



# PROPWASH

www.auburnaviationassociation.org

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March 2004

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Auburn Aviation Association, a non profit organization, was established in 1984. It is dedicated to Aviation, Safety, Friendship, Community Involvement and Education.

Meetings are held monthly on the first Wednesday at 7 pm at the Auburn Airport.

Meeting Dates :

Board of Directors March 31st Call Tom Brady for Time and Place

Advisory Committee March 30th 6:30 CAP Complex

Auburn Air Museum March 9th 6:30 CAP Complex CONFIRM WITH Mike Duncan 887-8363

## The Prez Says

### THE PREZ SAYS

\* This time around I would like to cover several area's rather briefly:

\*\*\*The California Pilots Association i.e. CPA – Headquartered in San Carlos is basically at the SQL airport. The founding father and current President is Jay White. Jay among other things is a retired United Air Lines 747 Captain and a practicing attorney. The CPA has one objective, that of preserving airports throughout the entire state of California. Logically the CPA deals with only General Aviation (GA) airports. If you would like to become more conversant with the real world of land developers verses airports, please stop by my hangar and you will find in the bookcase a volume marked CPA. In the current issue there is an article "Hollister considers airport user insurance". Obviously the operative word is "considers". Another article deals with the future of the Nut Tree airport. I will give you a series of facts as written by Austin Wiswell, the current Chief of Aeronautics for the California Department of Transportation. I have had the pleasure of listening to Austin Wiswell speak and I'll tell you this: he is a breath of spring on the subject of airport survival. These are Aviation Facts from the Economic Study by the Calif. Dept. of Aeronautics 2002. Just some highlights:

California is home to: 255 public use airports, 29 commercial use airports, 147 medical heliports and 25 military/NASA airports.

There are: 71,053 active pilots, 8,984 active flight instructors, 42,360 active GA aircraft mechanics, 32,454 active GA aircraft and GA aircraft flew 11% of the US total volume.

Let's talk dollars: Aviation generates \$250,200,000 in annual tax revenue for California, Aviation delivered over \$14.5 billion

in tourist dollars to California in 2001, Nearly half of all domestic tourists visiting California arrive by air.

Want more, come by the hangar and read AAA's copy of the C.P.A. newsletter.

\*\*\*Minimum Operating Standards (MOS). These are the rules the airport and pilots operate under at AUN. The redo of the entire document is now complete as regards the 5AC and The AAA. Board. Your Board voted yes and the members present at the general meeting of 2/04/04 signified an affirmative vote on this revised document. The next step is for the Airport Manager (AAM) to forward it to The City Manager for legal review and ultimate ratification by the City Council. The revised document reduces by about 50% the surplus verbiage contained in the current document. A "Well Done" to all hands involved.

\*\*\*\*\*Common Sense: We have some folks out there that ain't got much of it. . . .

1st senario: a R-22 helio sitting on the active runway for about nine (:09) minutes doing what ever and causing two (2) airplanes to delay their take-off for (:09) nine minutes.,

2<sup>nd</sup> Senario: a R-22 helio in the traffic pattern to rwy 25, doing a long downwind then turning inside of an aircraft onto the final approach course. The aircraft had to take a go-around for safety reasons. Come on folks, we can do better than that!

Fly safe ladies and gents – it's the thing to do.

Tom Brady

## A real Naval Aviatix

There are flying stories and there are flying stories... Here's a letter from a Navy fighter pilot trying to land a crippled F-18 aboard a carrier at night. "FLOWER" (her call sign) is a second-generation Naval Academy grad; her father is a longtime friend, with his own career as a Naval aviator. These are the kids that are out there with the Fleet.

Dear Mom and Dad, I tried to call you last night but the phones weren't up.

Flying twice today, and am SSSSSSsOOOOOOO tired. Only got 4 hours of sleep last night because the whole ship seemed to want to talk, and that took a long time and then adrenaline kept me up for a couple of hours more. Last night when I was coming in for a landing at 1200 feet and 250 knots (gear speed) when I lowered the gear, I felt two VIOLENT jolts, saw two huge flashes in my canopy, and my jet started falling out of the sky. Passed through 890 feet and 130 knots and then lost my HUD (flight instruments) for a second, which seemed like an eternity to me - knew I would have to eject if I didn't get some airspeed and altitude really quick. Thought my gear had blown off, based on the huge thumps just as I had lowered the gear; then thought I had lost both engines (TWO BANGS/flashes of light) but went to full afterburner hoping that one of my engines would give me some juice. The jet stopped descending/decelerating and I got my HUD back after what seemed like an eternity but was probably only a few seconds. I couldn't climb so I raised my gear and got my flaps to half and then the jet started slowly climbing, while yawing REALLY badly. I worked on getting to 5000 feet but knew that I was headed right to where the S-3's (tracker aircraft) hang out overhead

the ship, so I declared an emergency, told Approach that I had just lost my right engine, and I needed them to clear the airspace for me. I wasn't sure if the stall had cleared at first so I went back up with the right throttle and every time I did, got the loud pop/BANG again so I brought it back to idle to try and clear - then got the 'RENG STALL' caution warning and had to shut it down - the engine had gone to crap anyway and just wasn't working for me at all. Once I had some airspeed and altitude, the XO got on the radio with me and worked the problem. It was nice to have him talk me through the rest of the emergency procedures and coordinate with approach to get me vectored back in. They tried to give me a right turn and I remembered

