

BAN ME THUOT BARB

Remembering the 155 Assault Helicopter Company - Sortie 30 - Jan 05

IFR STORY: "AH, NO CLEARANCE"

This might have been July '65. Company A (not yet re-designated as 155 AHC) had a mission to fly to Kontum, where we were to stand by. President Ky was flying there, and we were to be his transport if he wanted to see the surrounding area. The weather was almost zero-zero on the day we were to go; I'm pretty sure this was the first helicopter IFR mission flown by the company. I was one of four pilots in the unit that was Rotary Wing IFR-rated. Ike Irvine was another, and I do not remember who the other two were. I think CPT Spencer flew with me, we were #2 in the gaggle. He was Fixed Wing IFR-rated, as were the other three co-pilots. We were to take off at fifteen minute intervals, for separation. Thirty feet in the air, we were AI. We used the Ban Me Thuot VOR outbound, I think we flew about 5,000 enroute. The forecast for Kontum was high, broken at 10,000.

All went well until Ike, in the lead aircraft, was about ten minutes out from Kontum. He had just come out of a cloud bank and started to relax when a VNAF C-47 suddenly appeared - 300 feet to his right, at the same altitude! It had come out of the same cloud bank! He called the rest of us and said to watch for other fixed wing aircraft as we came closer to Kontum. A lot of good that did; we were on instruments all the way. Fortunately, our flight of four made it through the weather and the flying obstacles, and all landed safely at Kontum. As soon as everyone was down, we went looking for the VNAF pilot. We asked him who gave him his IFR clearance. He smiled a big toothy grin and said, "Ah, no clearance. VFR Cheo Rio to Kontum, OK?" Then he turned around and left. We just stood there, kind of numb

Soon after, President Ky arrived in his own C-47. He taxied to the ramp with his pilot's window open, waving a small RVN flag. None of us were in the least bit disappointed that he decided not to look over the area by helicopter. After being released, we Company A guys got together and decided the safest thing would be to go back home VFR at treetop level. This was before any low level or nap-of-the-earth training was given at Rucker, and such flying was strictly prohibited in the States. Even so, most of us did a bit of low level flying when we had a chance, because we knew we'd need that experience at some point. Well, we were at that point. Our helo circumvented most of the heavy rain, but might have had a few bits of thatched roof dangling from the skids when we got back. Everyone made it to BMT safely, to fly another day.

Glen W. Mantooth

JAKE IS NOT FORGOTTEN

Thank you for sending the *Ban Me Thuot Barb*. I used the first page to try to console my youngest son that is in Afghanistan with the 25th ID. While on leave, his replacement for his gun position (M60) was KIA and my son called in total distress. I told him that I would share some of the stuff that I have been using to help me get through terrible times like this in his life. I shared the first page article written by Kerry "DOC" Pardue about **YOU ARE NOT FORGOTTEN**.

During my second tour, with the 155 (first was infantry with Big Red One), I was with a good friend; Jake Kinser. We played on a basketball league team while going through Ft Rucker, I had been in his wedding party, and our wives were good friends. In fact, Jake was actually assigned to my platoon when we both flew out of Ban Me Thuot in early '70 - except that Jake didn't make it home. **JAKE IS NOT FORGOTTEN EITHER!** Kerry, my sincere thanks for your article.

Howard "Wayne" Humphrey

REUNION THOUGHTS

Just a few thoughts on why I believe so many guys keep showing up for the reunions. Beyond just wanting to see your friends that were there during your year-long combat tour, I believe the essence of why we get guys from so many year groups is the fact we all shared a "core" common experience that ties us together. No matter what year you were there, the challenges were the same for all of us; being away from home and our families, the long hours, the bad weather, fighting the enemy, and at times seeing your friends killed or wounded.

I think the reunions also allow us to be around guys that for the only time in our lives we trusted with our lives. I know for myself that during my civilian business experience, I have not trusted anyone like I trusted

the guys we flew with. Maybe it is not a fair comparison, all I know is I had absolute confidence that if anything happened to one of us, the others would be there. As Grant once said to Sherman during the Civil War, "I took great comfort in the knowledge, that in time of trouble, I had but to call and you would be there."

