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1 June 2020



Rustic News

www.rustic.org



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This issue of the Rustic News is being sent via email to every Rustic and Rustic Next-of-Kin who have a current email address on file with us. In the future, be sure to keep us posted of any changes to your address or email by contacting Lendy Edwards at lendy@cox.net or 850-651-6766.

PRESIDENT'S COMMENTS:

I hope this Newsletter finds all of you in good health and weathering the quarantine stuff the best you can. My accompanying photo can perhaps be a Rustic Newsletter "time capsule" example of what we are all going through. Laura says the mask greatly improves my looks. I agree. I don't even have to shave nowadays! But you can be assured that no one would have seen me wearing such attire while socializing at the Rustic Bar at either Bien Hoa or Ubon!

Your Rustic FAC Association Board of Directors recently completed our scheduled bi-annual Board meeting so I thought I would give you a brief synopsis of our discussions and decisions.

The Association's finances are strong, and our discussions continue as to how best to maintain this strength for years to come. As usual we continue to discuss the "Rustic Sunset" plan of how and when we will draw down our Rustic finances and organization in an organized manner pursuant to our By Laws filed as a 501c3 organization. We hope to have a plan available for the Rustic membership in the future.

The Board voted to continue maintenance of our Rustic webpage for at least the next 11 years. Our webpage is a public forum for the public to contact us and learn more about the Rustics. If you have not visited it in a while, please do so at: www.rustic.org.

The Kompong Cham Cambodian "Sunrise" charity that we have supported for years continues to send their thanks and gratitude for our donations. In the future, they plan to send us video reports of their activities which we will post on our Rustic webpage.

And of course, planning for the next Rustic reunion in Tucson continues. Although there is plenty of time until then, a preliminary discussion of the Reunion follows later in this newsletter. Start making your preliminary plans to attend!

Again, please stay safe and let us know how you and your family are doing!



NEXT RUSTIC REUNION, TUCSON, ARIZONA, Oct 20-24, 2021. Start making plans now to attend the 2021 Rustic reunion in Tucson. **Claude Newland** and a team of local Tucson Rustics have already put together a great reunion plan. The reunion hotel will be the Desert Diamond Hotel and Casino. We may not make a visit to D-M AFB due to logistical issues getting on base, but we will have a Boneyard tour on the schedule. Final Reunion plans and Registration form will be posted in our June 2021 Newsletter. There is lots to see and do in and around Tucson. A tentative reunion Schedule of Events is posted at the end of this newsletter. Suggestions and inputs are welcomed. See you there!

PERSONNEL/ROSTER UPDATES:

Zot Barazzotto	4011 Kyle Road, Cedarville, OH 45314
Gil Bellefeuille	386-589-5404
Stephen Brownlee	5685 Cascade Palmetto Highway, Fairburn, GA 30213
Bob Clifford	Helsinkigade 18.12.1., 2150 Nordhavn, Denmark
Tom Jamrosy	1310 Forest Creek, Sunset Beach, NC 28468
Roger Lanoue	4901 Orkney, Fairfax, VA 22032, 703-655-5753, rogerlanoue@gmail.com
David Parsons	223 Larkspur Lane, Lexington, NC 27292, Cell: 803-487-9434
Jon Safley	703-980-5113

WINGMAN SUPPORT. Rog Hamann, our vice president, is continuing his radiation regiment and is about 1/3 through. He says he is doing well. His treatments are scheduled five times per week. He and Joan are staying in Florida for the duration of the treatments. They plan to travel home to Maine sometime in June once all is completed.

AIRCRAFT TAIL NUMBERS FLOWN BY THE RUSTICS. Claude Newland recently compiled a list of OV-10 and O-2A tail numbers flown by the Rustics. This list has been uploaded to our Rustic website, thanks to **John Charlton**, our webmaster. Look under "Aircraft" to find the tail number listings. The list reflects only what has been reported to date, so it is not a complete list. If you have any additions, send them to Claude at rustic19@cox.net.