*"O.K. tonight is the night to fly the best approach of your life."*

what Dad told me, and said "Negative, I can't accept any right hand turns tonight - left turns ONLY". In an F-18 you can turn into a bad engine but the jet BARELY stays level in a turn single-engine with that engine at military power, so why try it? Anyway, the engine hadn't frozen up, so we cranked it to get my hydraulics (the gear is actuated with the right engine hyd and so is the refueling probe; usually we would have to emergency-extend but since the engine wasn't frozen we were able to crank it without fuel just to get my hyd back and lower my gear, refuel probe etc.). Brakes are also off the right eng hyd system, so I selected emergency brakes so I wouldn't try and use the normal ones. Then XO said "OK; tonight is the night

to fly the best approach of your life." I was praying as I was doing everything basically from the time it started until the point when I walked off the flight deck. I thought to myself "OK; - let's do what we've practiced SO many times in the sim. DON'T get behind the power curve because one engine can't keep up with it. Wow, I'm glad I took so much extra time to practice this before I left because I know I can do it." Meantime, the XO said, "OK, if you don't get aboard the first time, we're going to have you hit the tanker" I thought "Negative; I'm not hanging out over the water with only one engine ANY longer than I have to, I'm getting aboard safely on THIS pass." I went through the worst-case scenarios in my head: "I lose my other engine, I have to eject. If I can't get gas from the tanker and I get down to 1.8, I'm going to have to go into the barricade." And I just started accepting the fact that these things might happen. I remember grabbing the beads on my SV-2 (what you pull to inflate the survival vest) to make sure I knew where they were. Didn't want to be in the water with full flight gear and not be able to inflate during the one swing that I might get in the chute before hitting the water. I started thinking about "the best pass of my life" that I needed to fly. I wanted to fly a slightly low approach. That way, you're adding power the entire approach, rather than a high pass where you have to be back on the power. Due to spool-up time, you need to be up on the throttle, and not back. And I wanted to fly slightly ahead of on-speed. That way, I still have the attitude to catch a wire but you also have a little pull of the nose to get some altitude if you need it.

A real Naval Aviatix continued

I thought to myself: "OK; I want you to sound really smooth on your 'ball call' - no nerves - make THEM calm down there." I also thought about how the com switch is on my right throttle, so I have to take my hand off my good throttle to talk and wanted to make my call as short as possible. You're supposed to say "307 Hornet ball, 3.5 single engine." I wanted to skip the "single engine" part and get my hand ack to my left throttle but you're supposed to say it, so I did. I've only felt as terrified once before in my life as I did when I lost my engine and didn't know what happened, and that was at Fallon (Nevada), when I had jammed flight controls. I almost want to say that this was more terrifying, because I had a few seconds not knowing what was wrong and the thought that I might die flashed through my mind, because with no engines at that altitude and the amount of drag you have with your gear down, you have such a great rate of descent that you're probably out of the ejection envelope within a few seconds. I'm going to look it up and find out. But that flashed through my mind. I knew I couldn't wait very long to see if I could hold straight and level before giving it a shot and pulling the handle. The funny thing is that now, there I was coming in for a single en-

gine landing at night having just been completely terrified but now completely calm, completely composed, knowing all the circumstances, all the possibilities but feeling calm and ready to bring it aboard. The XO had read me the NATOPS warning that going to afterburner/single-engine on a wave-off with greater-than-onspeed AOA could cause you to go out of control quickly. So I flew my approach slightly fast (meaning less AOA than onspeed) to give myself a little buffer, but I wasn't able to fly slightly low. So I found myself in the middle (directly between my 'ball call' at 3/4 mile and 400 feet), slightly high, and back on the power where I didn't want to be. I was watching for a little ball movement wanting to get back on glideslope early so that I could be up on the power at the ramp when I saw the settle. What would be a little settle with both engines I knew would run me into the ramp or damn close on single engine, so I went full afterburners. Then I heard "add a little power" from Paddles (the LSO): "Uh-OH! I'm already in AB." So I stayed in afterburner and heard "Po-WER!", saw the settle stop then saw the ball coming back up as Paddles called "EASY with it", and BAM! I was into the 2-wire for a good safe pass aboard. I sat there in the wires stunned for a second as Paddles and the air boss came over the radio to say "GOOD JOB FLOWER - REAL GOOD JOB!" But I thanked God for what HE had just done. My hook wouldn't come up, and I had to wait to be towed out of the wires. As they were

