

FOX FAX

Journal of the 199th Recon Airplane Company RVN 1967-70 Vol. 8, Issue 6 Jun 2011

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WEB SITE www.SwampFox199thRAC.com

Goals:

*To find as many of our old friends as possible **and get them talking to each other again.***

To build as complete a history of the unit as possible and make it available to all the members.

To perpetrate reunions.

2011 Delta Bird Dog Reunion News

October 13 to October 16

Delta Birddog Reunion 2011

13 October 2011 – 16 October 2011

San Antonio, Texas

6 April 2011

Last Name	First Name	Mail	E-Address	Call Sign / Duty	Guest Name	Total in Party
Agee	Damon			SG 5 Pilot / XO	Ann Agee	2
Barnes	Woody			SF 35 Pilot		1
Bowling	Brian			SF 27 Pilot		1
Brinkerhoff	Timothy			SG 34A Crew Chief	Joanne Brinkerhoff	2
Collins	Hank			SG 46 Pilot	Irene Collins	2
Crites	Hal			SG 34 Pilot		1
Duffin	Russell			SG 5 Pilot / XO	Myrt Duffin	2
Givhan	Sam			SF 31 Pilot	Lynne Givhan	2
Kramlick	Milt			SG Crew Chief	Bobbi Kramlick	2
Lewis	Robert			SG Maint Supv.	Wanee Lewis	2
Loftis	Don			SG 35 Pilot	Kathy Loftis	2
Marcha	Amador			SG 22A Crew Chief	Maria Norma Marcha	2
McGraw	Jimmy			SG 23, 36, 6 Pilot / CO	Frances McGraw	2
Modica	Don			SG 6 Pilot / CO	John Modica	2
Nakasone	Eric			SG Crew Chief	Rosemary Nakasone	2
Simon	Gary			SF 16 Pilot	Georgia simon	2
Smith	Donald			SG 8 - AMO	Renate Smith	2
Stefero	John			SG 37 Pilot	Darla Stefero	2
Swift	Joe			SF 12 Pilot	Betty Swift	2
Talley	Roy			SG Crew Chief	Josefina Talley	2
Wallum	Billy			SG 24A Crew Chief	Andrea Wallum	2
					TOTAL	39

Summary:

To date we have 21 registrants (16 Shotgun, 5 Swamp Fox), with guests the total today is 39. All in all, we seem to be in decent shape (\$), but we have to watch the "mission Creep" syndrome. Bottom line – need to boost attendance to the maximum we can - would like to see ~150.

I will be there. My travel plans are still up in the air, drive it or fly and wife may or may not go.

Doc

OK Folks, we finally have the information we have been waiting for regarding registration at our reunion hotel, the Doubletree Hotel San Antonio Downtown. The hotel is located at 502 W. Durango Blvd, San Antonio, Texas 78207 approximately ten blocks from the Alamo and two blocks from Market Square.

The rate that we have negotiated is \$119.00 per night and this will include the following:

- Complimentary self-parking in the covered parking garage
- Complimentary high speed internet in the IT Oasis
- Complimentary use of the Fitness Center
- Group rate includes Full American Breakfast
- Group rate is available two days before and two days past event

Individual call in reservations can be made by calling hotel reservations at 1-800-HILTONS, or via the hotel directly at 210-224-7155 (between the hours of 0800 and 1600). Please ask for the Delta Birddog Reunion. You may also secure your room reservation by going to the website at www.sanantoniodowntown.doubletree.com using the Group Code **DBD**, for our group. The hotel will honor reservations received by 7 September 2011. For reservations received after this date, the rooms are subject to space availability and at prevailing room rates.

Don't wait to make your reservations, we have a limited number of rooms available at the special rate and we may not be able to negotiate the price for additional rooms. See you in San Antonio.

Reunion Committee

The Blast is attached. Rather than retype Don Smith's Reunion Information. The IBDA Bark is also attached.

SAN ANTONIO BOOTS ON THE GROUND CREW:

199th

Don Nicholson

Gary Simon (2011 Reunion coordinator 199th)

Jim Strye

Anyone else in the San Antonio area who wants to help. Drop me an e-mail.