Another thing I found interesting was to be able to talk to other members of the 155th from other year groups, this I think allowed me to gain a better perspective of just how great the accomplishments of the 155th AHC were. It seemed that each year group faced it own challenge, the old Company A who fought with the 1st Cav in the Ia Drang Valley, (sorry Jim I do not remember your last name, but I enjoyed talking to one of the "boat people"), the old guys when I first got there ('68) who had just finished fighting at Duc Lap, and our own gunfight at Bu Prang, and other nameless LZs. In every case, the 155th rose to the challenge, helping to create a history that we all shared in, and can be justifiably proud of. I think there are a number of reasons for this; first the individuals, no matter their rank or what they did - we worked as a team, and were professionals. While I cannot speak for other year groups, the year I was there we had outstanding leadership across the board, and a shared commitment to each other.

For whatever reason, I know we do not express ourselves this way very often, but I want you to know how proud I am to have served with a unit and a group of guys who I consider to be the best of our generation, and to be some of the finest warriors ever to wear the uniform. *Ken Donovan, Stagecoach 28*

JUST FOUND THE HOME PAGE

I was in BMT from the beginning of May '67 to May '68, I started out under SGT Clearman, when we still wore those Australian style "esprit" hats with one side flipped up and the platoon patch showing. I stayed in the platoon until I discovered that they weren't paying me any flight pay, despite my flying on lots of combat missions for which I received an Air Medal. I then went into Maintenance (why take the risk without the pay?) and became a team chief, making SP5 in 12 months from my enlistment. SGT Bentley put me in twice for SP5 before the 12, but the regulations said I wasn't allowed; I was RA.

I just contacted Randy Northuis and he's already sent me an email back! I would like to be put on the roster. I didn't even know the site existed until today. What's all this hoopla about John Kerry being/not being in Cambodia, as though no one was supposed to be there? We flew there a lot, and in Laos, too. One thing I'd like to say is that our original CO, MAJ Billy Goodall, was as far as I'm concerned, a real man and soldier's soldier. When we went on hot missions, no matter where, his ship was usually there and first in, and when he left the unit, he wept at the ceremony - God bless him. There have been few I had ever met in my life like him, or will.

Michael Hannon

MAIL CALL: Sharing Commo

Jim Nostrant - Was with the 208th Sig Det/Avionics - 155th from July 1968 - March 1970. Good to see pictures as mine were lost many years ago.

Pete Birrow, B Co 2nd Bn 35th Inf 4th ID - Thanks again for all of your help back in the Duc Lap days, fall of 1968. Grunts never forget those that they were with, and those that assisted us so much.

Bob Gardner - Thanks a bunch to all who came to FTW. I hope everyone else had half as much fun as I did at the reunion.

Geoff Jones - Many thanks to the organizers of the Ft Worth reunion! Great to see so many people from so many years past.

John Ahearn - Wanted to drop you a note and let you know that I connected last night with "Herbie" Herbruck and he is alive and well in Ohio, and would like to hear from people.

Kimberly Kinser-Simpson (daughter of 1st Lt Jacob LKinser, 155th AHC) - Hello all my heroes. How was the reunion? Wanted to make it, but didn't. Went to Mike Stark's Cobra website, fantastic!! Still checking for those of you who knew my dad! Take care and God Bless all of you!

Dean Owen - Unfortunately I was not able to attend the reunion in Fort Worth. I was really down as this is the first one I have missed. I have been thinking about the warriors of the 155th all weekend and just cruising through the Web Page.

"War could bond men like a magnet, but like a magnet it could repel them, too. The things they saw, the things they did. Sometimes they just wanted to forget."
Mitch Albom

Joe Kinder - Happy Holidays to all. I sure did enjoy myself at the reunion. Brought back a lot of those memories, good and bad. What the hell, it was worth it just to see all and talk to all. I wish I could have found the website sooner, THANKS MARY (XXOOXX). It was great to meet those of you that I didn't know also. The 155 AHC is a GREAT family. Hope to hear from and see all.

Milo Taylor - Thanks for posting the "Old A Company" pictures. Sure wish I could remember the names of the men. The average age of the pilots was about 20-21 years old. A lot of responsibility heaped on young shoulders. Mary, you do a fantastic job with the website.

Mike Lach - Sorry, I am not going to make it to the reunion, this year. Had hoped business would have gotten me to Texas.

Johnny Harris - Hi guys from Stagecoach 669er (Nov69-Nov70). My computer got a virus, I lost everything. As you can see I am back up now after a few dollars were spent.