towing me, I wanted to laugh and cry at the same time. I knew that how I acted now was how my reputation would be defined, so I got out of the jet, smiled, and said, "This jet is gonna be DOWN!" The deck guys loved it. When I went by Maintenance, I said "thanks for the good LEFT engine, but you can have your lemon back now." When I saw Paddles I said, "Piece of cake," but he knew I was joking. They gave me the 'OK-underline' score (the best pass you can get - reserved only for a really solid landing under really dire circumstances - usually the highest you can get is just an 'OK'). I've been congratulated by everyone from the CAG and DCAG to the Admiral. I can tell you of a zillion things that I should have done better. But the end result was a solid safe landing. I have the tape and will show it to you guys sometime. I'll save the "others" for another time. How can ANYONE not believe in God? They obviously haven't been single-engine in an F/A-18 trying to come home to the ship at night, and lived to sing the praises for having God as their pilot.

I love and miss you guys, I will keep trying to call.

## DEAR ASSOCIATION MEMBERS

My name is Stuart Short and I was one of the recipients of the 2003 flight scholarship. In December, I finished my flight training and after a successful check ride, received my private pilot license. I completed my training in exactly 40 hours and while the scholarship didn't cover all of the expenses, it made a significant impact. Having the world of aviation open to me is a wonderful feeling and a realization of a lifelong dream. I am proud to be part of the group of licensed pilots at Auburn

Airport. In July I will be leaving California to attend the United States Coast Guard Academy where I hope to someday find a career in aviation. I have much more work to do in this pursuit but I will never forget the generosity that the members of the association have shown. Being awarded this scholarship and earning my license was surely an instrumental factor in my appointment to the academy. Thank you again!

Stuart Short

## Auburn Aviation Association 20th Anniversary

In 1984 when twenty or thirty of us met in Duncan's hangar for our first meeting, little did we ever think we would grow to 200 memberships. Out of that first group of charter members we have 13 still with us.

Mike Duncan

Peggy Dwelle

Bettie Hargan

Dick Kiger

John Knierim

John Pelzl

George Roberston

Joe Sisneros

Bill Vaughn

Sumner Whitten

Tony Wright

Bunny Crites

### IN MEMORY OF:

The following are gone but not forgotten.

MICK RICHARDSON	A born leader, Marine fighter pilot, Vietnam vet, retired US Navy commander, Reno Air Race Pilot, AAA past president, AAA news letter editor, you name it, he did it all.
BILL HARGAN	He was a key player in organizing AAA and past vice-president
BURT LUND	Past treasurer, with a son Bob, formed a father-son team, taking part in all important positions-Bob was our 1st Airport Committee Liaison
HOWARD ANDERSON	Key player in AAA, past president, Airport Committee member
GENE COPPOCK	"Mr Aviation" retired United Airline Captain, aircraft builder, A&P, life long involvement in aviation
CALVIN SIPPOLA	Adventurous type involved in many aspects of aviation.
JARED MACKEN ROTH	"Mr Bib Overalls" retired Frontier Airline pilot.
HELEN REICH	DC-3 Airline stewardess and our best membership recruiter.
BARBARA WALKENHORST	Past Secretary, Airport Committee member, office manager, Sunshine Flyers
DON BICKFORD	Air Force pilot, retired American Airline Captain, father of Shawn Bickford.

They were all leaders, Their Contributions and impact will always be remembered, and their friendship never to be forgotten.

Stick with us. This will be our best year.

Dick Kiger

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# SURVIVAL USES FOR AIRCRAFT PARTS

AILERONS: SHELTER BRACES, SNOW CUTTING TOOLS, SPLINTS

AIR FILTERS: FIRE STARTER, WATER FILTER

BATTERY: FIRE STARTING, SIGNALING WITH LIGHTS

BATTERY BOX: STOVE OR COOKING CONTAINER

BRAKE FLUID AND LIQUID FROM TURN AND BANK INDICATOR: FIRE STARTER

CHARTS: STUFF INSIDE CLOTHING FOR INSULATION

COMPASS: ESTABLISHING DIRECTION

CONTROL CABLES: ROPE, SNARE WIRE, BINDING FOR SHELTER

DISC BRAKE PADS: SIGNAL MIRRORS

DOORS: SHELTER, WINDBREAKS

ENGINE COWL: SHELTER, WINDBREAK, WATER COLLECTOR, FIRE PLATFORM

MAGS: SPARK FOR STARTING FIRES

OIL AND GAS: FIRE STARTER, FUEL FOR STOVE, AND BLACK SMOKE FOR SIGNALING.