OV-10 TAIL # 639 DEDICATION DELAYED. Due to the corona-virus pandemic, the Australian War Memorial Museum in Canberra has postponed the dedication of OV-10 # 639 that was scheduled for 27 March 2020. A future date has not been announced. 639 was obtained from the Philippine government and has been under restoration for 10 years. Both Aussies and Rustics flew this aircraft. The following Rustics reported flying missions in 639:

From Bien Hoa **Aitken, Calvanelli, Dufresne, Freix, and Newland**

From Ubon: **Charlton, Edwards, Ernst, Hamann, Helm, Ryals, and Yarborough**



OV-10 # 639 in the Philippines, 2001



OV-10 # 639, Australian War Museum, 2020

RUSTIC COIN DECALS AVAILABLE. Our Rustic Store manager, **Lendy Edwards**, has obtained some Rustic coin decals. Please contact Lendy at lendy@cox.net or call 850-651-6676 to place an order. Decals are 4 inches in diameter. Specify whether you want an OV-10 or O-2A decal and how many. Cost is \$5.00 per decal, which covers shipping. (Lendy also has Rustic coins available.)





Ubon 1972: L-R 1Lt Bob Berry R-17, Vaughn "Smitty" Smith, Rustic Life Support, & Doug Robertson Rustic Radio Control. Ron Van Kirk collection.



Impromptu late-night party at the Rustic Hooch with two of our Cmbodian Interpreters, Bien Hoa, Dec 1970



Frank Sovich, Rustic 36, Bien Hoa AB.



Rustic Beach, Bien Hoa, 1970. L-R: Mike Wilson, Johnny Engleman, Dave Van Dyke & Claude Newland



Different patches worn by the Rustics.



SHORT BURSTS:

1. **What a job! Gil Bellefeuille, Rustic T.** "Except for the enlisted pilots in WWII, I believe we had the best enlisted flying jobs in the USAF of our time."
2. **OV-10 Designer Takes Final Flight. K.P. Rice** took his final flight December 26, 2019. He was the last of two co-inventors of the OV-10 Bronco and a great friend of the Bronco Association and FAC community. KP's passing turns a page in aviation history. He helped design the OV-10 and invented the Triple Ejector Rack (TER, still in use today) and the 20mm gun pod for the OV-10.
3. **World Travelers.** On 16 December 2019 **Bob and Dorte Clifford** reported they were off to South Georgia Island and Antarctica. "You can't keep a Rustic from adventure."
4. **III DASC Call Sign. Jerry Dufresne** would like to confirm if the callsign of III DASC at Bien Hoa was Pawnee Trail. *Can anyone confirm or correct this? Contact Jerry at: jerandrose@comcast.net.*
5. **KOMPONG CHAM CHARITIES:** Future reports from Sunrise in Kompong Cham will be video reports which will be posted on our Rustic website.
6. **Link to DFC Society.** Our Rustic website "Links" page now includes the link to the Distinguished Flying Cross Society.

THE BRONCO IS BACK! From Doug Robertson, Rustic Radio Control.71-72. Blue Air Training has acquired seven OV-10 light attack aircraft to support JTAC training missions. <https://theaviationgeekclub.com/the-bronco-is-back-blue-air-training-acquires-seven-ov-10-light-attack-aircraft-to-support-jtac-training-missions/>

The Broncos are on contract to Blue Air. The Bronco Squadron have two flying, 155493 (former USMC D+ and 155409, a former USMC D+ converted to a G for the State Department Crop sprayer in Colombia. They have an additional five former USMC D+ and another D+ that was a State Department spray conversion.

WAYNE ST. JOHN INTERMENT AT ARLINGTON. Jon Safley, Rustic 19, Ubon '72. I attended Wayne St. John's interment at Arlington National on Jan 6, 2020. Gorgeous, crisp day; Wayne is buried right down the hill from the chapel on Ft Myer. At the reception prior to Wayne's interment, I presented his son, Peter, with Johnny's condolence letter and confirmed that he had received the Rustic coin, nickel, and explanation. He then asked me to brief the family on the nickel in the grass" tradition which I did. Peter and several of the other family members wanted to "throw a nickel..." and fortunately I had a pocketful for those folks. Interment was beautifully done, as they always do at Arlington. At the end, we "threw the nickels" on his gravesite ~ a fitting way to end the ceremony. BTW, the St Johns greatly appreciated having a Rustic at Wayne's interment.

