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43122

MISSION NARRATIVE 22 APR 66

MSN 2-3-46

cub/18

At approximately 0430L(2130Z) 22 Apr 66 we were notified that a Marine F4B was down at 106 38N 16° 18E and the pilot and radar operator had ejected. We were told to prepare for a first light attempt. At 2215Z Sandy 41 and 42 were airborne. Jolly Green 55 and 52 were airborne at 2220Z. At 2255Z BLIND BAT advised us that he had radio contact with both the pilot and RO and said the RO had a broken right leg and couldn't move. The pilot advised BLIND BAT that he was being chased by hostile troops. At 2310Z Sandy 41 and 42 were on the scene and obtained voice contact with both personnel and confirmed what we were told by BLIND BAT. At 2340Z Jolly Green 55, the low bird, spotted the pilot and descended for the pickup. The pickup was completed at 2346Z and Jolly Green 55 proceeded over to pickup the RO. The RO fired some smoke and then talked Jolly Green 55 over him. He said that he couldn't move, so their paramedic, ALC George Hunt, went down on the tree penetrator to assist the RO. While hovering in this position Jolly Green 55 received intense ground fire. The flight mechanic, SSgt Bernard Loughry was hit, and the helicopter received several other hits. Captain Matthews, the RO of Jolly Green 55, was forced to pull out immediately leaving ALC Hunt on the ground. After pulling out Capt Matthews found that his hoist was completely inoperative and we decided that we, Jolly Green 52, would attempt the pickup of both the RO and the paramedic. Crown called Bango Alpha, USAF F-4C's, to neutralize the area where Jolly Green 55 believed the ground fire to be coming from. After Bango Alpha released their ordnance we proceeded to attempt the pickup. When we reached a hover and started looking we also received heavy ground fire. My paramedic, SSgt Robert Berry, fired out the door with his M-16 while our flight engineer, SSgt Donald Chance, combed the ground for the RO and paramedic, but saw nothing. Capt Hendrickson, the co-pilot, kept us clear of the trees and one of the hits we took caused one of our transformer rectifiers to go off the line, which he immediately reset. While we were in the hover the Sandys strafed to our right where we thought the fire was coming. The ground fire continued so we decided to pull out of the area since we hadn't seen anyone. At this time we were advised to recover at Tango, an FOB in RVN, refuel and return to the area. We landed at Tango at 0120Z, refueled, surveyed our battle damage, and were airborne again at 0140Z. We returned to the area with Marine Huey gunships, Deadlock 30 and 32. A navy SH-3A, Fitch 68, and Jolly Green 53 were to be our high birds. Shortly after we arrived back in the area Deadlock 30 and 32 went down to see if they could see where the fire was coming from, or to spot the RO and paramedic. They too received intense ground fire, taking several hits, but didn't spot the RO or paramedic. They did pinpoint where the majority of the ground fire was coming from. Deadlock 30 and 32 then had to return because of low fuel and battle damage. The Sandys continued the search and were making attempts to gain radio contact with the personnel on the ground. At approximately 0350Z one of the Sandys saw a signal mirror. He circled the area and spotted what he thought was a man laying in a tan flying suit and one man in fatigues sitting up. The Sandy's then layed a smoke screen with white phosphorous bombs and strafed the area as we came in for the pickup. My paramedic saw the man and directed me left until he was under us and then our flight mechanic saw him and took over the direction for the pickup. Capt Hendrickson again kept us out of the trees while we were hovering. The RO got on the tree penetrator and Sgt Chance brought him up.

SHARE COPY

ARCCO- 00C

ARODC #

661589

RGR-0042

 DOWNGRADE AT 3 YEAR INTERVALS
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10

Hq AFSS SC No.

