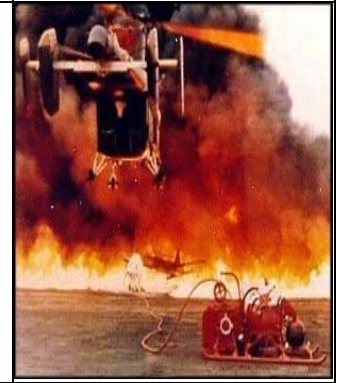


Retired Air Force Fire Chiefs' Network
QUARTERLY NETWORK NEWS



Legendary Retirees

*Who Reminisce About the Past
But Focus on the Future*

<http://www.dodfire.com/Retirees.htm>

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Volume 2 2012

Founded by: Doug Courchene CMSgt, USAF, Retired

April-June 2012

OK where do I start; it sure has been a while since the Quarterly Network News (QNN) was issued. Well it's back and hopefully will be around for a long time to come. Remember this is your publication; the more you participate, the better it will be for all. I do not have any emails or other communications for this issue, so please bear with me. I hope to have more of your correspondence in future issues.

I found an interesting article that I included on the new P-34 (see pages 4-5). Most of you already know about the vehicle; but for those of you who did not, I hope it is of interest to you.

Richard Duncan is working on a late year pioneer gathering in Panama City FL. It is presently being planned for 27-28 December. I know it's between holidays; but after you get all the details, I think you will want to attend.

Richard Duncan and Ray Porter have volunteered to help with the QNN, and I have been in contact with them and am looking forward to their articles. There is always room for more to join in; so if you have anything of interest, please forward it to any of us for publication. (Charlie Richardson, CMSgt, USAF Retired, 386-760-6286, clardb@att.net)

FORMER EDITOR'S NOTE. In March 2008 Chief Bob Barrow, Editor of the QNN, called and asked me to temporarily take over as editor of the QNN while he was in the hospital for surgery. Little did I know that in just a short few days, he would pass away. When I agreed to fill in for Chief Bob Barrow, I could never have imagined events would transpire as they did. As I said in my first article (April-June 2008 edition) "Discussions with Chief Barrow prior to his surgery were upbeat and positive." I recall his telling me he was anxious to get through the "tough parts" and

get back to doing those things he loved best-- spending time with his family and friends. To our sorrow, it did not work out that way. Chief Bob Barrow was an icon in Air Force Fire Protection and was respected, admired, and loved by many. During my active duty days while stationed at Tyndall Air Force Base, I had the privilege and unique experience of working with Chief Barrow. So when he called and asked me to fill in for him, I was surprised and honored. The QNN was founded by CMSgt (Retired) Doug Courchene--a man with a vast background and knowledge of the Fire Protection business who possessed a vision as to what the QNN could contribute. Further, Chief Courchene is a prolific writer, and I have admired him and enjoyed his book, Pioneers With Intent, and the many articles he wrote that were included in the QNN. One of the first things I did when I realized I would be the editor of the QNN was call Chief Courchene for advice. I received it in two words, "Write On!" I am unable to find the appropriate words of gratitude for the contributions Chief Doug Courchene and Chief Bob Barrow made to the Air Force Fire Protection Community and the effort they put into the QNN. Further, I certainly appreciate the support and advice they gave me during my Air Force career. They were both great mentors. Now . . . the new Editor for the QNN is CMSgt (Retired) Charlie Richardson. I believe many of you know Chief Richardson, and I have unwavering confidence he will do a superb job. Some of you may know I have been plagued with health problems for the past year (cancer). I have been unable to focus properly and put sound thoughts together. Therefore, it is past time for me to step aside as Editor. I apologize for not stepping aside earlier and for not publishing a QNN for some time. I feel sure Chief Richardson will rectify that problem immediately. All funds and distribution

lists have been transferred to Chief Richardson. Additionally, he has graciously allowed me to remain on as an associate, and I will attempt to make meaningful contributions. It has been an honor for me to serve as Editor of the QNN. I thank each of you who contributed articles and generously provided funds that supported publishing and distribution of the QNN. I have little doubt that you will provide that same level of support to Chief Richardson. Lastly, I thank CMSgt (Retired) Milt Puckett and his wife Helen for their work in conducting the final edit on each edition of the QNN. They consistently did an outstanding job in covering up my mistakes. God Bless you all! (Hoyd "Sandy" Sanders Sandy6T5@Comcast.net)