FUEL CELLS: MELT SNOW ON BLACK SURFACE, BLACK SMOKE, LAY OUT ON SNOW FOR SIGNALING

FUSELAGE: SHELTER

HOSES: SIPHON, BURN FOR BLACK SMOKE

INNER TUBES: CANTEEN, BINDING MATERIAL WITH CUT INTO STRIPS, BLACK SMOKE WHEN BURNED.

INSIDE FABRIC: WATER STRAINER OR FILTER, CLOTHING OR ADDED PROTECTION.

LANDING LIGHT LENS: FIRE STARTING

LANDING LIGHTS, STROBES, ETC: WHEN USED WITH BATTERY, NIGHT SIGNALLING DEVICES

LIGHT COVERS: UTENSILS AND SMALL TOOLS

MAGNESIUM WHEELS: SIGNALLING

PROP SPINNER CONES: BUCKET, STOVE WITH SAND, OIL & FUEL, FUNNEL, SCOOPING TOOL, AND POT FOR COOKING.

OIL FILTER: BURN FOR BLACK SMOKE

PROPELLER: SHOVEL, SNOW CUTTING TOOL, BRACING FOR SHELTER

ROTATING BEACON LENS: DRINKING CUP

RUGS: GROUND PAD, INSULATION CLOTHING

SEATS: SLEEPING CUSHIONS, BACK BRACE FOR SPINAL INJURY, FIRE STARTER & SIGNAL MATERIAL, INSULATION, GROUND PAD, SPONGE RUBBER FOR NECK SUPPORT.

SEAT BELTS: SLINGS, BINDING MATERIAL, BANDAGES

TIRES: FIRE STARTER & FUEL, BLACK SMOKE

VERTICAL STABILIZER: SHELTER SUPPORT, PLATFORM

WHEEL FARING: WATER STORAGE OR COLLECTION

WINDOWS: BREAK UP FOR SNOW CUTTING

WINGS: WINDBREAKS, SHELTER SUPPORTS, OVERHEAD SHADE, PLATFORM FOR FIRE, WATER COLLECTOR, SIGNALLING DEVICE.

WING STRUTS: PRY BAR, SPLINT, SHELTER BRACE, POLE FOR SIGNALLING CRUTCH.

WING TIPS: WATER COLLECTION AND WATER CARRIERS

WIRING: BINDING AND ROPE

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**PERSONAL SURVIVAL KIT GUIDELINES***To be continued next month Editor**It isn't the smart or strong individual that survives, it's the one who prepares.***General Guidelines**

1. Build your own kit
2. Know the items and their uses
3. Build in environmental diversity
4. Layer for emergency access
5. Make the size realistic
6. Select multi-purpose items
7. Waterproof
8. Easy to carry and attach to you
9. Durable
10. Difficult to pilfer

**Psychological**

- Base on personal strengths and weaknesses
- Survival literature
- Religious materials
- Deck of cards

**Medical**

- Personal medicines
- Anti-diarrhea tablets
- Butterfly sutures
- Super glue
- Tourniquet
- Surgical soap\
- Bandage/dressing combinations
- Splinting material
- Antibiotic ointment
- Aspirin
- Sun block
- Triangular bandages
- Gauze pads'
- Medical tapr
- Towlettes
- Tweezers
- Razor blades/scalpel
- Rollerbandages

## FOURTY HOUR CHECK

Reprinted from "The Hanger"

Moffett Field Army Air Corp

Class of 42 G Class Book

"What's your name, mister? Okay, you're next. Grab your chute and let's get going.

"Watcha waiting for, a streetcar? Get that engine running. Take me up to 3000 and do some chandelles and lazy eights.

"Do you always take off in high pitch? That'll cost you three stars!

"Don't get the tail too high! You wanta set us on our nose. Watch that air-speed! We climb at 90 around here and these things stall you know. What's wrong with your neck? Get your head out and look around!

"Can't you see that plane? Act like it then. Don't just sit there. I'm a married man!

Okay, okay, level off

"Do you call that a chandelle? Here lemme show you one! See, you kick on a little right rudder at this point, All right you have it.

"Take me up to 7000 and do me a spin to the right. What about clearing yourself first. That'll cost another star. All right recover. Bring it out! Rudder! Rudder! Look, mister, you have to kick that opposite rudder hard, do you hear? Without me they wouldn't have to bury you. You'd be six feet under lookin' at the roots of next years grass."

"Let's go home.

"Forced Landing Yeah I said 'Forced landing' What's the matter with rolling down some flaps? Oh you were getting ready to. Of course, this plane will just stay up here until your ready. Get on the ball, mister.

"Which field you using? What? This is an airplane, not a gnat. What's the matter with the one right under us. Look at that airspeed! That's the way we make angels in this business. What're you trying to do, become a Japanese ace?"

"Take me home. Watch that plane to your left. Remember, we're not the only airplane that has a right to the pattern.