661695

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665-00168

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 Or Changed to UNCLASSIFIED
 By Authority of
 Date

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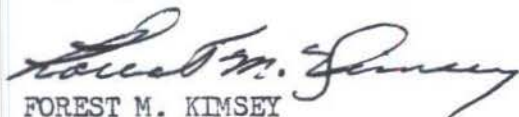
40

We heard ground fire and thought we were taking hits, but after we landed we found no additional battle damage. During the pickup, the Sandys laid down a terrific barrage of fire on the ridge where Deadlock 30 and 32 had spotted the ground fire. After the RO was inside the helicopter we realized that the paramedic was not with him so we departed the area. Fitch 68 had followed right behind us because they thought they had spotted him but couldn't see him after they were in a hover. After we pulled out, we asked the RO where the paramedic was, and he said he hadn't seen him. Sgt Berry, our paramedic, put a plastic inflatable splint on the RO's broken right leg and applied vasoline to the burns and abrasions on his face, arms and legs. We proceeded to Dong Ha. When we landed Pony Express 20 said they would air evacuate him to Da Nang. Sgt Berry then gave him some morphine because he was complaining about the pain, and then transferred him to Pony Express 20. We refueled and proceeded back to search for the paramedic. We searched for awhile and then were relieved by Jolly Green 53 and 51 and were told to return to NKP. We landed at 0835Z.

I want to express my very sincere thanks first of all to my crew, since each one of them did their jobs rapidly and professionally. Without the help of Deadlock 30 and 32, Bango Alpha, Fitch 68 and 63, Crown, and the keen eyes and fast guns of our protecting partners, the Sandys, I am sure the success of this mission would have been questionable.

JOLLY GREEN 52 CREW

RCC, 1/Lt Forest M. Kimsey
RCCP, Capt Francis E. Henrickson
HM, SSgt Donald L. Chance
PJ, SSgt Robert L. Berry



FOREST M. KIMSEY
1st Lt, USAF
Rescue Crew Commander

CLASSIFICATION CANCELLED

Or Changed to UNCLAS

By Authority of EDS

By [Signature] (Date) 12 Mar 75

12 MAY 1975

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3d ARRGp Hist, Apr - Jun 66

~~CONFIDENTIAL~~Det 2-3-46-22 Apr

(C) A Marine F4B was down at 1618N 10638E. A C-130 in the area advised SAR Control that he had established voice contact with both fliers. The C-130 reported that the pilot was being pursued by unfriendlies and the RO had a broken leg, and they were not together. The pilot was asked to release smoke when the HH-3E's arrived. This he did, enabling an HH-3E to pick him up from a 180 foot hover. The RO who was unable to move, released smoke and the same HH-3E maneuvered to pick him up. The Rescue Technician was lowered on the forest penetrator hoist to assist the RO in getting on it; however, as he touched the ground a burst of small arms fire hit the helicopter. The hoist operator was hit in the shoulder, the hoist became inoperative and the HH-3E withdrew from the area. The other HH-3E attempted pickup but also withdrew after being hit four times by groundfire. After fire suppression runs by the ALE's, mirror flashes from the downed RO pinpointed his position. ALE's dropped white phosphorous bombs between the RO and the origin of groundfire as the HH-3 made his approach. Shielded by the smoke screen, the helicopter lowered the forest penetrator from a 125 hover and the RO got on it unassisted. On recovery the RO stated he did not see the Rescue Technician at any time. The next day at first light the SAR force returned to the same area, spotted a small red panel and a man waving. An HH-3E moved in, lowered the hoist and retrieved the Rescue Technician (A1C George E. Hunt), who had been surrounded by hostile troops all night.

Det 2-3-48 29 Apr

(C) A USMC pilot of an F4C was reported down at 1708N 10602E. Beepers were heard in the area; however, SAR efforts produced no visual or voice contacts. Mission suspended due to strong possibility that unfriendlies were involved in laying a trap.