The Rustic coin and President's condolence letter sent to the family were greatly appreciated. Jim Nuber also attended Wayne's "celebration of life" service in Arizona and presented Wayne's son with a Rustic coin, a nickel, and an explanation of the "nickel in the grass" tradition.

Take Aways ~ the Rustic coin, nickel, and condolence letter (which includes an explanation of the "nickel in the grass" tradition) are a winner. Suggest we continue this as much as possible, even if we simply mail these tokens to the next-of-kin. Presentation by a Rustic at the interment/celebration of life would be best. I'll gladly attend all Rustic interments at Arlington. Cheers, Jon

Here are the links to Wayne St Johns Interment ceremony at Arlington:

Video: <https://my.anc.media/2SmsbdO>

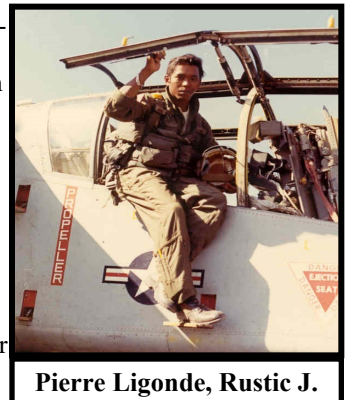
Photos: <https://my.anc.media/2tOM9oP>

BILL CARRUTHERS CELEBRATION OF LIFE, DEC 7, 2019. Doug Aitken, Rustic 16. It was a beautiful day in Charlotte December 7th. The Celebration of Bill's life was very well done. I met Chris and she seems to be holding up very well. I was not on the program, despite being told by Jim Simpson, Bill's friend who was assisting the family, and Chris that they wanted to hear from the Rustics. I offered to present the coin and the nickel on the grass privately, but both insisted they wanted to hear from the Rustics.

I think it went well. The cemetery now has a nickel lying somewhere in the grass where I tossed it. And the coin went over very well. What I said was not covered by any of the other speakers. They addressed the other aspects of Bill's life, so I am glad I could speak. They talked about Bill's three DFCs and Air Medals but not what he did to receive them. The heated battle at An Loc which Bill participated in was addressed from an army perspective but not from the FAC perspective. It was an honor to represent the Rustics.

From Don Mercer, Rustic 41: When the Night Rustics dispersed in late September 1971, Bill moved to TSN with the Sundogs. He supported An Loc during the Easter Offensive by the NVA in April 1972. After separating from the Air Force, he flew with Piedmont and US Air until being medically retired due to Parkinson's disease. I have visited Bill and Chris in Charlotte a couple times over the years, and he and his family (Chris and their two sons) had visited us here on one occasion. He fought one helluva battle with his disease for more than a decade.

PIERRE LIGONDE, RUSTIC J, TAKES FINAL FLIGHT. From Roger Lanoue, Rustic Zulu & Sundog 21. On May 7, 2020. I learned that our friend and brother-in-arms **Pierre Ligonde** took his last flight in Miami on 6 May. Caballero Rivero Woodlawn South was in charge of the arrangements and a visitation was held on 9 May. The family posted a number of photos of Pierre on the funeral home's website, www.dignitymemorial.com, but no obituary was included. We have attempted to contact the family but have not received a response. Messages to Pierre's family can be posted at www.dignitymemorial.com. I was Pierre's roommate at Bien Hoa. He was recruited for the Rustics while working at the Bien Hoa AB mess hall. He originally was from Haiti. He served with the Rustics from August 1970 to November 1971.



Pierre Ligonde, Rustic J.

Slow hand salute for another of our Rustic Brothers.

Please note, I have moved and now live in Fairfax, VA. My new contact information is listed under "Personnel/Roster Updates." Roger

A-37 FAST-FAC MISSIONS IN CAMBODIA. Did you know that Bien Hoa's A-37's flew Fast-FAC missions in Cambodia during the two-month Cambodian Incursion in May and June 1970? Here is the story (adapted from the 3rd TFW History, Apr - Jun 1970; provided by **Lon Holtz**, president of the A-37 Assoc.)