"You wanta land in the bay? Well cut the gun then. Bank it up, bank it up. All right, some flaps. Take it easy. If I ever get out of this—

"Hold it off, hold it off. Stick back—back. Not bad, one approach—four landings.

"Make that thirty minutes. Watcha doin' writin' a book? Come on out here, I wanta talk to you. Not let's see—I don't know where to begin. Your chandelles, your lazy eights — that forced landing — by the way, got a match? I can't remember to get the damn things. Thanks. Well guess that's all I have to say. You're dismissed. Oh yes that was a fair ride mister. Practice a few of those things solo and you'll be O.K.

"What's your name, mister? Well your next. Grab your chute and let's get going.....

*"All right recover.*

*Bring it out!*

*Rudder! Rudder! "*

**Attention:**

Antique Aircraft Owners

(This refers to the Aircraft's Age, not the owner)

For criteria and information to take advantage of tax laws call

Walt Pease @ 530 823 0182

Our aircraft display dates are as follows,

April 3,4,5

April 24, 25 & 26

The hours are 10 am to 2 pm.

In open hangers or tie down spaces.

Walt Pease

Placer Gold 99's

**Flying Companion Seminar**

March 27th

9:00 am—4:00 pm

Auburn Airport

Call Betty @

530 268-1711

**Auburn Aviation Association****Officers 2004**

President	Tom Brady	888-0769	barflydr@mindspring.com
Vice President	Tom Palmer	885-6635	raven40@infostations.com
Treasurer	Milt Ciarlariello	268-6636	ateam@internet49.com
Secretary	Carryn Perry	878-6730	bcperry@earthlink.net

**Board Members**

Membership	Susan Wozniak	886-8343	susanflies@aol.com
Newsletter	Daniel Wojdac	823-0382	danielw@cwo.com
5AC	Gerry Brentnall	916 652-4342	gbrent@garlic.com
5AC Liaison	Floyd Sanderson	477-9166	sanderson@gv.net
Past President	Frank Perey	885-0242	plane@telis.org
Emeritus	Dick Kiger	885-4364	dolores1@jps.net
At Large	Tony Wright	878-0219	stinson2@juno.com

**ALL MEMBERS**

Please fill out a new Membership form. Even if you have one on file. We are updating all members information.

**We also need your email address so we can inform you of any last minute special event.**

Mail forms and Checks to

Susan Wozniak c/o  
AAA 9630 Miracle  
Drive Auburn, CA  
95602

Email forms to

susanflies@aol.com

**AUBURN AVIATION ASSOCIATION      MEMBERSHIP FORM**

Please provide the following information:

Member Name \_\_\_\_\_

Spouse Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Business \_\_\_\_\_

Mobile phone \_\_\_\_\_ Fax number \_\_\_\_\_

Email address \_\_\_\_\_

Type of License:    Student Pilot    Private    ATP    Glider    Other \_\_\_\_\_

Ratings:    Instrument    Rotorcraft    CFI    CFII    Multi    Other: \_\_\_\_\_

Aircraft Type \_\_\_\_\_ N# \_\_\_\_\_, Tiedown/Hangar# \_\_\_\_\_

Aircraft #2 Type \_\_\_\_\_ N# \_\_\_\_\_, Tiedown/Hangar# \_\_\_\_\_

Mail form plus a check for **\$12** made out to:

Auburn Aviation Association

Or email UPDATED information to: [susanflies@aol.com](mailto:susanflies@aol.com)

Auburn, CA 95602

9630 Miracle Drive

For questions call Susan Wozniak, 530-863-3497

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## Mail Call:

Looking for penpals for troops in Iraq

Last week, there was an article in the News-Press about US military personnel in Iraq needing pen pals. I emailed the Cape Coral Jaycees who are organizing it and received this very long list! If you or your class would like to pick a person to write, please let me know and I'll try to get as many people on this list covered.

Thanks!

A list of names will be available at the next meeting or download them from the webpage newsletter from [auburnaviationassociation.org](http://auburnaviationassociation.org) (PAGES 9 THROUGH 14!) or as a last resort contact the Propwash Editor.



**2399 Rickenbacker Way**

Nonprofit Org.  
US Postage Paid  
Auburn, CA 95603  
Permit No. 110

**All Members !!!!!**

**Dues are Now Payable**

**If you haven't paid please do so. Bylaws  
only permit a 3 months grace period**

**Please update all of your membership  
information with a new form.**

**Include your email address to save us  
postage.**

**MARCH 3RD 2004 MEETING**

**18:00 BRADY HANGAR #116**

**The Guest Speaker is  
Richard Perle**

**Topic: "Silent Flight".**

May also have WWII Glider pilots

As guest speakers

Pot Luck: Members to bring

A - C = salad / sidedish

D - H = desert

I - Z = main dish

Guests are welcome to our pot luck

If you bring some guests bring a bigger pot

(with more food) for good luck

## IRAQ PEN PALS

Looking for penpals for troops in Iraq

Last week, there was an article in the News-Press about US military personnel in Iraq needing pen pals. I emailed the Cape Coral Jaycees who are organizing it and received this very long list! If you or your class would like to pick a person to write, please let me know and I'll try to get as many people on this list covered. Thanks!