Det 2-3-49-29 Apr

(C) An RF-101 down and 2130N 10415E resulted in a search force of HC-130, two HH-3E's, two ALE's and a Mig Cap of F-4C's. On the first day of search, loud beeper signals were received but SAR forces were withdrawn when haze and darkness rendered HH-3 pickup and additional low level visual search ineffective. Also one of the ALE's was lost in the vicinity of the downed RF-101. The next day's SAR objective was for both pilots; however, during the morning the force was attacked by four MIG's. The MIG's were intercepted by two F-4C's and one MIG was downed. Due to cloud cover the SAR force withdrew but returned in the afternoon. Weak beepers were heard but may have come from the automatically activated radio attached to the parachute. Future search produced no visual or electronic contacts therefore mission suspended.

Det 2-3-50-1 May

(C) An ALE pilot was recovered from a mountain side at 1948N 10356E, deep in hostile territory. Recovery was by HH-3 helicopter using the forest penetrator hoist. SAR force consisted of HC-130, HH-3E's, ALE's and F4C's. Heavy ground fire prevented pickup of the pilot on the first day's attempt; on the second day the ALE's dropped phosphorous bombs for smoke cover prior to the HH-3E going in for a successful recovery.

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Flier With Family In Olathe After Close Call With Cong

OLATHE, Kan. (AP) — His broken leg in a cast, a Marine Corps flier is back with his family in Olathe after a narrow escape from the Viet Cong in South Viet Nam.

It was on his 58th mission in six weeks that Second Lt. John Arendale, 28, faced fiery death the night of April 22.

Arendale, a radar intercept operator on a Phantom F4B jet fighter, and his pilot, Capt. Sam Huey, were sleeping in their flying suits on the scramble pad at Da Nang when their flight was sent out to bomb a truck convoy about 100 miles north of Da Nang at 3:30 a.m.

They found a spotter plane dropping flares over the target.

"Our No. 1 plane made his run," Arendale said. "Then we rolled in, dropped our napalm and were about to pull out over the trees when we were hit just behind my cockpit."

Small arms fire apparently knocked out the hydraulic control system and the plane, carrying 9,000 pounds of fuel, hit the treetops at 480 miles per

hour, skipped and burst into flames.

"There was fire all around me," Arendale said. "I ejected, and I was about 400 feet above the trees when my chute opened."

His right leg was broken when he landed in a treetop.

"All I could hear was shooting and shouting," he said. "I knew I had to get out of there fast."

He managed to reach the ground and crawl 75 yards into dense forest.

With the radio from his survival gear, he contacted a rescue helicopter. He learned that his pilot, uninjured, had reached high ground and was picked up.

"I couldn't get out of the trees, which were 150 to 200 feet high," Arendale said. "I told the helicopter where I was and they were lowering a paramedic on a sling when the unfriendlies opened up with gunfire. The fifth engineer on the chopper was wounded and they had to get out of there."

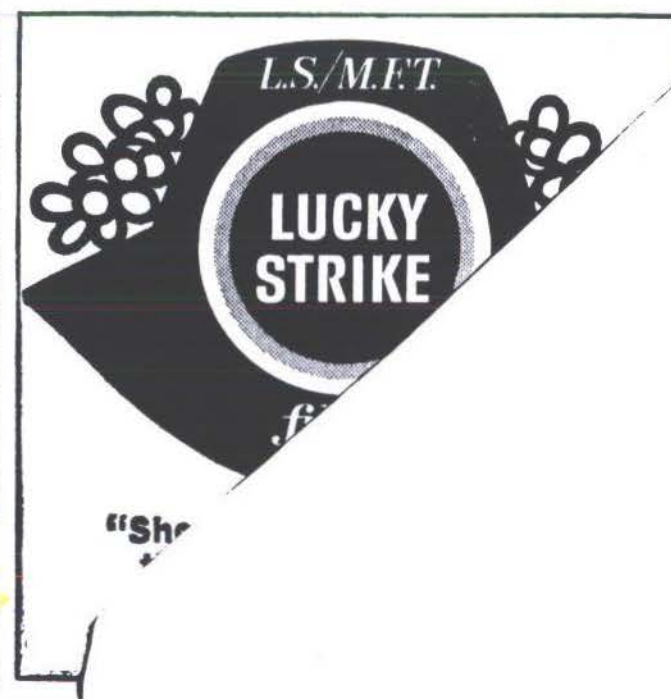
Arendale learned later that the paramedic was put down on the ground nearby and spent 24 hours looking for Arendale and dodging the enemy. They never found each other and the paramedic was picked up.