TAPS

CHIEF JAMES L. DEAL
24 December 1923-11 April 2011

I am truly saddened by the passing of Chief Jim Deal. Jim was always talking fire subjects and could keep a conversation going for days on end. He was a true pioneer in every aspect. For more information about Jim, check the QNN Vol 4 Oct-Dec 2008. (Editor)



CHARLES CAITHAML, CMSGT (RETIRED)



Charles Caithaml passed away on Monday April 11, 2011. He was a long time resident of Parris CA who served as a firefighter in the USAF for 31 years. He was a third degree Mason and member of the Scottish Rite. He is survived by three daughters: Kathline Wynn of Las Vegas NV, Denise Caillouet of Grand Rapids MI, and Rea Serrano of Moreno Valley CA and sister Sheri

Dodds of San Diego CA. He also leaves behind seven grandchildren and four great-grandchildren.

CHIEF ROBERT (BOB) M. MALIN, MAJOR (RETIRED)

25 September 1925-18 April 2011

Major Robert M. Malin (USAF Retired) passed away due to natural causes on 18 April 2011.

Although born Robert Martin Malinski on 25 September 1925, his family name was changed in 1940 to Malin. After serving in the Army Air Corps flying F51s, at WWII's end, he flew B25s in Korea. It was occupation duty in Tachikawa, Japan, that saw him dedicated to firefighting. He met and married Lonell B. Greene shortly thereafter and began a long career in fire protection stateside and in Germany where he also earned the deep respect of German firefighters. Later years saw him as Chief Fire Protection Engineering for SAC, MATS, and MAC. He retired in 1983 to Salem, Oregon. He is survived by a brother (USAF retired Lt Col), a son, and a grandson who is currently serving in the USAF. Bob is laid to rest at Willamette National Cemetery in Portland, Oregon.



LOWELL ALLEN YOUNG, CMSGT (RETIRED)

15 February 1937-3 May 2011



Retired CMSgt Lowell Allen Young 74 of Valdosta passed away 3 May 2011 after a lengthy illness. He was born in Fitzgerald GA to the late Henry Jesse and Beatrice Blanche (Williams) Young. He was a member of St John's Catholic Church, Knights of Columbus, and the Masonic Lodge. Chief Young retired as a Chief Master Sergeant from the USAF after 31 years of service. Following his military service, he worked as a civilian contractor for the USAF in Adana, Turkey. Once he left Turkey he moved to Taif, Saudi Arabia, and worked for Lear Siegler as a fire chief. In 1993, he came back home to Valdosta and worked for Amerilsource. Then in 1997, he moved back to Saudi Arabia to provide technical

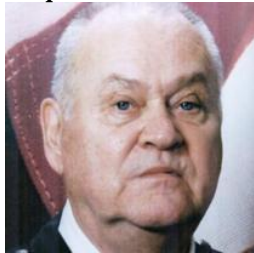
assistance to the Saudi Government and came back to Valdosta in 1998. He is survived by his wife, Maryann Young, Valdosta; sons and daughters-in-law, Dale and Julie Young, Hahira; Jeff and Tina Young, NJ; Lowell Young Jr, Valdosta; daughters and son-in-law Toni Marie Young, Albuquerque NM; and Lisa and Danny Higgins, Charlotte NC, as well as nine grandchildren.