LCpl Brad Seegert (WIA Iraq)  
 C 1st Bn, 2nd Marines  
 2d MarDiv FMF  
 Camp Lejeune, NC 28542

Cpl. Zak Klingberg  
 Fox 2/5, WPNX Plt.  
 Camp Pendleton, CA 92055

LCPL Vincent Schuld  
 CSSG-3HQ CO S6  
 Kaneohe Bay, HI 96863

LCPL Jason Leber  
 157-A Lakewood Dr.  
 Jacksonville, NC 28546

AMN Nicole Leber - sister of above in Air Force  
 PSC 54 Box 95  
 APO AE 09601

LCPL Jonathan Ake  
 3/8 Weapons Company  
 81's Plt.  
 Camp LeJeune, NC 28542

LCPL N. L. Whittington  
 3/4 Kilo, Wpns Plt.  
 PO Box 788265  
 29 Palms, CA 92278-8265

LCPL Matthew M. McDonough  
 HQ CO 2nd Regt. MT  
 PSC Box 20093  
 Camp LeJeune, NC 28542

PFC M.E. Ludington - female  
 Loc. #314  
 MCCES MCAGGCC  
 Box 788253  
 29 Palms, CA 92278-8253

Sgt. Jeremy Sullivan  
 MWCS-18  
 Unit 37181  
 FPO AP 96603-7181

PFC Cancel, Jose  
 4th Plt Killer Troop 3/2 ACR  
 Unit 92384  
 APO AE  
 09322-2384

NOTE: he has no one but his family writing to him  
 \*\*\*\*\*

PVT Guskov, Yuriy  
 CCO 3/327 INF REG,  
 Unit # 96030  
 APO AE  
 09325-6030

NOTE: this young man has no one but his girlfriend writing to him  
 \*\*\*\*\*

SGT Romanishan, John  
 (Medic) Eagle Troop,  
 2/3 ACR Unit # 91464  
 APO AE  
 09320-1464

NOTE: John is a medic...was unable to save his fellow soldier and has been really down about it  
 \*\*\*\*\*

SGT Steve Asche  
 604 E Clark Apt 2  
 Champaign, IL  
 61820

NOTE: this soldier was sent home with 2nd degree burns on his hands...wants nothing more than to return to his brothers...is receiving > physical therapy now  
 \*\*\*\*\*

SPC Wenzel, Timothy  
 333rd MP CO  
 APO, AE  
 09335  
 NOTE: Timothy is a medic...was feeling exhausted and buddy told him to stay at base and buddy would go on call...buddy was in ambulance that was ambushed and driver was killed..Timothy feels guilty and says "it should have been me"

\*\*\*\*\*

SPC Buckingham, Karl  
 413th QM BN/1011th QM Co.  
 7th CSG Unit 91700  
 APO AE  
 09372  
 NOTE: soldier is receiving NO mail and NO packages

\*\*\*\*\*

SPC Burnworth, Jason A  
 Task Force Associator Team  
 Cougar Camp Monteith,  
 Kosovo  
 APO, AE  
 09340  
 NOTE: receiving mail only from his mother

\*\*\*\*\*

SPC Connely, Justin  
 82 ROC/LSA ANACONDA,  
 IRAQ/  
 APO AE  
 09372-1846

NOTE: soldier is receiving NO mail No packages

\*\*\*\*\*

SPC DiIoli, Denise M.  
 E/704th DSB 92662  
 APO AE  
 09323-2662  
 NOTE: soldier is really down... just found out that they won't be home till  
 next April or May, been there since Feb. last name is spelled cap D i, cap i, oli.

\*\*\*\*\*

SPC Houk, Aaron  
 413th QM BN/1011th QM CO.  
 7th CSG Unit #91700  
 APO, AE  
 09372  
 NOTE: mother disabled, father deceased, receiving NO mail

\*\*\*\*\*

SPC Kyle Smith  
 HSC 244th EN BN,  
 555 ENG GRP,  
 APO AE  
 09323  
 NOTE: receiving NO mail

\*\*\*\*\*

SPC McBean, Kenneth H. II  
 B-1-187 IN / Unit # 96073 /  
 APO, AE  
 09325-6073

NOTE: friends and family have stopped writing to him

\*\*\*\*\*

SPC ORTEGA, ANNABEL  
 82 ROC/LSA ANACONDA,  
 IRAQ/  
 APO AE  
 09391-1846

NOTE: having a very difficult time..only one of three females in unit...they are not being treated very well by the males, especially the officers