"I crawled about 500 yards

and at noon was flat on my back signaling with a hand mirror to everything that flew by when a second helicopter saw me and picked me up with a sling," Arendale said. "They were low on fuel and were making one last pass before giving up on me."

The lieutenant has three weeks leave to spend with his wife, Duralia, and their children, Jodie, 4, and John Jr., 2. Then he must return to Great Lakes Naval Station Hospital.

Arendale said he expects to be back in Viet Nam in about 18 months.



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3d ARRGp Hist, Apr - Jun 66

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Det 2-3-49-29 Apr

*A1C lost
SAR*

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to the SARTF was primarily from the air and not the ground, low approaches were made to the target. Since the majority of aircraft lost were a result of air battle, the SAR forces were not usually required to extract survivors from such heavily defended areas. The tactics described here are the results of necessary innovations to meet the needs for effective SAR in Southeast Asia.

One example, which illustrates some of the tactics described above and which also brings out how involved a mission might become, occurred on 22 and 23 April 1966. A Marine F-4B went down in Laos at 1618N and 10638E. The Jolly Greens at Nakhon Phanom were alerted and 123/ airborne at 0520 hours.

The approaching Sandy aircraft made radio contact with both crew members. It appeared that the radar observer had a broken leg and the pilot was being pursued by the enemy. The Sandies easily spotted the pilot's position when he released his smoke grenade and, since the area seemed to be relatively secure, Jolly Green 55 was called in and made a successful pickup.

The RO's position was more difficult to pinpoint since no visual observation of him was made. Jolly Green 55 hovered over the forest at the approximate position. The pilot, Captain Matthews, lowered the paramedic to look for the RO and aid in getting him onto the penetrator. When the PJ, Airman George Hunt, was near the ground the enemy opened fire. Airman Hunt could hear bullets hitting all

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around him and hitting the helicopter. The firing was so close that Lt. Rice, the co-pilot, thought that Captain Huey, the rescued pilot who was in the rear, was returning the fire. Later he discovered that none of the weapons on the aircraft had been fired. SSgt Loughry, the flight mechanic operating the hoist, was badly wounded in the shoulder. The pilot attempted to reel in Airman Hunt from the cockpit controls but could not do so. Because the flight mechanic, who normally provides the "eyes" for the pilot when the helicopter is in a hover, was incapacitated, the pilot was unable to keep the aircraft positioned. Although this PJ was on the ground, he decided to circle to reposition the aircraft.

Crown called in Bango Alfa, (USAF F-4C) to neutralize the gun positions before another pickup attempt was made. When it was discovered that the hoist on Jolly Green 55 was malfunctioning, Crown directed it to proceed to the Khe Sanh (SVN) Special Forces camp with the wounded while Jolly Green 52 and the Sandy aircraft continued the search.

The SARTF failed to spot the survivors before Jolly Green 52 was at bingo fuel and had to recover at Dong Ha. It returned with Marine Huey gun ships and a Navy SH-3A (version of the USAF CH-3C). Jolly Green 53 flew in from Nakhon Phanom and joined the Navy helicopter in high orbit. The gun ships, whose use is more characteristic of ACR in South Vietnam, descended to neutralize the enemy positions and to fix the survivors. They in turn received heavy fire and the resulting damage forced them to leave the area.