221st

Don Smith

Amador Marcha

Roy Talley

Russ Duffin

Jump in and hang on. We're goin' for a ride.

Anybody barfs in my airplane gets to clean it up.

Crew Chief

Leaders Detail Army Aviation's Future

May 09, 2011
Army News Service

REDSTONE ARSENAL, Ala. -- Despite challenges of an aging aviation fleet and the demands of two wars, aviation programs will remain a key component of the Army's focus to win on the battlefield, said one of the Army's leading generals.

Speaking to Soldier aviators, general officers and industry representatives attending the Army Aviation Association of America annual Professional Forum and Exposition at Nashville's Gaylord Opryland Hotel, Gen. James Thurman, commander of the Army Forces Command, said "the Army absolutely remains focused on winning the war today, and Army aviation continues to be a central component of that success. I know we will make Army aviation even more effective in future battles."

Thurman, the keynote speaker at the forum's opening session on April 18, aimed his comments at its theme - "Full Spectrum Aviation: Resilient and Adaptive for the Future Security Environment."

"Our 75,000 aviation Soldiers in the active and reserve components will continue the proud tradition of strength until the enemy is defeated and/or destroyed," he said.

As a senior aviator with 36 years of military service and commander of 80 percent of the military's aviation force, Thurman emphasized the importance of the active Army/National Guard/Reserve aviation team.

"This is the true total aviation force that is making a difference every minute of the day in Iraq, Afghanistan and all around the world," he said. "Their dedicated and meaningful service stands as a personification of Army values."

While aviation is only 7 percent of the total Army budget, "Army aviation is recognized as the key enabler. No matter the enemy or the operation, the commander on the ground always needs more aviation capability," Thurman said. "Aviation is a key ingredient to success on the battlefield."

Since the beginning of the Global War on Terrorism - officially Feb. 1, 2003 - there have been 4.5 million combat hours flown by the Army's aviation fleet. Currently, the Army sustains over 650 helicopters in Afghanistan and Iraq. In addition, 149 helicopters are committed to other parts of the world and 129 helicopters are stationed in the U.S. The Army also has a 350-member fixed wing fleet worldwide.

"No Army in the world can put up the numbers that can even come close to these," Thurman said.

But three issues - continuing high demand for aviation capabilities, the need for continued success after nine years of war and the impact of a reduced operating budget -- must be addressed in the future of Army aviation.

"How do we sustain this force, and sustain not only our people but our platforms?" Thurman asked. "How do we continue to manage and equip for two theaters of war? ... I will do everything in the world to protect our Soldiers and keep them sustained."

The Army will complete the activation of the 12th aviation brigade in 2012 at Joint Base Lewis-McChord, Washington. But the demand for aviation means even more brigades are needed, he said.

"Our aviation Soldiers carry a heavy load with professionalism and enthusiasm," Thurman said. "They do a one-year tour every 15 months when the goal is 24 months at home between deployments. The 10th and the 4th are still deploying with only a year at home. We must equip a 13th combat aviation brigade."

The general touched on the success of the UH-60M model Black Hawk, the requirement for high-altitude mountain environment training for aviation Soldiers deploying to Afghanistan, and the teaming of manned and unmanned aircraft.

He also commented on Army acquisition reform, saying the Army is "working to bring discipline to acquisition programs. We have to field platforms quicker."

Calling on the nation's patriots in both industry and government to work together in developing and procuring new aviation systems, Thurman said "We are in an era of protracted conflict coupled with an era of dwindling budgets ... We must build readiness at best value and we must do that with the constraints imposed by the nation's fiscal situation."

He mentioned the request for a new armed air scout platform to replace the Kiowa Warrior helicopter. The current Kiowa fleet is "flying well over 100 miles per month on this airframe ... All of our airframes are accumulating hours at four to five times the normal rate."

While commanders are demanding more aviation capabilities, Army aviation receives only 21 percent of the Army equipment budget.

"We need better efficiencies and we must work closer together as a team. We need every dollar to achieve the best value," Thurman said.