**HUGH B. AKERS, CMSGT USAF
(RETIRED)**

2 October 1929-6 June 2011

Hugh B. Akers Jr. 81, of Panama City, passed away 6 June 2011, at a local hospital. Chief Akers

was born in Decatur AL and had lived in Bay County for the past 40 years. He retired as Fire Inspector and Chief of Fire Rescue in the USAF after more than 26 years service, serving in Korea and Vietnam. Chief Akers was a true patriot, an excellent cook, and a competitive bridge player. He enjoyed working with the youth of Bay County as a high school and college umpire. He was a member of the first United Methodist Church of Panama City. He was predeceased by his first wife, Alice Akers, his son Benjamin Akers, and a daughter, Lea Akers. Survivors include his wife, Susie Helms Akers of Panama City; his children, Hugh Akers III (Carol) of Tampa FL, Howard Akers (Tammy) of Quitman GA, Denise Johnson (Dane) of Fleetwood NC, and Renee Hudson (Bobby) of Cohutta GA. He had five grandchildren and one great-grandchild.



CHARLES E. HUFF

25 May 1938-28 June 2011

Charles E. Huff, 73, Kokomo IN, died 28 June 2011, at his residence. Born in Port Huron MI, he was the son of the late Charles Owen Huff and Zelma (Klinger) Huff. On 29



October 1960, in King's Lynn, Norfolk, England, he married Maureen Angela (Large). He was a 28-year veteran of the United States Air Force, joining in 1957 and serving on bases in England, France, Korea, and the United States--retiring as a senior master sergeant in 1985. He was then employed with Civil Service as

assistant chief of operations at Carswell AFB TX from 1987 to 1994 and was selected as fire chief at Grissom ARB in 1994, retiring in 2000. He was a member of American Legion Post 6 and the 40 and 8 club. Survivors include his wife of 50 years, Maureen Angela Huff, Kokomo; two sons, Michael (Charlotte) Huff, Kerrville TX, and Brian (Victoria) Huff, Shreveport LA; one daughter, Teresa (Mrs James) Hutson, Palmdale, CA; and six grandchildren. He was preceded in death by his parents and one sister.

**BATTALION CHIEF WILLIAM R. (BILL)
KERNS**

21 May 1942-28 June 2011

Bill Kerns, 69, of Crestview, FL, passed away on 28 June 2011 at his home. He was born in Connellsville PA to John and Violet Mae Kerns. Bill served his country in the US Air Force and reached the rank of airman first class. Bill went into Civil Service, where he was Battalion Chief and retired from Camp Rudder Fire Station, Eglin AFB FL. He was a member of the First United Methodist Church of Crestview. Bill was preceded in death by his parents and a granddaughter, Ashley Kerns. He leaves behind a wife of 46 years, Paula Kerns; son Troy Kerns; and daughter, Candi Kerns all of Crestview; three brothers, Ronnie, Jerry, and Barry Kerns; and a sister, Marlene Eicher, all of Pennsylvania. Bill also leaves behind three grandchildren and two great-grandchildren.

CHIEF LARRY A. LIBBY

28 July 1951-11 August 2011

Larry A. Libby, 60, beloved husband of Judy V. (Rideout) Libby, passed away unexpectedly, at home doing one of his favorite things--playing basketball with his grandson. He was born in Muniac, New Brunswick, son of Lewis J. and Beulah (Giberson) Libby. Larry proudly served his country with the US Marine Corps in Vietnam and received the National Defense Service Medal, Vietnam Service Medal, and Vietnam Campaign Medal, achieving the rank of corporal. Larry was married to Judy V. Rideout, 27 April 1974. He had been employed as a firefighter at the former Loring Air Force Base, Limestone ME, for many years until relocating to Pope Air Force Base NC in 1994. He served as fire chief for the Naval Group Support Activity in Winter Harbor from 1995 to 2002, at which time he and Judy moved