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At 1050 hours, the Sandies spotted a signal mirror and thought they saw one man in a tan flying suit and another in fatigues. The RO had crawled about 200 yards from his chute to a clearing for easier pickup. The Sandies made several strafing passes and laid down a white phosphorous smoke screen before Jolly Green 52 moved in for the pickup. The paramedic directed the pilot over the RO who was able to get on the tree penetrator by himself, and was recovered. The paramedic applied an inflatable splint to the RO's broken leg and gave him morphine while the helicopter evacuated him to Dong Ha. The rescue problem was by no means complete since Airman Hunt was still on the ground.

An intense search continued for four hours, with another helicopter supplementing the effort. Since no visual or electronic signal was received from Airman Hunt, the forces returned to base at 1630 hours to continue the search at first light the next day.

When Airman Hunt got to the ground, he found himself in the midst of the enemy. Bullets were pock marking trees around him. As he ran for cover, a tree crashed against his leg and broke a bottle of insect repellent, which ran into one of his RT-10 radios and ruined it. Hunt ran a short distance and dived under a bank covered by logs. He remained hidden for about two hours while troops searched the area. At one point, Hunt watched a pair of tennis shoes approach and kick the logs above him.

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At mid-afternoon, it began to rain. Hunt took advantage of the noise to move a quarter of a mile to the east, the only direction from which he had not heard firing. Aircraft bombed near his position so he moved further east, where he hid during the night. Airman Hunt tried to contact the rescue force with his radios but, after discarding the one ruined by insect repellent, he found that his second had a broken antenna.

At first light, he displayed the red signal panel, from his survival vest, in a clearing he had located during the night by light of aerial flares. The Sandies spotted his signal at approximately 0500 hours and the Jolly Greens arrived shortly thereafter. The helicopter crews suspected a trap and were approaching very cautiously until they identified Hunt through field glasses. Airman Hunt was retrieved in routine fashion which was a sharp anti-climax to the day and night he spent evading the enemy.

In conjunction with other components of the total SAR force, the HH-3E, with its extended range, permits a theoretical coverage of most of NVN; however, survivability and chances of success north of the Red River and in Route Package VI are so questionable that few rescues are attempted. An example of a very deep rescue occurred on 10 May 1966 when Captain Martin Nahrt ejected from his F-105 along the Red River between Hanoi and Red China.

Exerpts from the mission narrative of the Jolly Green pilot, Captain Robert D. Furman, give vivid details of the rescue, including a rare encounter with MIG's:

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3d ARRGp Hist, Apr - Jun 66

The 3ARRGp including Det's 1 and 2, 37ARRSq, and 38ARRSq with eleven detachments has a total manpower authorization of 217 officers and 548 airmen. The total assigned officers are 156; assigned airmen are 352. At the time of this report, the 3ARRGp is 67% manned.

9. (C) Equipment. Mission Aircraft.

<u>Type, Model, Series</u>	<u>Quantity</u>
HH-43B	18
HH-43F	10
HH-3E	8
HU-16	4 (TDY)
HC-130H	4 (TDY)

10. (U) Additional Remarks.

The Group Operations Officer, Lt Col William A. Ryan, Jr., was shot in the left leg during a terrorist attack in downtown Saigon on the morning of 10 May 66, while waiting for bus transportation to work. Small arms firing began between the military police and suspected terrorists in the vicinity of the Brinks Hotel. Hospitalized for approximately a month, Lt Col Ryan was awarded the Purple Heart for his injury.

Aircrew recovery in hostile areas is often times very hazardous; several of our rescue crewmembers have been wounded by enemy fire during pick-up operations. They are: TSgt Richard A. Connon (HM) hit in the leg on mission 6-38-98-6 June; ALC Dennis J. Kraft (PJ) hit in the right knee and elbow on mission 2-3-60-18 May; SSgt Bernard D. Loughry (HM) hit in the shoulder on mission 2-3-46-22 Apr.

ALC William H. Pitsenbarger, paramedic, was fatally wounded on mission 6-38-80-11 Apr. Airman Pitsenbarger voluntarily rode a rescue hoist to the ground to help Army personnel prepare casualties for evacuation; after making several hoist pickups, the US Force's position was over-run and ALC Pitsenbarger was killed. For his heroic actions in assisting the defenders during the onslaught, ALC Pitsenbarger has been recommended for posthumous award of the Medal of Honor.