The opening session of the aviation association's forum, hosted by association president retired Brig. Gen. Rod Wolfe, began with a flag ceremony presented by the Fort Campbell, Ky., color guard, and with a memorial presentation of three Army aviation icons - Lt. Gen. Jack Mackmull, Lt. Gen. Gus Cianciolo and Col. John Stanko Jr. -- who had passed away during 2010. A touching slide show memorial to Army aviators who were killed in combat in 2010 was set to bagpipes played by Joe Ausfahl of Redstone Arsenal.

The association's Tennessee Valley-Huntsville chapter was named the top senior chapter of 2010. With 2,010 members, it is the largest association chapter and has continued to grow with more than 100 new members each year for the past three years.

The session also included a taped message from Maj. Gen. John Campbell, commander of the International Security Assistance Force, Kandahar (Afghanistan) Regional Command South. The command includes 178 airframes, with 110 of those in the air every day.

"They are flying in the most inhospitable terrain and also the most dangerous," Campbell said. "We've had more than 400 incidents of being fired on (during the past 11 months) and we've had 80 airframes damaged. We've conducted thousands of air assaults, a total of 132 since March. The Apache remains one of the most lethal killers.

"Heroism abounds throughout the aviation brigades ... Aviation is doing a magnificent job here. I see every day how aviators truly make the remarkable look routine. Helicopters and crews are at high demand. We need more Army aviation ... Our aviators are making a significant impact every day."

Campbell showed the audience numerous cards that carry the names and pictures of Soldiers who have died in Afghanistan. He takes the cards from his pocket often to reflect on the nation's and the Army's loss.

"I will never ever forget their great sacrifice ... Our aviators put it on the line every single day here in Afghanistan," he said. "We can never forget the sacrifice of these great Soldiers. Air assault!"

Maj. Gen. Anthony Crutchfield, commanding general of the Army's Aviation Center of Excellence and Fort Rucker, also spoke at the opening session, expressing his dismay and sorrow over the loss of Soldiers in the fight. Mentioning the opening session's memorial of fallen Soldiers, he said he often asks himself "Am I doing everything I can today to make sure there is no slide show next year at Quad A with pictures of those who were killed?"

Toward that end, Crutchfield said he is working to ensure Army aviation is "adaptive enough, resilient enough to face the enemy of the future. What lies beyond the horizon of Iraq and Afghanistan? What about the future security environment? ... The enemy will adapt to us and we must do the same."

Army aviation has been drawn into the fight to handle a multitude of missions. After a decade of combat, Crutchfield said "aviation Soldiers and equipment are tired ...

"But, I'm not worried about today's commitment. We have that. I'm worried about tomorrow's commitment and resiliency ... What are we doing to train, adapt and equip that future force?"

As a combat enabler, Army aviation is in high demand and will not diminish in the future, he said. There are currently six aviation brigades - representing 623 airframes - deployed in Afghanistan (three), Iraq (two) and Korea (one). Fifty percent of aviation missions are in support of special operations.

"That's high demand in a fluid environment. That's why resiliency and adaptability are so important," Crutchfield said.

The challenge for the future is developing leaders and modernizing airframe platforms.

"We've got to continue to build leaders that are adaptive, both tactically and strategically, so they can lead in an unclear, complex, uncertain environment," Crutchfield said.

The two-star general said the need to modernize the fleet is imperative to the future of Army aviation.

"The current fleet, although great aircraft, will someday be obsolete. We have to have a method of looking out into the future to ensure we have aircraft relevant to the fight," he said.

Fiscal year 2025 is the year that Kiowa Warrior is supposed to be phased out of the Army's helicopter fleet. Fiscal year 2035 is the end year for Black Hawks and Chinooks. And fiscal year 2040 will bring an ending to the Apache Longbow program.

"Technology will change. We've got to be resourced to take advantage of technology so that we can be integrators and outcome based," Crutchfield said. "The future vertical lift airframes have to increase range, speed, payload and survivability, and reduce the logistical footprint ... 2035 is the aim point. We're not going to get everything we want. But we have to get everything we need."

If it hadn't been for the visionaries of the 1960s and '70s, Army aviation wouldn't be as strong as it is today, Crutchfield said. His hope is that the visionaries and leaders of

today will leave the legacy of a "healthy aviation branch postured for full spectrum operations in defense of our national interests and our nation."

