ahearn** - Happy Thanksgiving to all from Managua, Nicaragua, where my wife, two sons and I are attending a reunion of my wife's family. I remember vividly that 34 years ago today I had a long flying day to Dalat, Phan Rang, Dong Ba Thin and back to BMT, except I made the decision I wasn't going to do the Duc My Pass weather at dusk and we returned for a RON in Nha Trang. Capt. Lee Brown was my co-pilot and upon our return to BMT the next day, he went out on another mission and was wounded. My best to all of you.

**Gary Rickett** - Hello to all. I served with the 155th from April 69-70. I was a mechanic and worked with the Unscheduled Maintenance Team. I would like to hear from anybody that reads this that is interested in a little catching up. Everybody called me Rick. Talk to you later.

**Sam Schwartz** - Thanks for yet another totally outstanding issue of the *Barb*. As a Pterodactyl pilot, I can recall that we worked together so many times getting folks in and out of trouble. But that's what we did. Does anyone out there remember when the Pterodactyl perimeter had the "accidental" fire that fried a bunch of

Charlies and set off secondaries in the city cemetery? What were they burying in there anyway? The fire stopped the regular "crossbow shelling" and harassment we kept getting. Then they went to satchel charges - but only once as I recall. Oh well - no serious damage at the flight line. Cheers.

**John W. Ellis, M.D.** - I was the Flight Surgeon in 1969-70, 8th Medical Detachment assigned to 155<sup>th</sup>. Actually Nam was kind of fun. I wish I had met Jesus before Nam. I would have enjoyed the experience more and been more productive without the chip on my shoulder for being drafted. I think many of us vets miss the love and the camaraderie of being in a lousy situation with fellow soldiers.

**Klaus M. Adam** (MAJ USA, Ret.) - A heartfelt but inadequate "Thank You" from a former Field Artillery Commander (C 1/92 FA) who owes his life and the lives of his men to you guys.

**Frank Busbee** - I was with the 155th from Jan. 1969 to July 1969, worked in Prop & Rotor shop with a guy named Carson, was transferred to a new unit the 238th Aerial Weapons Company at An Khe in July 1969.

**Wiley Dodd** (Tiny) - Served with Recon 2/35th Inf. 4th Division in 69, remember you guys well, thanks for the support.

**Tom "Doc" McPartlin** - Flight Surgeon with the 8th Medical Detachment from Sept 70-Dec 70. This is a great web site! Hello to all who served with the 155 AHC.

**Larry Ingram** - You guys just keep getting better all the time. Keep up the great work. Stagecoach 15, 69/70.

**Bob Alberts** - I'm looking for anyone from the 65/66 era who knew MAJ Jack Gordon. I need more info, like where he was from, his wife's name, etc, anything might help. Thanks.

**David Groen**, Groen Brothers Aviation - Just wanted to let you know that *Aviation Week & Space Technology* had an article on our Gyrolifter Monsoon last month (Nov '03).

**Tom Love** - Great to hear from you. I had to blow out some of the cobwebs to get my tired old brain to go there, but yes, I do remember LZ Kate. I'm pretty sure that was one of the times that you told me we were having fun - and NOW you're telling me you were scared?

**Cary Arney** - Was Falcon gunner all of 68. Usually with Falcon 484. Thanks for the great site, I'll visit often.

**Tom Maxwell** - I was the gunner for "Stagecoach 26" Lt. Davies in 1967. Want to say hello to all.

**Wallace McNabb** - Just wanted to know if anyone of you remember a guy named Dwight Murray? He was the radar operator on the counter-battery radar site at Camp Coryell.

**Dan "Diz" Gwaltney** - I'm alive and well, despite all the evidence to the contrary. Working my assets off, trying to get my business in order for my upcoming retirement. Last day I have to drag myself to Tallahassee will be on or about Jan. 31! I'm taking "early" retirement after 34 years.

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## 155 HOME PAGE NEWS

The combined 155th AHC and 155 Photo Page home pages continue to receive about 3,000 page hits per month. Thanks to recent 155 Photo Page contributors Cary Arney, "Doc" McPartlin, and Frank Lobosco. Frank sent in the pictures of 155 member Jack Gordon. You may have noticed that the 155 Photo Page links have a new "drop down menu" format. Hopefully, that will decrease the page load times and make access to the pages faster and easier.