11. Appendixes. None

12. (U) Documentation.

Title

Awards and Decorations

Special Order G-59

Page No.

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43122

2-3-46

MISSION NARRATIVE 23 APR 66

cwb/18

On a mission to recover two personnel who had ejected from a Marine F-4B at 106 38N 1618E, a paramedic, ALC George Hunt, was lowered on the hoist to assist the radar operator, who had a broken right leg and couldn't move. As ALC Hunt approached the ground JOLLY GREEN 55 received intense ground fire. The flight engineer SSgt. Bernard Loughry, who was operating the hoist, was hit and helicopter received several other hits. Capt. Matthews, the RCC of JOLLY GREEN 55, was forced to pull out, leaving ALC Hunt on the ground. After JOLLY GREEN 55 had departed we made an attempt in JOLLY GREEN 52 but also had to abort the attempt because of intense ground fire while we were in a hover. Later in the morning, at 0403Z, we recovered the RO who had crawled to a small clearing approximately 200 yards from his chute. When we had him in the helicopter he stated that he had not seen ALC Hunt. The search was continued the rest of the day with negative results. We returned to NKP, landing at 0835Z. That evening we were told to prepare for a first light attempt. At 2146Z 23 Apr 66 SANDY 31 and 32 were airborne from NKP to proceed to the search area. At 2219Z JOLLY GREEN 51 and 56 took off from NKP and proceeded to the area escorted by SANDY 41 and 42. At 2325Z SANDY 32, Major Barlow, spotted a small red panel and on his second pass spotted a man waving. At 2335Z JOLLY GREEN 56 spotted the man with field glasses and confirmed that the man was Caucasian. We dropped our tip tanks and proceeded down for the pick up. SSgt. Berry, our paramedic, saw ALC Hunt and then Capt. Hendrickson, my copilot, saw him and directed me over him. When we got close our flight engineer, SSgt. Chance saw him and guided me to a hover over him. SSgt. Chance lowered the tree penetrator, ALC Hunt got on and SSgt. Chance brought him up. Capt. Hendrickson kept us clear of trees since we were hovering low to stay clear of the ground fire. ALC Hunt said he heard ground fire while he was on the way up on the hoist and stated that he had been surrounded by hostile troops all night. JOLLY GREEN 56 advised us that they saw muzzle flashes in the trees while we were making the pickup, however we suffered no damage. Just before we went in for the pickup the SANDYS dropped a few white phosphorous bombs to provide a smoke screen and then strafed the area beside us while we were making the pickup. The pickup was completed at 2340Z and we proceeded back to NKP, escorted by SANDY 41 and 42. We landed at 0105Z.

Throughout the whole mission my crew performed extremely well without any hesitation or questions. Many thanks to the SANDYS for finding our man and then doing such a fantastic job of protecting us.

JOLLY GREEN 51 CREW

RCC 1st Lt. Forest M. Kimsey
RCCP Capt. Francis E. Hendrickson
HM SSgt Donald L. Chance
PJ SSgt Robert L. Berry
Forest M. Kimsey
FOREST M. KIMSEY
1st Lt., USAF

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ARODC #

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ARRS SC No. *661623*

665-00170

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FARRAR DIARY

APRIL 21

- 19 North to 98
 ? High Bird scrambled on RF101
 shot down 12 miles outside
 Hanoi. No way in hell for
 19 us to get that close with
 those gun emplacements

19

19

19

APRIL 22 1966

- 30/19 Low bird, orbited on boarder.
 Turned on HF set this morning and
 heard a P-5 was on the ground &
 FM was shot & bird shot up.
 19 Figured out it was Capt Matthews
 Mouse & Hunt. They had picked
 up the 1st pilot and Hunt was
 going down the hoist for the
 19 2nd one. When he got to the
 ground they opened up on him
 and the Jolly Green. Must
 have got him (Hunt). The
 19 other bird got shot up
 picking the other pilot up. No
 work of Hunt all day.
 3/19 Returned to Udorn
 Got drunk