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Letters to the editor

The long awaited publication, "**U.S. Army Helicopter Names In Vietnam**" has finally arrived. For information or to Order go to www.hellgatepress.com. I'll also be signing books (\$28) at the VHCMA St. Louis reunion June 16-19. Weighs in at 2 pounds, measures 8.5x10, contains 408 pages, and 40 photographs. Enjoy, John Brennan 114th AHC.

See the attached pdf.

From Thomas Neilson

Subject: The Beaver Ballad

Try not to cry boys.

Not what you think---but good.

Check out this video on YouTube: make sure your volume is up.

http://www.youtube.com/watch?v=3w_v0k57KhE&feature=youtube_gdata_player

From Brian Kinderman (Woody Barnes)

Subject: Retiring The Huey

Subject: Retiring The Huey

Larry Castagneto was a member of the 162nd AHC in Vietnam while the unit was stationed in the delta. This is the speech given at Ft Rucker when they retired the last Huey: CW4 Lawrence Castagneto, 17 may 2011 I have met Larry a few times at Ft. Rucker in the last 2-3 years. (Me too, Doc) As of two years ago, he was still on active duty, having served in Iraq and Afghanistan!! Woody Barnes.

As a Vietnam Veteran Army Aviator, I would like to thank everyone for coming to this special occasion, on this to be honest...very sad day, the end of a era. An era that has spanned over 50 years. The retirement of this grand old

lady "OUR MOTHER" ... the Huey.

I would like to thank, MG Crutchfield for allowing me to speak at this event and try to convey in my own inadequate, meager way.. what this aircraft means to me and so many other Vietnam veterans.

First a few facts:

It was 48 yrs ago this month that the first Huey arrived in Vietnam with units that were to become part of the 145th and the 13th Combat Aviation Battalions; both units assigned here at Ft Rucker today. While in Vietnam, the Huey flew approximately 7,457,000 combat assault sorties; 3,952,000 attack or gunship sorties and 3,548,000 cargo supply sorties. That comes to over 15 million sorties flown over the paddies and jungles of Nam, not to include the millions of sorties flown all over the world and other combat zones since thenwhat a amazing journey.... I am honored and humbled to have been a small part of that journey.

To those in the crowd that have had the honor to fly, crew, or ride this magnificent machine in combat, we are the chosen few, the lucky ones . They understand what this aircraft means, and how hard it is for me to describe my feelings about her as a Vietnam combat pilot.... for she is alive... has a life of her own, and has been a life long friend.

How do I break down in a few minutes a 42 year love affair, she is as much a part of me, and to so many others,,,as the blood that flows through our veins. Try to imagine all those touched over the years ...by the shadow of her blades.

Other aircraft can fly overhead and some will look up and some may not; or even recognize what they see but, when a Huey flies over everyone looks up and everyone knows who she is... young or old all over the world she connects with all.

To those that rode her into combat... the sound of those blades causes our heart beat to rise... and breaths to quicken... in anticipation of seeing that beautiful machine fly overhead and the feeling of comfort she brings. No other aircraft in the history of aviation evokes the emotional response the Huey does... combat veteran's or not... she is recognized all around the world by young and old, she is the ICON of the Vietnam war, U.S. Army Aviation, and the U.S. Army. Over 5 decades of service she carried Army Aviation on her back, from bird dogs and piston powered helicopters with a secondary support mission, to the force multiplier combat arm that Army Aviation is today.

Even the young aviators of today, that are mainly Apache pilot's, Blackhawk pilot's, etc., that have had a chance to fly her will tell you there is no greater feeling, honor, or thrill then to be blessed with the opportunity to ride her thru the sky... they may love there Apaches and Blackhawks, but they will say there is no aircraft like flying the Huey " it is special".

There are two kinds of helicopter pilots: those that have flown the Huey and those that wish they could have.

The intense feelings generated for this aircraft are not just from the flight crews but, also from those who rode in back ...into and out of the

"devils caldron". As paraphrased here from "Gods own lunatics", Joe Galloway's tribute to the Huey and her flight crews and other Infantry veterans comments:

Is there anyone here today who does not thrill to the sound of those Huey blades?? That familiar whop-whop-whop is the soundtrack of our war...the lullaby of our younger days it is burned in to our brains and our hearts. To those who spent their time in Nam as a grunt, know that noise was always a great comfort... Even today when I hear it, I stop...catch my breath...and search the sky for a glimpse of the mighty eagle.