back to the County, where Larry worked part time at Hillside IGA, Irving Mainway and the former Higgins' Market, Fort Fairfield. Mr. Libby was a life member of Veterans of Foreign Wars Paul Lockhart Post No. 6187, Fort Fairfield, Fort Fairfield American Legion Walter Lovely Post No. 27, and a life member of Disabled American Veterans. Larry enjoyed all sports, especially basketball, and coached basketball games at the middle and elementary school levels. He was predeceased by his parents and is survived by his wife of 37 years, Judy V. Libby of Fort Fairfield; one son and daughter-in-law, Tyler L. and Melissa Libby of Calais; one daughter and son-in-law, Tammy A. and Garrett Cyr of Fort Fairfield; two brothers and a sister-in-law, Gary and Sharon Fitzherbert of Upper Kent, New Brunswick, and Dale DeMerchant of Petawawa, Ontario; four sisters and brothers-in-law, Joy and Cecil Theriault of Blaine, Lorraine and Carl Inman of Upper Kent, New Brunswick, Barbara and Gary Inman of Kilburn, New Brunswick, and Bertha McGuire of Aroostook Junction, New Brunswick; four grandchildren, Janae Libby and Isaac Cyr, both of Fort Fairfield, Toni and Silas Libby, both of Calais; numerous nieces and nephews. He also leaves behind one "honorary daughter," Michelle Lasselle of Orrington; two "honorary granddaughters," Logan Bubar and Brenna LeVasseur, both of Fort Fairfield; as well as special friends, Peter Cyr of Carlingford, New Brunswick, and Scott Brown of Gulfport, Miss. He will be fondly remembered by his fellow firefighters at Loring and Pope Air Force bases, as well as at the Naval Group Support Activity.

FIGHT FIRE WITH FORCE
The Air Force's New P-34 RIV

Mr. John Burt
AFCESA/CEBH

(From Air Force Civil Engineer Vol. 19/3, 2011)

Air Force firefighters will soon have a new weapon in their arsenal. The P-34 Rapid Intervention Vehicle (RIV) (see photo on page 7) is the newest addition to the Air Force's crash response fleet and the first vehicle to use new ultra high pressure (UHP) firefighting technology. Able to discharge 100 gallons of firefighting agent per minute at 1,350 pounds per square inch (psi) with a range of 100 feet, the P-34 RIV packs a punch.

The P-34 RIV program was spearheaded by the Air Force Civil Engineer Support Agency, headquartered at Tyndall AFB, FL, with support from the MAJCOMs. Col Michel Mendoza, Chief

of Readiness Support at AFCESA, is pleased with what the vehicle will mean to Air Force firefighters. "Everything in the design of the P-34 was done with our firefighters and vehicle maintainers in mind. Not only will the vehicle be easy to inspect and operate, it will be easier for our vehicle maintainers to maintain."

The UHP technology was developed and tested by the Air Force Research Laboratory (AFRL) at Tyndall. "With ultra high pressure, we can put out fires using significantly less volume of firefighting agent," explained Mr. Mike McDonald, an engineer providing contract support to AFRL's UHP technology research. "The Europeans have had good success with this technology in the 600 to 800 psi range. We've taken it a step further to the 1,100 to 1,500 psi range."

UHP expels smaller water droplets than a low pressure system. The smaller droplets mean an increase of up to four times the total water surface area, yielding more surface area contact with a fire with less water wasted. This technology allows the P-34 RIV to perform 3 to 3.5 times more effectively than conventional firefighting vehicles and increases the length of time a vehicle can remain on the scene without having to be resupplied. Mr. Jim Podolske, Civil Engineering's firefighting subject matter expert explained, "A 1,000-gallon vehicle that discharges 1,000 gallons per minute yields one minute of firefighting capability at the scene. With new UHP technology that same 1,000 gallon vehicle now has firefighting capability equivalent to a 3,500-gallon vehicle"

With a 500-gallon capacity, the P-34 is smaller than older vehicles in the fleet. Built on a Ford F550 chassis with an enhanced front axle, the cab is designed to accommodate three firefighters and their equipment. Mr. Donald Warner, the Air Force Fire Chief, said there are benefits with a vehicle of this size. "The goal of firefighters is to rapidly intervene at fires and extinguish them before they become catastrophic. The P-34 provides the ideal platform because it is designed to be easier to maneuver around busy flightlines and, with the enhanced capability provided by the UHP, easier to use."