The A-37 squadrons flew two types of special operations missions during May and June 1970: Typhoon and deep strikes into Cambodia in support of Cambodian ground forces. This column covers the Typhoon operation.

The official area of operation for Typhoon was 100NM from Bien Hoa in an area bounded on the west by the Mekong River, north by the 13th parallel, and on the south and east by a line 30 km inside the Cambodian border. The area was essentially an extension of II Corps to the west and had not previously been subject to US airstrikes.

The basic concept was to employ the A-37 in a similar role to that of the "fast moving FACs," such as Misty, Stormy, etc. Timing was critical as the first Typhoon mission was to be flown within two days of the initial briefing by 7 AF. The 90 AS under the command of Lt Col James M Neale was assigned command and control of Typhoon in addition to its normal mission schedule.

Typhoon called for single-ship aircraft in an armed FAC role for low level visual and photographic reconnaissance over NVA infiltration routes in northeast Cambodia. Armed with four pylon fuel tanks and four LAU-59/A rocket pods (two with smoke rockets and two with high explosive rockets), the aircraft carried two pilots with one serving as an observer. Photo reconnaissance was accomplished with a KB-18 strike camera in the belly of the aircraft and a hand-held 35mm camera with a 200mm lens operated by the observer.

To become familiar with the techniques and procedures involved in using a fighter aircraft in a VR/FAC role, 90th personnel visited the F-4 Stormy operation at Da Nang AB. Information from that visit became the basis for developing the A-37 Typhoon mission plans.

Fifteen pilots formed the nucleus of the Typhoon force. All aircraft were to be flown dual with at least one of the pilots certified as a flight lead. Time over target was set at one hour. Throughout the program, close coordination was maintained between the 3rd TFW

Intelligence and pilots, a necessity with the new and changing rules of engagement, requirement for accurate mapping, briefing and debriefing, film study and analysis, and review of other intelligence reports pertinent to the operation.

Major emphasis was on possible enemy lines of communication, centers of population, and suspected areas of enemy activity. The majority of guidance, objectives, and courses of actions were developed by the 3rd TFW Intelligence Officer and the pilots themselves.

Typhoon missions began flying on May 29. Of the 88 missions flown, 69 were solely visual reconnaissance. A minimum of three VR missions were scheduled daily, yielding a fairly consistent surveillance of the area of operation. Information on targets and possible enemy activity was used to evaluate the situation as well as future requirements.

On 4 June, Typhoon pilots began operating in a limited FAC role in addition to visual reconnaissance. A total of 19 FAC missions were flown. Initially, all targets were preplanned, and fighters used were from the 3rd TFW, which allowed Typhoon pilots to brief face-to-face with the fighters. Later, when fighters from other bases were used, briefings were in the target area.

The Typhoon mission proved moderately successful, but with several deficiencies, notably the poor visibility caused by the side-by-side seating and the difficulty in acquiring objects at the relatively high speed of the aircraft. The limited range and endurance of the A-37 without air refueling was a deciding factor as endurance was adequate for VR but limited in the FAC role.

Other deficiencies in the program proved problematic. The KB-18 strike camera, at least as installed on the A-37B, was unacceptable. Communication gaps between Typhoon Operations and 7AF were a persistent issue. Several times, lines of communication targets had been struck without the knowledge of Typhoon pilots. Wrong coordinates and poor coordination for authority and times over target were continuing problems.

The Typhoon mission for the A-37B was terminated at the end of June with the OV-10 assuming the FAC operation.

JUNGLE AIRSTRIP STIRS SUSPICIONS ABOUT CHINA'S PLANS FOR CAMBODIA. By Hannah Beech, Dec 22, 2019.

The Chinese military's "string of pearls" strategy depends on far-flung regional outposts. Some think Cambodia is becoming one. Along pristine Cambodian beaches, past parades of elephants in its largest national park, sits an area half the size of Singapore that is raising alarm bells among military strategists in the U.S. and beyond.