APRIL 23

19 Sgt Berry picked up Hunt at
Daylight. Everybody really
happy. What a hell of a
fine job he done. He took
19 off running when he got to
the ground and using his
radio to tell the Jolly
Green to take off because
19 they were shooting auto-
weapons at him + them. He
hid in a old creek bed and
stayed there all day and most
19 of the night. It started raining
at about 3 so they C + E'd
for a couple of hours. Put
out signal panel cause
19 both radios were broke.

440'S FROM 555 LOT 2 M16'S
TODAY

APRIL 24

DUTY

APRIL 23

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Daylight. Everybody really
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F4C'S FROM 555 GOT 2 MIGS
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APRIL 24

DUTY

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 picking the other pilot up. No
 word of Hunt all day.
 3/4 Returned to Udorn
 19 Got drunk

From: Williamson, Bob - ANG/DOOS <Robert.Williamson@ngb.af.mil>
To: 'rlapointe@gci.net' <rlapointe@gci.net>
Date: Tuesday, October 19, 1999 4:16 AM
Subject: 1966

Bob,

Hackney picked up Dengler. I was on alert at site 36 and heard it all on the radio. A little bird (O-2?) saw a guy waiving in black pajamas. Transmissions suggested that he be hosed, but on closer look, the O-2 thought he had a beard. More transmission warned that it was a trap. (After all, Dennis Kraft had just been shot on just such a situation trying to get out 2 Marine F-4 pilots near the pass.) O2 saw a crude SOS made up of flare chutes, however, the S's were backwards causing further discussion of a trap. After several passes, the O2 was convinced he was too tall and with a beard it was worth sending in the Jollies from Danang. Duane Hackney was the PJ and he later told me that once the emaciated Dengler was pulled inside, he latched onto Duane's feet and wouldn't let go until they reached Danang. You know that one of Dengler's escapes was with Lilly; Art Black's pilot. (Kraft is a good mission if you can get info).

Also, George Hunt was lost overnight during 1966. Can't remember if it was on the Kraft mission, but it was an intense time at NKP during the subsequent all out search and recovery- finally sighted on last look late the next day. George's mission was responsible for the 3 ft square orange cloth later supplied in the new flight jackets. George had lost both radios and it was too dangerous for him to use flares. The Sandy finally saw him lying on the ground with the orange cloth spread over his chest. I think Aaron Farrior has the debrief/party tapes we made with George. George is a District Attorney in SC. gehps@netpath.net

22 APR 66

Bruce Adams, 1078 Alta Vista Dr, Laramie WY 82070. Bruce is Steve's brother and is a dentist in Laramie. He was very active in the POW/MIA movement and believes he has credible info on Steve living through the incident.

Hope to get pictures to you this week if I can verify my scanner is up. RR-01 should be coming up email this week. Later.

Willy

Robert LaPointe

From: <PASTIME11@aol.com>
To: <rlapointe@gci.net>
Sent: Friday, June 29, 2001 11:34 AM
Subject: Re: bOOK ORDER

Bob,

Thanks for the kudos for the Jollies and looking forward to reading the book, Arron Farrior said all my missions were in it. And, yes, I picked up PJ George Hunt after he had gotten shot off the hoist trying to pick up a Navy F-4B backseater after they had the Pilot aboard. Mouse Loutry, the FE, got hit also. Had to wait 'til the following AM to get him, but I did get him out. Said he got stepped on all night long by either the PL or VC.

Would love to see you at the next Jolly Green reunion here in FWB. Great place to sell books also! The reunion is always the first weekend of May at the Ramada Inn.

Bob, I believe we did meet at Osan right after I took over from Rich Baskett, think you were just rotating.

Appereciate the fast response, thanks, Woody Kimsey

22 APRIL 1966