The UHP system uses a four-stage centrifugal water pump powered by a Deutz 6-cylinder, 174 horse-power diesel engine. The UHP turret is mounted on the P-34's front bumper and is operational with the vehicle in a static position or while maneuvering around a fire. The system is operated from the cab by the driver or passenger using a joystick. The speed of the turret's

movement is proportional to the amount of pressure exerted on the joystick and settings.

The vehicle also has a pair of 200-foot, one-inch hand lines that discharge 15 gallons per minute, which allows firefighters to perform interior firefighting and rescue operations.

"We can operate the turret and two handlines simultaneously," Mr. Podolske said. "This new UHP technology can also penetrate a hidden fire or a three-dimensional running fuel fire without impacting the safety of our firefighters."

The P-34 RIV will replace authorizations for some older P-19 vehicles, some of which have been in service since the 1980s. The Civil Engineer, Maj Gen Timothy Byers, said the P-34's development works toward achieving the Air Force's efficiency goals and will help recapitalize an aging vehicle fleet. "The P-34 RIV is not only going to be cheaper to purchase, it's going to be less expensive to maintain. Our replacement cost of a 1,500 gallon P-19 is approximately \$564,000. The new P-34 RIV's are about \$160,000 each--about 28 percent of the cost of a P-19."

"This cost reduction enables us to buy more vehicles and buy them quicker, reducing the average age of our vehicle fleet and helping us reducing the average age of our Air Force vehicle recapitalization rate from 33.6 years to our goal of 20 years," said Maj Gen Byers. "These initiatives have allowed us to take a 20 percent cut in the vehicle modernization program over the next five years with no negative impact on the program or our emergency responders."

Primarily designed as a crash response vehicle, the P-34 could be used for other firefighting applications. "We're excited about the RIV's versatility and the possibility to use it to support wildland firefighting operations," said Mr. Podolske. "Because it has off-road 4X4 pump-and-roll capabilities, we could theoretically deploy the handlines so firefighters can walk the fire ground. With the extendable LED lights, we could also safely light up the scene. AFCESA will be looking at the feasibility of using the vehicle for this application in the months to come."

AFCESA will provide two RIVs to the Special Vehicle Maintenance School in Port Hueneme CA so that Air Force vehicle maintainers can learn how to maintain them at the installation level. "As a part of the contract, the vendor will provide thorough on-site training at each installation," said Mr. Podolske. "AFCESA will also develop curriculum to show firefighters in the flight how to properly inspect, operate, and maintain the vehicle. This is serious business. This vehicle will

be in the Air Force inventory for a minimum of 12 years allowing firefighters to save lives and protect vital Air Force assets."

Mr. John Hawk, an AFRL senior engineer, said this vehicle will have an impact outside the Air Force as well. "The Air Force is taking the lead on UHP and a lot of people in the commercial firefighting industry are watching. That's why the release of the P-34, the first unit based on this technology, is so significant. I think groups like the Federal Aviation Administration and the National Fire Protection Association will be closely watching how these trucks perform in the field."

"The work on UHP has not ended," said Mr. Hawk. "We have other projects in development or in a concept stage. Industry already recognizes that UHP is a big thing coming down the line and will impact firefighting significantly. It might take five or 10 years before everyone gets on board with it, but eventually it's coming."