So many of you have sent in so many photos (I'm not complaining; please keep 'em coming!) that the 155 Photo Page will soon reach its maximum capacity. I had no idea when I purchased space 3 years ago that we would ever fill it up. After consultation with 155 officers, the Association has agreed to pick up the cost for additional space required for the remainder of the site contract (through Aug 04). It should be something less than \$200. There's also a new "155 Merchandise" link on the Home Page. There you will find photos of the hats, T-shirts, and patches, along with ordering information.

I think that's all the news for now. Thanks again to all that continue make the pages such a success. Please visit often - and tell your friends to visit, too. Send complaints, corrections, and Super Bowl predictions to: "[baldwin33@adelphia.net](mailto:baldwin33@adelphia.net)".

Addresses are: 155 AHC Home Page: "[www.geocities.com/Pentagon/Quarters/1517/](http://www.geocities.com/Pentagon/Quarters/1517/)"

155th AHC Photo Page: "[www.155photos.homestead.com/](http://www.155photos.homestead.com/)"

*Mary Baldwin, Volunteer Webmaster*

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## A DAY IN THE 'NAM

It all started with flare standby, sometime in '68, and a 155<sup>th</sup> gunner named Emmitt G. Boyles from Ruville, Mississippi. Well, "Mississippi Daddy," as we called Emmitt,

had been in the Old Grandad – even though he was supposed to be on flare standby and not drinking. Sure enough, we were mortared that night, and up goes the flare ship - with one drunk Mississippi Daddy as gunner. As Boyles related it to me, he said that while up dropping flares the door gunners went hot. Mr. Boyles was paying attention to his tracers and where they were hitting; not what they were going through. Needless to say, there was a hole in the corner by the door. Not just one hole, but he had shot out the whole corner - and some of the floor, too! There were many funny days and some scary nights in BMT, but I would not trade those days or the people I met there for anything.

*Pat Avery, 155<sup>th</sup>, Oct '67 – Feb '69*

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## TREASURER'S REPORT

Happy Holidays from the Treasury! As one of Santa's helpers, I have good news for the association. As of 15 Nov, total dues received year-to-date amounts to \$2,512. We have had fifty-five members come forward this year and contribute dues. This surpasses last year's tally of twenty-six members at \$935. Our dues are still voluntary, if you can send \$25 per year, we'd appreciate it. BIG thanks to all of you who have taken the time to send in your dues – and special thanks to those who sent extra. We'll do our best to put the money to good use.

The fund balance is \$2,002 with payables due of \$650 for Stagecoach patches, an estimated \$200 for the next *Barb*, and about \$200 for server storage costs for the website. One of the things we've done with dues money is have 155 T-shirts, hats, and patches made up. When we offer them for sale, the only mark-up is for postage. It's intended to be a breakeven endeavor, and so far we are right on target. T-shirt sales have been slow this year, so if your old one hardly has any color left, order up a bright new one. You can contact me to order any of the unit merchandise. Here is a full summary for the year:

	<u>Check #</u>	<u>Date</u>	<u>In/(Out)</u>	<u>Balance</u>	
<b>Total Dues Collected - 2003</b>		-----	\$2,512.50	\$4,763.41	
T-Shirt Receipts from Members '03	-----	-----	\$96.30	4,859.71	
Bayside T-Shirt Co., Inc.	547	05-Jan-03	(\$2,300.50)	2,559.21	155th Guide-On T-shirts
Check returned insufficient funds		17-Jan-03	(\$100.00)	2,459.21	
Check return charge to account (above)		17-Jan-03	(\$15.00)	2,444.21	
Les Davison	548	15-Feb-03	(\$162.50)	2,281.71	1st Quarter Newsletter Costs '03
Larry Matthews	549	10-May-03	(\$163.88)	2,117.83	2nd Quarter Newsletter Costs '03
Larry Matthews	550	26-Jul-03	(\$159.60)	1,958.23	3rd Quarter Newsletter Costs '03
Larry Matthews	551	18-Oct-03	(\$211.37)	1,746.86	4th Quarter Newsletter Costs '03
<b>Total Dues Paid in Advance - 2004</b>		-----	\$255.00	\$2,001.86	
<b>Check Book Balance</b>				<b>\$2,001.86</b>	