\*\*\*\*\*

SPC Zunich, Michael  
 HHB 1-17FA Unit # 92627  
 APO AE  
 09323-2627

NOTE: survived a bomb attack on convoy...very depressed

\*\*\*\*\*

Smith, Meredith  
 2761 West Ivory Way Taylorsville, UT  
 84084  
 NOTE: this is a widow...her husband was killed in Afghanistan in Feb..she and 8 year old daughter are having a very rough time (not sure if you wanted her name, if not, just delete)

\*\*\*\*\*

Sgt. Pierce, Bill  
 4th Platoon ADA  
 Unit #92374

APO AE

09322-2374

NOTE: going through a divorce and has small children...doesn't receive any mail

\*\*\*\*\*

SPC Broyles Randall ACO 1st BN atk  
82nd avn regt  
82nd airborne division  
APO AE 09 384

PFC Brown, Kathy  
HQ/A 562FSB Unit #96064  
APO AE  
09325-6064

PFC White, Shakim  
HHC 2-37 HHC PLT TF 2-37  
IBDE 1AD Unit 93034  
APO AE

\*\*\*\*\*  
ADDED 11/18/03

\*\*\*\*\*  
PFC Evans, Karl D  
C Company lâEUR(tm) AVN REGT  
Fort Eustis, VA  
23604

\*\*\*\*\*  
09324-3034  
receiving no packages/mail

Captain Christopher A. Jackson  
RS4, RHHT, 2ACR, Unit 92401,  
APO AE  
09322-2401

likes twizzlers, beef jerky,  
pringles, gatorade, vanilla  
pudding - cannot have anything  
chocolate

\*\*\*\*\*  
PV2 Towe, Korey  
1st Platoon, 101st Abn AASLT  
Unit # 96080  
APO AE  
09325-6080

PFC Martinez Taryn  
Alpha Co. 527th MI BN  
APO, AP  
96271

\*\*\*\*\*  
PFC Kelly, Patrick  
3D COSCOM / 11th TRANS  
APO, AE  
09323

\*\*\*\*\*  
PVT Harvey, Brian  
C Co 447th BN 15th Signal  
Brigade,  
Fort Gordon, GA  
30905

She is very home sick with the  
holidays coming up, feels alone,  
ask for junk food and shampoo and  
conditioner

\*\*\*\*\*  
PFC ALVARADO, LAUREN

\*\*\*\*\*  
PFC Munn, Don  
173 AB-BDE 554 MP CO  
APO, AE  
09347

\*\*\*\*\*  
PVT. Miller, James Adam  
B FSC/1-67 AR Unit #92607  
APO AE  
09323-2607

Commo Plt, HHC 1/32 /  
Inf 10th Mountain Division FOB  
Chosin  
APO AE  
09384

was suppose to be home for  
thanksgiving, told he had to  
stay in iraq until end of april  
2004

needs encouragement and  
prayer!  
\*\*\*\*\*

Encouragement, snacks, gum, fun  
stuff  
\*\*\*\*\*

\*\*\*\*\*  
PFC Romig, Sarah  
HHB 1-4 ADA Unit 93020

Pfc. Hood, Tyler C.  
C co. 1-22 INF BN  
Unit 92597  
APO AE  
09323/2597

PFC Binder, Jared M  
3-BCT/C, Battery 3/4 ADAR,  
APO-AE  
09368

APO AE  
09324-3020  
\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

SGT Howell, Joseph  
 413th QM BN/1011th QM Co. 7th CSG  
 Unit 91700  
 APO AE  
 09372  
 soldier is receiving NO MAIL and  
 NO PACKAGES

\*\*\*\*\*  
 SGT Powell, Christopher L  
 2nd Platoon, Ghost Troop 2/2 ACR  
 Unit #92378  
 APO-AE  
 09322-2378

\*\*\*\*\*  
 SGT Stevens, Jared Scott  
 TF 1/63 AR Mtr,  
 C/O 173rd Airborne Bde  
 APO AE  
 09347

\*\*\*\*\*  
 SPC BROCKSMITH, KIRA  
 LSA ADDER 377 / 171 ASG /  
 1057th TC/ HQ PLT APO AE  
 09331 - TALLIL

\*\*\*\*\*  
 SPC Calaunan, Leonardo  
 B Co 2-8 INF 4ID  
 Unit # 92607  
 APO AE  
 09323-2607  
 needs encouragement

\*\*\*\*\*

SPC Cater, Neil  
 C Co. 1-37 AR, HQ PLT  
 Unit 93037  
 APO AE  
 09324-3037

\*\*\*\*\*  
 SPC Connely, Justin  
 82 ROC/LSA ANACONDA, IRAQ/  
 APO AE  
 09372-1846  
 requested by Annabel from same  
 unit; soldier not receiving  
 mail or packages;

\*\*\*\*\*  
 SPC Davis, Shawn  
 40th Sig. Bn  
 Maritime prepositioning Force  
 CMPF Staff  
 FPO-AP  
 96601-6020

\*\*\*\*\*  
 SPC Fletcher, Gabriel  
 1st Platoon, 101st Abn AASLT  
 Unit # 96080  
 APO AE  
 09325-6080

\*\*\*\*\*  
 SPC Ford, Harmon  
 584 MC  
 APO AE  
 09325

asked for cereal - especially  
 honey bunches of oats

SPC Herring, Aaron  
 194th MP Co/716 MP BN  
 APO, AE  
 09357  
 had heat exhaustion, dysen-  
 tery, and Norfolk virus..