The Air Force plans to buy a total of 238 P-34s; production and delivery of the first 90 should be completed by early 2012. Each Air Force installation will receive at least one RIV with larger bases receiving two. Tyndall AFB Fire Emergency Services Flight has received the first unit.

"The P-34 RIV was developed with direct involvement and input from experienced Air Force firefighters," said Mr. Warner. "I think it will be well received by our community."

Mr. Burt provides contract support as a communications coordinator at HQ AFCESA, Tyndall AFB FL.

HIGHLIGHTS OF THE UHP DIRECT INJECTION FOAM SYSTEM

- 7.5 gpm foam tank fill capability
- 3 to 6 percent foam injection rate
- Ability to draft and fill tank
- UHP Foam acts as compressed air foam when injected into atmosphere because of large differential pressure between discharge and atmosphere
- Potential for low flow rates with high energy knock down

Editor's Note. *It seems as if the Air Force is going back to the Future. In the early 1960-70s, there was a big push for high pressure fog in the Northeast states. The Beam fire equipment was the leader at the time and produced quite a few vehicles.*

**FOR WHAT IT IS WORTH DEPARTMENT
FROM AROUND THE NET**

I found a few interesting things while checking out some sites on Facebook.

From Retired Air Force Fire Officers Page:

From George Hall: Here is an idea. "Perhaps we can get a few of us older folks to write a "Where are they now?--such as summarizing after military retirement life and what they are doing today. We've had a lot of folks who left the military, pursued other than civil service careers, and have done well. It would be fun to hear what they are doing.

Jim Hotell wrote: It would be interesting to have a series on the growth and diversity of the fire department 40 years ago and today. Check it out--rescue teams on the ARFF vehicles to Rescue Crew/Vehicle to EMT to EMS to Paramedic. It is amazing what is required of the fire chief today.

To read more, check out Retired Air Force Fire Officers page on Facebook hosted by Jim Carroll.

Other organizations you may be interested in:

Armed Forces Top Enlisted Association
P.O. Box 90030
Washington, DC 20090-0030
www.aftea.us

The Air Force Museum Foundation, Inc
Post Office Box 1903
Wright Patterson AFB, Ohio 45433-1903
www.airforcemuseum.com
Air Force Association
1501 Lee Highway
Arlington, VA 22209-1198
www.afa.org

Air & Space/Smithsonian,
PO Box 62080
Tampa, FL 33662-0808
www.airspace.com

PIONEER DAY 2011

It seems like only yesterday that Linde and I headed to Atlanta GA for Pioneer Day. It was an easy drive from Florida. When we arrived at the hotel, it seemed like old home week. Before we got into the hotel, we were greeting old friends

whom we had not seen for a few years. After checking in, we wandered around the hotel running into old friends. Pioneer Day was scheduled for Friday. A storm was brewing on the east coast, and a few folks left a little early because of it. Those who stayed enjoyed a full day's schedule and a wonderful lunch provided by Tom Smith Fire Inc. A few stayed after the program, and we had a round table discussion. Most agreed that 5 years was too long to wait for a gathering. As of this writing, we are trying to get something



together for 2012. We will keep you informed on the progress or the lack thereof. (Sad as it seems I believe that these days of Pioneer meetings in conjunction with Air Force/IAFC/DOD meetings are over; we will try to continue to meet once a year. Keep your hopes high, and it will happen. Charlie)

PUBLISHING AND MAILING FUND



The QNN is privately funded by members' contributions. All donations are strictly voluntary as no membership fees are charged. Donations help pay postage and publishing costs, which include ink, paper, and equipment. Members have been extremely generous with contributions to financially support the QNN. Thank you for the funds you have contributed to keep this effort going. If you want to contribute by check, please make it payable to "Charles Richardson, Editor QNN." If you want to send cash through the mail, that is your call. The readership both by e-mail and hard copy through the United States Postal Service continues to grow. Before publishing and mailing this issue, we have \$1320.64 in the treasury.