If you have any questions as to 155 AHC Assn. finances, please give me a call. *Jeff Schrader, Treasurer*

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## A GREASE GUN AND A BOTTLE OF JACK BLACK

I fortunately or unfortunately remember only scenes from the events that happened during my tour. Nothing like the detail that I have seen published to date. People actually remember names, places, dates, and aircraft numbers and are able to put all that into a story? I am lucky to remember what happened yesterday. However, I do remember one scene . . .

I ran down into one of our larger bunkers during a long mortar attack. I had my normal gear; grease gun, a couple of extra clips, and a bottle of Jack Black. I was planning on sitting this one out in the large bunker. It so happened that a Battalion Chaplain also came on down and was upset by what he saw – because there were girls in the bunker – and they had no clothes on - and neither did some of our guys. I heard later that the gun platoon had been sponsoring some sort of cultural exchange with the young ladies.

*Mike Lach, 155 Maintenance Pilot*

## REUNION 2004 WILL BE IN FORT WORTH

The next reunion of the Ban Me Thuot Bunch will be over Veterans Day weekend in Fort Worth, TX. We're going to plan the festivities for Friday evening and Saturday, November 12<sup>th</sup> and 13<sup>th</sup>, 2004. Since Veterans Day is the Thursday before, some of the guys (and their gals) are already talking about coming to town early – like, on Thursday.

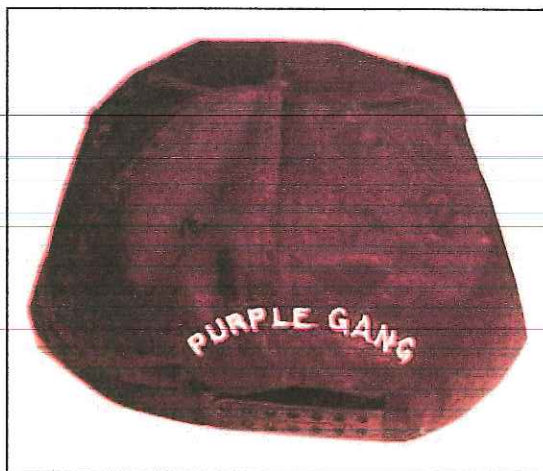
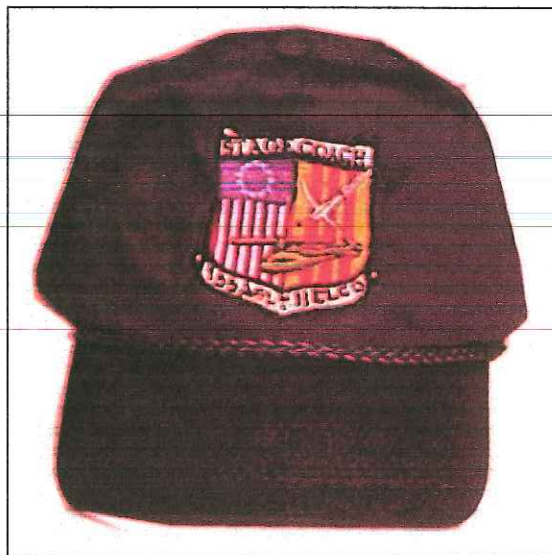
There will be mucho comraderiere, of course - but you may not know that Fort Worth is no longer just "Cowtown." In fact, it's sometimes called "The Cultural Capital of the Southwest." If you like museums, there's several top-flight art museums, or maybe the National Cowgirl Museum is more to your taste. The newly spruced-up Stockyards area is great for walking – but don't get caught in the path of the daily Longhorn cattle drives. A Texas Civil War Museum is set to open soon, as is a Mexican-style marketplace. For more info, check out "[www.fwculture.com](http://www.fwculture.com)" and "[www.traveltex.com](http://www.traveltex.com)".