Dara Sakor, a \$3.8 billion China-backed investment zone encompassing 20 percent of Cambodia's coastline, is unlike any other in the developing nation. Controlled by a Chinese company with a 99-year lease, it features phased plans for an international airport, a deep-water seaport and industrial park, along with a luxury resort complete with power stations, water treatment plants and medical facilities. The size and scope of the plans for Dara Sakor have fanned U.S. concerns that the resort could be part of a larger Chinese plan to base military assets in Cambodia.

The runway at Dara Sakor International Airport will be the longest in Cambodia. Following flight tests, by December 2020, the airport will be officially opened to air traffic. The international airport project is in the growth potential area of Cambodia and connects key tourist destinations with easy access to Singapore, Bangkok, Phuket and Hainan, and also from China, Japan, South Korea and other major tourist destinations.

Additionally, China and Cambodia reached a (no longer) secret agreement last spring which allows Beijing to make use of a Cambodian navy base near the coastal city of Sihanoukville, according to the *Wall Street Journal*, citing US and allied officials familiar with the matter. The deal gives China exclusive rights to a portion of Ream naval base in the Gulf of Thailand, close to the airport being constructed by a Chinese firm. According to an early draft of the deal seen by US officials, China will be allowed to use the base for 30 years, with automatic renewals once per decade after that.



Rent-a-Rustic Returns to his Covey FAC Duties. Zot Barazzotto's Big Sky, Little Airplane story.

After the Coveys found the enemy's bomb dump in Dec 1970, Maj Don Conn decided that the Coveys needed to try to find the next gomers sneaking down the Trail. When I got back from being a Rent-a-Rustic in Jan '71 we put together a special project. Don Conn and I were roomies at Cannon AFB, and he knew that I was a flight test engineer at Wright-Patterson AFB before UPT. An OV-10 was equipped with oxygen and Bill Stewart and I were tasked with flying at night. We were given two night-vision devices - the new more sensitive scope (for Bill) and I got a M-16 sniper scope. Our mission was coordinated with and scheduled with DaNang O-2 Coveys, so we briefed together and essentially took off together. I took off a few minutes after the O-2. The OV-10 climbs so much better than the O-2 that we caught up with them on the way to Laos.

My callsign for T/O was Covey 250 but once in the area we were radio silent. We climbed out over the O-2, went lights out over the fence and for 5+ hours bored holes in the very dark Laos sky at 15,000. If we had anything to report we called the O-2 in the clear - and said, "Covey XXX this is BC - go green." My radio call sign was BC because we figured the gomers didn't read the US comics and wouldn't connect "BC" with "Zot."

If we found anything, we called the O-2 and the O-2 would control whatever action happened. Bill had experience at night, but I sure did not.

I had the OV-10 equipped with the same night load as the O-2 - flares and log marks. That worked for a few days until an armorer figured out the O-2 load was not legal on the OV-10. So, we got some other load and carried on for the rest of the week test. With the OV-10's power back at 15K feet the fuel lasted a long time. After 5 hours, Operations was starting to wonder where we were.

A couple of observations: I have never been so lost in an airplane. Laos was a totally different place to fly at night than during the day. I have totally new respect for those who flew at night. Coming back to DaNang we did get a clear radial to avoid artillery. The

standard approach to DaNang was to let down over the bay and then head for mid field by crossing the bridge. Only problem was the jerks who thought it cool to pop off a couple of rounds as you were crossing the bridge. So instead of letting down over the bay I came straight down to stay inside the field boundary. With the props in flat pitch the plane didn't accelerate much so all it took was a pull up to level, drop the gear on downwind and turn on final. The good news is that the OV-10 makes a lot of noise in the dive, so everyone knew we were coming home and there was a cold beer awaiting our landing.

One other thing I learned. When using scopes at night and you roll to the other side, you have to remember to use the same eye. Switch eyes and your night vision is history for the next few minutes.