\*\*\*\*\*  
 SPC Hoche Stephan  
 HHC 3/325 AIR  
 82nd ABN DIV  
 Unit # 96931

APO AE  
 09368-6931  
 cards or notes

\*\*\*\*\*  
 SPC Karlecke, Helen  
 800 MP BDE/822 MP Co  
 APO AE  
 09375

expected to be home for the  
 holidays, now will be re-  
 maining in Iraq til Feb

\*\*\*\*\*  
 SPC Kunz, Jeffery  
 HHC 326 EN 96186  
 APO AE  
 09325-6186

whole unit is depressed...  
 needs FUN things like board  
 games, FUNNY DVDs or VHS  
 tapes

\*\*\*\*\*

SPC Lasseigne, Wendy  
 HQ/A 562FSB  
 Unit #96064  
 APO AE  
 09325-6064

needs encouragement

\*\*\*\*\*  
 SPC Leon, Joseph  
 1st Platoon, Bravo Co., 2-187  
 INF,  
 101st Abn. AASLT,  
 Unit # 96080,  
 APO AE  
 09325-6080

not receiving mail from home

\*\*\*\*\*  
 SPC Likes, Mathew R.  
 C Co. 389th EN BN CBT (H),  
 130 Engineer Brigade,  
 APO AE  
 09302

He is emotionally spent...only gets mail from mom and dad...

\*\*\*\*\*  
 SPC Marken, Nicholas A.  
 2485 S. 7th Street  
 Lebanon, OR  
 97355-1125

was wounded in recent attack, received shrapnel in his arm and has nerve damage - coming home!!

SPC Moore, Peete  
 HHC 2-37 HHC PLT TF 2-37  
 IBDE 1AD Unit 93034  
 APO AE  
 09324-3034

receiving no packages/mail

\*\*\*\*\*  
 SPC Pearce, Jason  
 HSC 244th EN BN,  
 555 ENG GRP,  
 APO AE  
 09323  
 collecting items for kids -  
 crayons, toys, clothes, paper,  
 pencils, shoes, etc.

\*\*\*\*\*  
 SPC Pruett, Michael  
 B Co 2-8 INF 4ID  
 Unit #92607  
 APO AE  
 09323-2607

needs encouragement

\*\*\*\*\*  
 SPC Robison, Eric  
 88th MP CO (2nd Plt)  
 Camp Wolf  
 APO AE  
 09336

\*\*\*\*\*  
 SPC Snyder, Brian  
 A Co 51st Sig BN  
 22nd Sig BDE Unit 91301  
 APO, AE  
 09335-1301

SPC Taybron, Bradley  
 HHC 2-37 HHC PLT TF 2-37  
 IBDE 1AD Unit 93034  
 APO AE  
 09324-3034

receiving no packages/mail

\*\*\*\*\*  
 SPC Yates, Trevor V  
 Headquarters,  
 Fox Troop 2/2 ACR  
 Unit # 92377  
 APO-AE  
 09322-2377

Asking for school supplies

\*\*\*\*\*  
 SSG Grace, James  
 400th MP BN  
 APO AE  
 09302-1322

SSG Hernandez, Rodulfo

\*\*\*\*\*  
 HHC 2-37 HHC PLT TF 2-37  
 IBDE 1AD Unit 93034  
 APO AE  
 09324-3034

receiving no packages/mail

\*\*\*\*\*  
 Spc Fletcher, Gabriel  
 1st Plt, B co. 2-187INF,  
 101st Abn AASLT, Unit  
 #96080,  
 APO AE  
 09325-6080

Major Richard A. Miller

HHT SPT SQDN 3rd ACR

Unit # 91483

APO AE

09320-1483

asking for books, mags, and treats for soldiers  
NOTE: this major has over 9000 in his regiment...if  
you mail to him asking him to pass out to the sol-  
diers, they WILL write back...they are desperate for  
mail....this unit is the one that lost SIXTEEN sol-  
diers in the Chinook helicopter...every one of the  
soldiers had a service in Iraq and it was quite  
devasating for his soldiers

\*\*\*\*\*

Mike Ruffner

GySgt USMC Retired

Preferred Packaging

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