Merrill J Mixon - I was in the 155th from Jun-Oct '69. I left to get a divorce and then returned to RVN in Jan '71 and flew DUSTOFF with the 498th and slicks with the 229AHB. I'm still flying UH-1Ms for Lockheed Martin. I went to flight school with Longshore and McInnes.

Dave Bennett - Dustoff 61 here. I just want to say thank you for the honor of being able to attend the Ft. Worth Reunion of the 155. I have been to many reunions in the last 20 years or so, but never have I felt the camaraderie and affection of your gathering. Visiting with guys we 283rd Dustoff crews lived with, fought with, drank with, laughed with, and cried with brought back so many memories of that short period in our lives that made such a lasting impression.

Bo Atkinson - Due to family emergency we had to move back to California and as yet have not got a place to call home. In other words, we are "homeless." Living with a friend in Stockton, CA, while we look for a place to buy. Sorry I couldn't make the reunion but want to wish everyone a Merry Xmas and a Happy New Year. I still think about the Christmas of '66 with such fond memories.

Rich Olson - Flew with the 119th AHC in '67 & '68. 66-21 classmate Bob Muldoon flew with the 155th. Thought I'd check the site & say "Hi."

Delmer Sayer - Just got back from a trip, I happened to pass through Stagecoach, NV. It has to be named after the 155th - right?

Steve McCartney - Merry Christmas to you and your family. Hope your summer went well and every one is fine. All are well and healthy here. It hasn't been much of a winter here so far, the temp has been in the 40's for most of the month. I sure hope we get some snow before long or the skiing isn't going to be any good and will be over before it starts.

Leon Curry (diwee bacsi Curry) - At the reunion, **Bob Maddox** had photos of Kim Din in 1969. She is the girl whose eyes were operated on in Saigon and straightened during my '65-'66 tour. Nice to see her looking happy. I'll send the photos to Mary for the Home Page. The pilots and crews will be glad to see these pictures.

MEMO FROM MARY: 155 HOME PAGE NEWS

The 155 AHCA Home Page is at www.geocities.com/Pentagon/Quarters/1517/. New page links are for:

1) Pictures from the ceremony at Pratt Hall, Fort Rucker, AL., to honor 155 Falcon pilot, 1LT **Fred Pratt**. Falcons **Mike Stark** and **Gil Terry** represented the 155 and provided 155 AHC items for the new display. Pictures provided by Mike Stark.

2) A letter to all Vietnam helicopter pilots and crew from Iraq. The letter was sent in for use on the Home Page by **Bob Gardner** - Falcon 5, '68/'69.

3) The 155 AHCA Officers' contact page has been updated with e-mail addresses of the new officers.

4) Updated pictures and ordering information for all 155 merchandise.

The 155 Photo Page is at www.155photos.homestead.com/. Thanks to these guys for sending photos:

Doug Kahler-Falcon - '69/'70; **Glen Mantooth**- COA/1/1 - '65; **Jim Ferris**- OPS/Stagecoach - '67/'68

Fort Worth Reunion pictures sent in by **John Taylor** (son of **Milo Taylor**).

Many thanks to all the contributors. Belated Happy Holidays to all from the home of the World Series Champions-The Boston Red Sox.

Mary Baldwin, 155 Volunteer Webmaster



100 YARDS

It was April '69; we had received a mission to support the 92nd out of Dong Ba Thin. It seems the Korean (ROK) Division, not far from there, was getting mortar and rocket attacks from a mountain close by and had enough of it. We went down the day before to get briefed and to be there at first light. (There was even a short altercation in the EM club the night before, but that's another story.) We (AC Jeff Schrader, PP Les Davison, don't remember the gunner, and I) were part of the first teams to go out. Our relief was based on one of two situations, time-on-station or weapons status.

The ROKs had a simple plan - they surrounded the base of the mountain and started to the top. When they came to a cave they would shout instructions to surrender. If there was no response or if they received fire, they put a C4 charge at the mouth of the cave and blew it shut. The rest of the plan was, when they got to the top of the mountain the mission was completed. They either had prisoners or a bunch of guys sealed in caves; either way was okay with them.

We had been on station for some time and had fired a few rockets. 484 did have a tendency to use a little more fuel than other Charlie models, it may have been due to the tweaking of the engine I had done. When we reached a point that I knew we should depart, we did not have a relief team. I told Jeff we had to go or we wouldn't make it back. He said I was a little sniffing whiner. I was just someone who did not want to crash into a cave and have the ROKs blow the entrance shut.