NEXT All-FAC REUNION, COLORADO SPRINGS, CO, Sep 20-26, 2020. Details of the next All-FAC reunion and the schedule of events are posted at www.fac-assoc.org (ref: "Newsletters"). You are encouraged to reach out to FACs not currently active in the FACA. These individuals may only learn about the reunion through your efforts.

The recently restored O-2 tail # 86877 will be dedicated on Thursday, Sep 24, 2020 from 11:00 AM until 2:30 PM at the Wings Over the Rockies Museum in Denver. This event is being held in conjunction with the All-FAC reunion. We do not show any Rustics having flown this aircraft. Let our newsletter editor know if you flew this bird; rustic19@cox.net.



Restored Cessna O-2 # 86877, Denver, CO.

LETTERS TO THE RUSTICS

From Ned Helm, Rustic 15 (posted on the FACNET)

During Patton's charge to the Bulge, my Uncle, General Edmund "Ned" Seaby, was scouting for forward observation posts for his command, the 80th Artillery. Patton insisted that his commanders lead from the front which is what Ned was doing with a driver and a 30 .cal. gunner. His Jeep rounded a sharp curve in a snowy road and ended up beak to beak with a Panther. The results were never in question. When his wife was advised that he had died in combat the whole family agreed that the next boy in the extended family should memorialize him by taking his name. It was too late for his wife to name one of his twin boys as they had been named and were old enough so that they recognized their names. As luck would have it, I was the next boy down the chute and was duly nick named "Ned". My given name is Henry E. (Ned) Helm. God bless all who served in the Bulge, especially Uncle Ned. He was a graduate of the US military Academy at West Point, Class of 1918.

From Shell Storer, Rustic 14

We were living near Randolph AFB north of San Antonio. Our daughter and her family moved from there to New Braunfels, TX. Christie did not like the 45-minute drive to see the grandkids. Also, after 26 years in one place, we needed a move. So, she bought a lot last year and I reopened the home building business I had after the AF and airlines and built us a house. All is well so far other than various repairs (knee replacements, rotator cuff repairs, etc.).

CALENDAR:

1. All-FAC Reunion, Colorado Springs, CO, 20-26 Sep 2020
2. RUSTIC FAC Reunion, Tucson, Arizona, 20-24 Oct 2021
3. A-37 Reunion, 2021, dates TBD



Two eager warriors waiting for their take off time!