PEDRO'S CORNER

Greetings, I am Leonard 'Len' Shults, I have volunteered to do the Pedro Corner for the QNN. Sandy assures me the pay is very good. Of course I realize he lives in the Peanut Capital of Alabama. I retired from the Air Force Reserve in 1994 after 32 years of military service as a Senior Master Sergeant—15 of which were active duty. The last 15 years were in Air Force Intelligence (DIA) as a Reserve IMA. After my US Navy life aboard the USS Northampton CLC-1 for two years of a reserve 6-year commitment, I decided to go in



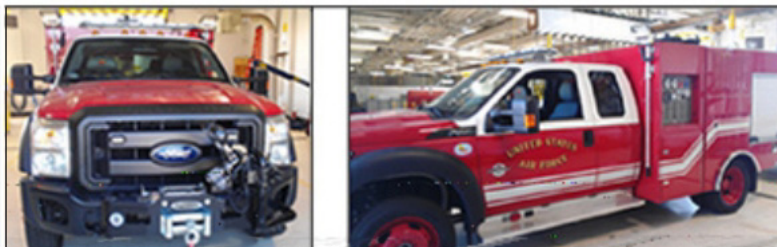
the Air Force in 1958. Communications/Crypto was my job in the Navy. But, the Air Force could only find in my records that I attended a Class A Firefighting School. (Every sailor recruit goes through three days of ship board firefighting and damage control training.) So, I ended up going to Charleston Air Force Base, OJT in Crash/Fire Fighting. I always wanted to be a fireman!! Now I am one!! You know, the hand line on an O-10/11A can be hazardous, until you learn to treat it like your girl friend . . . I learned fast. In 1960 I was sent to Shu Lin Kou Air Station, an Air Force Communications language intercept base, 20 miles north of Taipei, Taiwan. After WWII, The US Corps of Engineers must have been drinking rice wine because that was a weird 20-mile ride in non air-conditioned buses. Coming down it was a

breathing exercise the last mile especially in July/August, as that was all flat rice paddies. You had to hold your breath, but even some gave in and ended up with that smell for hours. I was part of a 14-man fire station. We had a lieutenant in Civil Engineering who considered himself Base Fire Chief. As soon as I arrived, the TSgt (station fire chief) was transferred to the States. The SSgt was air evacuated to Hawaii for surgery and never returned. You guessed it! I became Station Fire Chief, an E-4 'buck Sgt' or A1C then. I had one 350A pumper, front mounted, and a 300-gallon tanker truck. We were down to 12 firemen. It was exciting. As the language troops went to town and ended up having their clearances pulled or put on hold, they were sent to the Fire Station. I had the best looking hydrants on the base and the best looking pumper and tanker anywhere. Exciting—yes; we provided coverage to the Chinese Army Transportation unit next to us, as well as to the Chinese Niki missile site 2 miles down the road. They often had emergencies, and we would roll as backup. Also, the Red Chinese 50 miles across the Straits had pilots who wanted to defect so they would come right over us. A couple ended up in the gully. In late 1961 I was rotated back to the states. Jet Airlines were now in use and that was great travel. I was assigned to Maxwell AFB in Montgomery Alabama. In 1962, I was selected for assignment to the HH43B Rescue Helicopter Unit. This unit was sent to SEA July 1964 to February 1965. Our unit was support of others for the Civil Rights March from Selma to Montgomery. The Detachment was transferred to Bunker Hill AFB IN later in the year 1965. A few of the crew who served here at Maxwell were Phil Prince, Theron May, Clyde Ross Patterson, and Alan Bantle. I will save the rest of the story and welcome your comments.

Oh yes, the Pedro Rescue Helicopter Association reunion is in Seattle this year.

(Len Shults, SMSgt, USAF Retired, nortnsailor1@att.net)

P-34 Rapid Intervention Vehicle



USAF Academy