We haven't set up any specific plans yet, but we wanted to let you know the "WHEN" so you can mark your calendars now. Everybody's welcome: 155 guys, guys from other units, guys with any remote connection to BMT - and, of course, all their gals. Please note that ANY AND ALL family members are encouraged to attend. The more the merrier! As plans are made, we'll post info on the Home Page, so check in periodically to get the latest. Texans Chuck Markham and Bob Gardner are in charge of this shindig, please contact either (addresses on last page) if you've got any ideas or want to help out. If you think you'll be able to attend, please let Chuck or Bob know, or sign up on the Home Page. See you there!

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## 155 HATS AND PATCHES

We've recently had some hats and patches made up, and they look good. The patches I ordered recently are shown at the end of the newsletter (or on the back cover, if you're getting this via snail mail). Patches are \$10 each. And we've got Stagecoach hats, too. You can choose either navy blue or black, one-size-fits-all, the Stagecoach patch is on the front, as shown. Hats are \$15, no additional charge for personalization. Contact Treasurer Jeff Schrader to order.



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## WELCOME TO VIETNAM, FNG

I was a brand new Peter Pilot in the 2nd Flight Platoon in March, '69. The day after my In-country Check Ride, I was on the board. My first mission! I flew with a veteran crew; Ken Donovan was the AC, Lynn Chandler was the CE, and Robert Blake was the DG. We flew to Chu Kuk Mountain, shut down, and spent the day shooting the breeze with the guys there. Nothing happened all day, so we just sat. At day's end, we cranked up and headed home. Ken was brave enough to let me fly that leg – but I'm pretty sure he kept his hands close to the controls. Approaching Ban Me Thuot, Ken tuned the radio and I called in: "City Field, Stagecoach xxx is five miles east for landing." Over the intercom came Robert Blake's laconic drawl; "At least this one can talk on the radio."

*Les Davison, Falcon 2*

## ASH & TRASH

### A GREAT BUMPER STICKER

*If you can read this, thank a teacher.  
If you are reading it in English, thank a veteran!*

### FROM THE PREZ

Dam, I had written a great speech - maybe the best one since George Washington's Gettysburg Address, delivered on the beachhead at Normandy. But Les said there isn't enough room for the entire four-hour speech, and he didn't want to break it up and destroy the continuity. I guess I'll just have to deliver it in person at the reunion. So for now, just two things, real quick. First, sincere thanks to John Ahearn for his yeoman help in locating 155 guys who aren't on our roster. Second, for every single one of you, please send Bob Alberts anything that might help locate former BMT guys. Orders are especially good, but we'll take names and home towns or even home states. One of these days when the snow's piling up outside, dig into that old trunk in the attic for us . . . PLEASE! Thanks guys.

*Chuck Markham, President, 155 AHCA*

### PLEASE KEEP CURRENT

155 AHCA Database Guy Larry "Matt" Matthews works very hard to keep our roster current. And, he's the one who sends out the *Barb*. It goes via e-mail if he's got a good electronic address - and therein lies the problem. If you change your e-mail address, please be sure to pass along the new one to Matt. And of course, if you move, please send him your new snail mail address, too.

### MUSIC VIDEO?

There's never been a big clamor for a Music Video Review Column in the *Barb*, so this may be as close as we'll get. Toby Keith's "I Love This Bar" video is VERY funny. One of the best parts has Toby singing ". . . and the veterans talk about their battle scars"; the video that goes with the line is absolutely priceless. Take a look-see for yourself, and tell me you don't agree.

### SWEAT AND SANDBAGS: FROM THE EDITOR'S BUNKER

I don't have much room, so this will be short and sweet. Congrats to Bo Atkinson for the last two issues of the *Barb*; well done, Stagecoach 6. Many thanks to contributors Bill Zierdt, Mike Lach, Mike Stark, and Pat Avery for sharing your memories. WE NEED MORE STORIES! Please consider sending in something for a future edition.

I had a great surprise a few weeks back. Up popped a message from Faleon pilot Bob Maddox. I hadn't had contact with Bob since he left BMT in '70. In the last few weeks, we've exchanged messages about missions we flew together, and compared our memories. And we're planning to do more of that in person at the 155 reunion this fall. In case you were wondering, it's GREAT to make contact with long-lost BMT friends.

If you get a chance, let me know what you think of the *Barb*. Thanks.

*Les Davison, Editor*

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