2.75 inch FFAR just launched



2021 REUNION - SCHEDULE OF EVENTS

Desert Diamond Hotel and Casino, Tucson, AZ

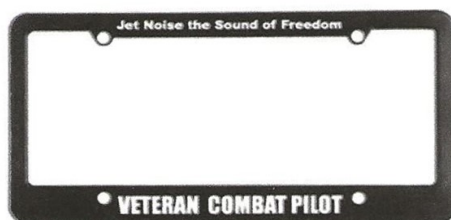
Oct 20-24, 2021

Revised: 1/28/20

<u>DATE/TIME</u>	<u>ACTIVITY</u>	<u>LOCATION or NOTES</u>
WEDNESDAY, 20 OCT		
1800-2200	PRE-PARTY–Dinner at Rustic Residence? TBD	1740-Meet in hotel lobby. Depart 1750
THURSDAY, 21 OCT		
0600-1030	BREAKFAST – on your own	Hotel/Casino Restaurant
0830-1500	PIMA AIR & SPACE MUSEUM Boneyard Tour at 1100 (1:45 minutes)	Meet in Hotel lobby at 0830 (Carpool)
0900–1100	HOOCH SET-UP	Hooch (4 th floor)
1100-1800	REGISTRATION/HOOCH OPEN	Hooch
1630-1730	EXECUTIVE BOARD MEETING	Hooch/Location TBA
1740-2030	DINNER (Local restaurant-TBA) –Order from menu (Rustic seating area)	1740-Meet in hotel lobby; Depart 1750
2030-2100	OFFICIAL WELCOME	Hooch
2100-2130	BANQUET COORDINATION MEETING	Hooch/TBA
FRIDAY, 22 OCT		
0600-1030	BREAKFAST – on you own	Hotel/Casino Restaurant
0740-1100	SONORA DESERT MUSEUM Coffee, muffins & snacks available at cafe 1100-Depart museum for Old Tucson	Meet in hotel lobby at 0740; Depart 0750
1115-1530	OLD TUCSON 1130-30-minute tour 1230-Lunch at Rosa's Cantina	1530-Depart Old Tucson
1630-1800	FREE TIME	
1800-2000	DINNER (Hotel/casino Restaurant-TBA) –Order from menu (Rustic seating area)	Meet in hotel lobby at 1800
2000-TILL	HOOCH OPEN	
SATURDAY, 23 OCT		
0600-1030	BREAKFAST – on your own	Hotel/Casino/ Restaurant
0800-1000	HISTORIC MISSION SAN XAVIER de BAC 0820-Guided Tour & Video 1000-Depart Mission	Meet in hotel lobby at 0750. Depart at 0800
1020-1230	TITAN II MISSILE MUSEUM 1030-Briefing & Tour (1:15 min) 1230-Depart Museum	Green Valley, AZ
1245-1400	LUNCH-MANUEL'S MEXICAN RESTAURANT –Order from menu. Rustic seating area	Green Valley, AZ
1500-1630	RUSTIC BUSINESS MEETING/ELECTIONS	Hooch
1630-1700	BANQUET SET-UP	Hotel Banquet Rm
1800-1845	BANQUET HAPPY HOUR—CASH BAR –Individual & couple photos by Jim Seibold	Hotel Banquet Rm
1845-1900	GROUP PHOTOS	Dress: Business Casual, Tie Optional.
1900-2130	DINNER BANQUET	Hotel Banquet Rm
2130-TILL	HOOCH OPEN	
SUNDAY, 24 OCT		
0600-1030	FAREWELL BREAKFAST - on your own	Hotel/Casino Restaurant
Noon	HOOCH CLOSES	

VETERAN LICENSE PLATE FRAMES AVAILABLE. Our Brothers in the A-37 Association have offered us the opportunity to order veteran automobile license plate frames for our vehicles. The frames are plastic and might help you express your experience and patriotism. As someone mentioned..."The plate frames could save you a traffic ticket since most police officers are veterans." All proceeds go to the A-37 Association. Below is the order form.

A-37 Association, Inc
License Plate Holder
Order Form
(Please fill out completely)



Name: _____

Street or PO Box: _____

City: _____ State _____ Zip _____

Telephone: _____ Email _____

Shipping Address ☐ (Same as above)

Name: _____

Street or PO Box: _____

City: _____ State _____ Zip _____

(Enter number requested in "How many" and then click "Enter" or "Tab" on your keyboard.)

"Combat Pilot" How many? ____ @ \$10 = \$ ____ 0

"Combat Veteran" How many? ____ @ \$10 = \$ ____ 0

Shipping = \$ ____ 6

Total = \$ ____ 6

Clear Form

Make check out to "The A-37 Association" and write "License Plate Holder" in the Memo space.
Mail check and form to The A-37 Association, 142 Arrowhead Drive, Montgomery, AL 36117.

If ordering by Paypal:

1. Complete form, save to hard drive, and send saved copy to dragonfly369@charter.net.
2. Go to www.paypal.com and send Total payment to A-37 Association account dragonfly369@charter.net.

Questions? Email dragonfly369@charter.net or call Jerry Sailors (334) 328-7575.

All proceeds go to the A-37 Association.

WHY PILOTS PREFER AIRPLANES TO WOMEN

- * Airplanes can be flown at any time of the month.
- * Airplanes don't care about how many other airplanes you've flown before.
- * Airplanes and pilots both arrive at the same time.
- * Airplanes don't mind if you look at other airplanes.
- * Airplanes don't mind if you buy airplane magazines.
- * Airplanes expect to be tied down.
- * Airplanes don't comment on your piloting skills.
- * Airplanes don't whine unless something is really wrong.
- * However, when airplanes go quiet, just like women, it's usually not good.

Rustic FAC Association
4033 Indian Trail Drive
Destin, FL 32541

ADDRESS SERVICE REQUESTED