Once my whining became too much for Jeff to bear, we departed for fuel. I could see Dong Ba Thin - and I could also see the fuel gage reading **ZERO**. I briefed the gunner that when (not "if", but "when") the engine stopped, we would jettison the rocket pods. Well we almost made it (I think there was a song by that title) before the tank ran dry, but the key word is *almost*. As the story title says, we were 100 yards short of the fence. Jeff did a very nice autorotation and we were sitting there trying to think how we were going to explain this, when we realized there were only three of us there. Les had departed the aircraft with his handy-dandy M-16, to set up a defensive perimeter. We got Les back to the aircraft to wait for a truck to come to refuel us.

Since we didn't have anything to go Bang-Bang, we didn't go back out. By that time the ROKs had the mountain sealed anyway, so we flew home to BMT. Just another day in the life of the Falcons.

Tom Hunt, Falcon CE

100 YARDS - 30 MINUTES LATER

Yep, that's about how I remember it, too, but there's more. Some 92nd guys brought out some cans of JP-4; just enough for us to crank and hop over the perimeter to the POL pad we'd *almost* made. As we were sitting on the pad refueling, some guy hopped on the skid and said, "The Battalion Commander wants to see the pilots." I figured he wasn't going to give us a Broken Wing Award for an outstanding autorotation - and I was right. Les and I were braced at attention for a royal butt-chewing. At one point (I think during a pause for breath), I tried to explain to LTC Stanley that the reason we stayed on station too long was that we had orders to cover the operation until relieved by Dong Ba Thin's guns, and they never showed. He was in no mood to hear reasons, and quite emphatically expressed that to us. That was not a pleasant experience. *Jeff Schrader, Falcon 7*

BEING SHOT AT IS STILL EXCITING

Greetings from Iraq. I just received the October 04 *Ban Me Thout Barb* and, as always, enjoyed it. It prompted me to send this e-mail. Yes, me and other Vietnam vets are still flying helicopters for the Army in Iraq. I can't believe I have been doing this for almost 36 years. We are definitely crazy! The Battalion assembled a special crew of Vietnam vets to fly two aircraft on a Veterans' Day mission. I was one of the pilots on that mission, we flew in Baghdad and Fallujah, a couple of fun places these days. We had mortars impacting around us while on the ground in Fallujah; it's just like the old days, some things never change. The crews were highlighted on the front page of the November 13, 2004 *Stars and Stripes*. It was a nice half page picture. If I can find a good copy, I'll send it your way.

Living conditions are good over here, but there isn't any fun and no drinking. The REMFs have free time and an easy life; flight crews have long days and only an occasional day off. A sense of humor and joking around keeps us going. The flying is both the best and worst of times. Being shot at is still exciting; getting hit still sucks! One of our pilots, Tammy Duckworth, got busted up pretty good when her aircraft was hit with a B-

40 rocket. She is lucky to be alive! Take care of yourself and I'll see you at one of the reunions. We should be out of here in March 2005, unless we get extended. Merry Christmas to everyone.

CW4 Rick Erickson, Stagecoach 17



CW4 Rick Erickson (2nd from right) and an all-Vietnam Veteran crew saddle up for a mission in Iraq. Their UH-60 Blackhawk helicopter is in the background. Check out the Home Page for photos and the [Stars & Stripes](#) article about the mission.

Erickson photo

SECOND TOUR ANYONE?

We have been back to VN several times, the last time perhaps five years ago. Although when we were there we hoped to bring small groups (10-12) back for tours and did some hotel, transportation, etc. research with that goal, we never found the time or energy to pull it off. I think 10-12 (or multiples of that) is the max number because of the size of the small buses that are used there. They refer to them as holding 24 pax, but they're not thinking about large, bulky Americans. Of course, smaller groups could travel by car - three max to a car for comfort. Although I'd love to do it, I don't think tour guiding is in my immediate future.

The government is indeed more relaxed now. I believe it is safe to say that other than current military installations, government buildings, and certain border areas where there is still revolutionary (read Montagnard) activity, you can go anywhere which has accommodations and to which you can arrange transport. On an early trip, we were not allowed to go to BMT because they said there was no place for us to stay. This was a lie, as the hotel on the traffic circle (remember the ESSO station?) was always open. The real reason was more likely related to border problems.