To the pilots and crews of that wonderful machine ...we loved you, we loved that machine.

No matter how bad things were...if we called ... you came... down through the hail of green tracers and other visible signs of a real bad day off to a bad start. I can still hear the sound of those blades churning the fiery skyTo us you seemed beyond brave and fearless... Down you would come to us in the middle of battle in those flimsy thin skin -chariots ...into the storm of fire and hell,..

...we feared for you , we were awed by you. We thought of you and that beautiful bird as " God's own lunatics"... and wondered ...who are theses men and this machine and where do they come from Have to be "Gods Angels".

So with that I say to her, that beautiful lady sitting out there, from me and all my lucky brothers, that were given the honor to serve their country, and the privilege of flying this great lady in skies of Vietnam - Thank you for the memories...Thank you for always being there...Thank you for always bringing us home regardless of how beat up and shot up you were..., Thank You!!!!.

You will never be forgotten, we loved you then..... we love you now... and will love you till our last breath ...

And as the sun sets today, if you listen quietly and closely you will hear that faint wop wop wop of our mother speaking to all her children past and present who rode her into history in a blaze of glory ...she will be saying to them: I am here... I will always be here with you.

I am at peace and so should you be ... and so should you be.

[From: Don Smith](#)

Bird Dog For Sale

See attached pdf

[From Sam Givhan](#)



The three of us, former members of 307th "Phantom Battalion" attended the opening of this display on 21 April 2011. Pictured are myself, Sam Givhan 199th RAC; Joe Berry Battalion Staff; and Hank Collins 221st RAC

The diorama depicts a downed Cobra and a Loach hovering above providing protective fire for a rescue attempt.

It depicts aircraft from Troop C, 16th Cavalry (Darkhorse) I talked to one of the pilots that was in the unit and I think understood him to say they worked out of Can Tho and later replaced the 7/1st Black Hawks that were out of Vinh Long.

www.southernmuseumofflight.org/

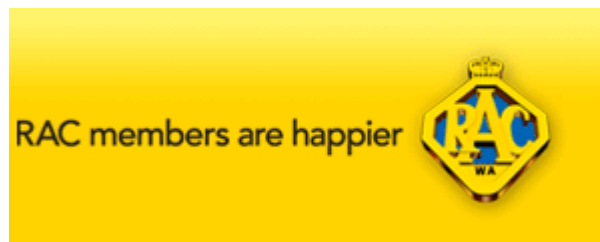
From: Bill Poor



Delta Birddog Reunion 2009 DVDs are available from Bill Poor. These are very well done indeed. Well worth the five bucks for shipping and material.

Contact Bill Poor at wtpoor@comcast.net

MISC.



Other RACs

21st RAC Web Site No Longer Available

73rd RAC see 74th RAC

74th RAC www.aloft74th.org

119th RAC www.219headhunters.com

The Oct 2011 Reunion will be held in BEAUFORT, SOUTH CAROLINA

183rd RAC www.183seahorse.org

184th RAC www.184rac.com

185th RAC www.angelfire.com/tx4/Pteradactyl185/index.html no info
199th RAC www.SwampFox199thRAC.com - San Antonio Oct 2011
203rd RAC no web site
220th RAC www.220raccatkiller.us.com new Home page www.catkillers.org -
2010

Mark your calendars!

You are all invited to the 220th Catkiller Reunion

July 11-15, 2012, Seattle, Washington

Registration information will be available in September, 2011

<http://www.catkillers.org/catcom4-quarter10.htm#reunion2012>

Norm MacPhee, Reunion Committee, catkiller2012@earthlink.net

221st RAC www.221st.org see above 199th

13th CAB Reunion. 2012

Birddog Store – www.druid-consulting.com/bird_dog_store.htm

The Bird Dogs' Tale

by Bobby Jack Woolley (Swamp Fox 26 – editor)

The author has presented the combat service of the Bird Dog aircraft in a comprehensive manner that covers the ten-year period, 1962-1972. The intent is for *The Bird Dogs' Tale* to serve as a record of how O-1's service contributed to the overall combat effort that occurred in Southeast Asia during the Vietnam era.

Research concerning the disposition of each O-1 that served with Army, Air Force and Marine aviation units is presented. Brief histories of each O-1 aviation unit are also included. Of significance, an accounting of each service member who lost his life participating in its combat service is also recorded. The accounting of each aircraft and those who lost their lives to O-1 operations is an important and unusual content of a combat related book. *The Bird Dogs' Tale* is that story.

Distributor

Feeder-Feeder Publications

feeder-feederpubs@comcast.net

(253) 874-3982

24.95 (US)

Order via <http://feeder-feederpubs.com>

from Corky's -

www.cafepress.com/corkysstudio/3000315

Swamp Fox Bar and Grill

PUB GRUB, DINER CHOW STYLE STUFF.



If you learn to cook you get to eat anything you want.

Pecan Pie, no corn syrup

I don't know how people made Pecan Pie before corn syrup. Maybe like this.

Ingredients

- 1 cup light brown sugar
- 1/4 cup white sugar
- 1/2 cup butter
- 2 eggs
- 1 tablespoon all-purpose flour
- 1 tablespoon milk
- 1 teaspoon vanilla extract
- 1 cup chopped pecans

Directions

1. Preheat oven to 350 degrees F (175 degrees C).
2. In a large bowl, beat eggs until foamy, and stir in melted butter. Stir in the brown sugar, white sugar and the flour; mix well. Last add the milk, vanilla and nuts.
3. Pour into an unbaked 9-in pie shell. Bake in preheated oven for 10 minutes at 400 degrees, then reduce temperature to 350 degrees and bake for 30 to 40 minutes, or until done.

From: <http://allrecipes.com/Recipe/Pecan-Pie-V/Detail.aspx>

I have declared war on corn syrup. I believe it is bad for you. This looks right, but I haven't tried it yet.

How about some feedback.

WEB SITE OF INTEREST

EAA calendar

<http://www.eaa.org/events>

<http://www.eaa.org/airventure/> OSHKOSH

IBDA

The IBDA magazine has been discontinued.
The Bark is now in pdf format see attached.



**IBDA Olive Color Hat With Birddog Logo
Adjustable Size**

\$17.95 ea

www.ibdaweb.com/merchandise.htm

Swamp Fox IBDA members

Charley Baker

Woody Barnes

Brian Bowling

Rich Burns

Sam Givhan
Larry French
Curt Herrick
Ray Jennings
Jim McKee
Don Nicholson
Dan Oats
Rick Shoup
Gary Simon

Let me know if you are a member and I will add you to the list.

www.ibdawebsite.com

IBDA has been very supportive of Birddog Unit Reunions and deserves our thanks. We can show it by joining up. It's only a few bucks (\$30). Well worth it

www.ibdawebsite.com/picture_gallery.htm

SWAMP FOX NETWORK

Welcome Home

I was the Cau Lahn sector pilot with 221st RAC from Jan - July 67, and transferred to 199th RAC for remainder of tour July 67- Jan 68.

Doug Bell Swamp Fox 35 djlabel@att.net

**call sign Fox ?? means I don't have your call sign.
Drop me an e-mail and I will fix that.**

**If you have a change of phone number, address or especially e-mail address.
Let me know so we don't lose touch with you,**

Thanks, editor

Site News

Note that the Fox Fax can be viewed in pdf format on the Swamp Fox web site. Adobe reader is required.

http://www.druid-consulting.com/news_letter.htm

Adobe Reader is available as a free down load from Adobe.

<http://get.adobe.com/reader/>

Established June 6, 2002 D-Day!

THE FOX FAX WELCOMES CONTRIBUTIONS FROM THE MEMBERS.

I try to keep it interesting. After going on eight years of the Fox Fax Bird Dog related articles are getting a little skinny.

If you have something to add to the Fox Fax, I need it before the fifth of the month. I try to publish the weekend following the fifth. Sometimes I am even on time.

NOTE: NEW e-mail address below

Editor r.jennings@KTIS.net

O.K., so they both still work r.jennings14@verizon.net

And this one too. SwampFox@Druid-Consulting.com

Cheers Y'all

(EOM)