Visas are no problem, and approval to travel everywhere else is likely, unless you are in a category of military service that makes them nervous. For example, I was told that as a helicopter pilot (I never told them I was a pilot, but they knew; we left so many records there) they had no problem (on the last trip) with my going back to BMT, but if I had been in Special Forces they wouldn't have allowed it. If a group of guys (and wives, S.Os, sons, daughters, etc.) was to go back to the old AOs, a good itinerary might be:

Day 1: Meet in Saigon, at historic hotel like the Rex. City sights. Sleep Saigon.

Day 2: Saigon environs, day trip to tunnels at Cu Chi. Sleep Saigon.

Day 3: Drive to Vung Tau, day at beach. Sleep Vung Tau.

Day 4: Drive to Dalat, tour city & surrounding sites. Sleep Dalat.

Day 5: Drive to Phan Thiet, Dong Ba Thin, Cam Rahn Bay, Nha Trang. Sleep Nha Trang.

Day 6: Drive to Ban Me Thuot via Ninh Hoa. Tour city, BMT East, graveyard, environs. Sleep BMT.

Day 7: Enjoy BMT, try to find pool, Corral, company area, etc. (All that remains is airstrip, now used for drying produce.) Great fun on a Suzuki, if they've cleared the land mines. (BMT City Field was site of major battle, attested to by greatly expanded graveyard with same dates on the stones.)

- Day 8: Drive to Pleiku, stop in Ban Don. Sleep in Pleiku. (Option: Trip to Duc Co, but only airstrip remains. Montagnard village is gone, town is 2 K east of air strip and nobody that lives there now lived there then - strategy to cut political ties.)
- Day 9: Drive to Qui Nhon. Visit city. (Nothing left of old airfield except some taxi lines on the ground.) Sleep Qui Nhon.
- Day 10: Drive Hwy 1 to Hoi An, on to Da Nang. Sleep Da Nang.
- Day 11: Day trip to Hue. Sleep Da Nang.
- Day 12: Fly from Da Nang to Hanoi. Visit city. Sleep Hanoi.
- Day 13: End of basic trip. From here, either:
 - Stay in Hanoi (with Halong Bay & Haiphong worth another 3-5 days).
 - Fly to other regional destinations such as Phnom Penh, Vientiane, or Bangkok.
 - Fly back to Saigon for return trip to US.

This sounds busy but is very easily done. Additional time in BMT might facilitate day trips to Duc Lap, Lac Thien (my least favorite bathing spot), Bu Prang, etc. As one might imagine, approaching the border, leaving the cities, and/or hanging out with Montagnards are all cause for suspicion and potential restriction - but still might be arranged. All is possible.

Bruce McInnes, Stagecoach pilot

REUNION 2004

WHAT A GREAT PARTY!!!!!!! Is it my imagination, or do the 155

AHC reunions get better every time? Organizers Chuck Markham and Bob Gardner did a FANTASTIC job. And special thanks goes to Jaynee Gardner, who let us trample all over her wonderful ranch house while enjoying a fine barbecue dinner. I'll try to name everybody who came to the reunion: Ron Holt, Calvin Hilton, Ed Koroshetz, Gene Steele, Dave Bennett, Jerry Burton, Jeff Schrader, Bob Gardner, Chuck Markham, Earl Baldwin, Bob Alberts, Warren Smith, Duane Poulin, Jim Ferris, Milo Taylor, Bob Spencer, John Ruhly, Ron Miller, Ken Donovan, Bob Beaudreault, Royal Sander, Fran Tiner, Norm Swafford, Bud Henry, Chuck Pease, Mike Stark, Gil Terry, Amos F. Amos, Joe Kinder, Geoff Jones, Jim Stallard, Leon Curry, Ken Acker, John Grow, Bob Maddox, Dennis Harris, Vince McDonough, Jim Cunningham, Tony Giordano, Wayne Coward, Dave Skoog, Tom Hunt, Kevin Campbell, John Ahearn, Gene Hoover, Gene Breslin, Bill Lambert, and Les Davison. And special thanks, too, to the wives and family members who came along with their Ban Me Thuot guys; having you there made it an even better gathering.

Congrats to newly elected 155 AHCA Prez Jim Ferris, and all the other new officers (listed at the end of the newsletter). We talked some about the next reunion in 2006. Since guys from Savannah, GA, Denver, CO, and Fort Rucker offered to host the next shindig, those three places are at the top of the list of possible sites. If you've got ideas and/or suggestions as to where and when the '06 reunion should be, please let us know.

ASH & TRASH

VHPA REUNION IN SAN FRANCISCO

The Vietnam Helicopter Pilot's Ass'n will meet in

San Francisco over the 4th of July weekend, 2005. Jim Cunningham says he'll organize a 155 AHC mini-reunion, if there's anybody interested. Contact Jim thru any 155 AHCA occifer.

WELCOME HOME VETERANS

Looking forward to the reunion, I flew into Dallas-Fort

Worth airport and met up with Les Davison there. On the airport shuttle to the train station, we talked as we rode, and others overheard. Somebody asked why we were in town, so I explained that we had flown helicopters together in Vietnam and had come to Fort Worth to attend our unit reunion. As we got off the train, we had TWO offers of rides to the hotel. It's too bad we didn't have that kind of homecoming 35 years ago.

Duane Poulin, Falcon

SECOND TOUR, ADDENDUM

Mike Stark says he's planning to go back to Vietnam. Building on

Bruce McInnes' ideas (above), his very tentative itinerary could include many of the beaches and golf courses in II Corps, probably in early November, '05. Mike says he'd love to go back with other 155 guys and their

families. If you might be interested in going along, message Mike at "j_mike_stark@yahoo.com" to see what he's got going. Ed Note: Knowing Mike, it's VERY likely that bad weather will require an RON at Dalat.

OUR TOWN

Stanley Karnow, in his epic treatise Vietnam, described our town this way: "Ban Me Thuot, capital of Darlac province, was a squalid town situated on a plateau in the highlands of South Vietnam."

The Footprint Vietnam guidebook had this to say: "The Americans had realized the importance of Ban Me Thuot, as did the North Vietnamese. Unfortunately, the South Vietnamese did not."

SWEAT AND SANDBAGS: FROM THE EDITOR'S BUNKER

A couple of things. First off, we need your help. The *Barb* story cupboard is BARE. Please consider putting pencil to paper (or tapping a keyboard, or picking up the telephone) to put together a Ban Me Thuot memory to share via the newsletter. It doesn't have to be about hot LZs or heroic deeds or withering fire. One of the pieces that always sticks in my mind was Herb Hess' brief note telling how good hot potato soup tasted during those long, cold nights on perimeter guard duty. (Thanks again, Herb; that's a great memory.) I've said it before; you guys are the ones who make the *Barb* worth reading.

And second, over the past few years there have been some VERY good stories and memories in the *Barb* and on the Home Page. It occurred to me that there might be enough there to fill up a book. So that's what I'm going to do; compile *Barb* and Home Page stories (and any other BMT stories you guys want to contribute) into a book, and see if anybody wants to publish it. Trouble is, I don't know nuthin' about publishing a book. If there's anybody out there that does, I'd appreciate hearing from you.

OK, that's a wrap. I hope y'all enjoy this Sortie – and I hope to hear from many of you. Thanks.

Les Davison, Editor

A final salute: We just this evening (1/19/04) learned of the passing of Ronnie Wiles on December 28, 2004. Ronnie was a Falcon crewchief in 69/70. Our thoughts and prayers go out to Ronnie's family. He joins a growing list of 155th AHC Association members waiting in the next LZ for us.

155 AHC Association Officers are:

Jim Ferris, President 161 D. ... jferris@optonline.net	Vince McDonough, VP 15510 ... vmc2525@aol.com	Jeff Schrader, Treasurer 2015 ... jcschr@netnet.com	Earl & Mary Baldwin, Web 15 ... earlmary5@aol.com
Bob Alberts, Historian 20 ... balberts@nytna.net	Larry Matthews, Roster Guy 211 ... lmatthews11@netnet.com	Chuck Markham, Sgt at Arms 1100 ... markham@netnet.net	Warren Smith, Mem-at-Large 110 ... smitty@tasteime.net
	Les Davison, Editor 122 ... jac0n0z@starpower.net	Tom Mullen, Founder 610 ... jac0n0z@starpower.net	

Published quarterly by the 155 AHC Association Copyright 2005.



Stagecoach 586 flew in BMT in '69; now it's on display near Cheboygan, MI. I'll bet if you look way deep inside, there's still some red dust in there somewhere.

Photo by Mike Stark
was taken June '04.



155th AHC Association