



**WINTER 2013
Vol. 4 # 1**

The Riverine Reporter **Sea Tigers Association**

A publication of the US Army 458th Trans. Co (PBR)

NEWSLETTER



**Editors: Don Cook
& Mike Hebert**

Greetings to all former 458th members (DUKW's, LARC's, BARC's, PBR's, Whalers, and associated Military Police). This is the January 2013 issue of the newsletter. Subsequent issues published quarterly.

FROM THE PRESIDENT:

I'm pleased to invite each one of you and your family members to enjoy the camaraderie of the 458th SeaTigers this coming June in beautiful Portland, OR. Our reunion hosts, Bob & Diane Brower and Bill & Jennifer Ringlbauer have put together a wonderful itinerary that is sure to put a smile on your face and add special memories to your 458th Sea Tigers log book. June is a particularly beautiful time of year in Portland and you are not going to want to miss it, so please make it a point to respond to the reunion Call in order for Bill and Bob to finalize the details that will ensure your enjoyment. See you in Portland!

Jim Anderberg, President

SECRETARY'S RAMBLINGS:

Greetings once again to all former members of the 458th. It's that time of year again to announce that plans are coming together and being finalized for the reunion to be held during the annual Rose Festival in Portland, Oregon. We had a very good turnout and a great time in the Black Hills in 2011.

Final agenda and prices will be coming later, (Jan or Feb) when I send out the registration forms. I would ask that you all please return your Reunion Call postcards before January 15th. This is VERY IMPORTANT as it is with these numbers that we can set the final agenda and prices.

I will be sending registration forms ONLY to those who indicate they may want to attend. This will save me a lot of time and postage expense for the Association. You do not have to be a member of the Association to attend the reunion, however, to be a part of the annual business meeting and to have a say about the direction of the Association, you must be a member in good standing (dues current)

We will be staying at **The Portlander Inn** 10350 N. Vancouver Way, Portland, OR 97217 You can make reservations by calling them at (800) 523-1193 or (503) 345-0300. Make sure to tell them you are with the 458th Sea Tigers Reunion Group. Rates are \$73.06 tax included per night, double occupancy. Upgrades add \$10.00 (if available). Reservation cut-off date is May 17, 2013.

Bob Brower and Jennifer Ringlbauer have worked hard to provide both historic and scenic attractions to the area. The Columbia River Gorge and Pacific Coast should offer something of interest to all who attend. We will have busses chartered for transportation on the 6th -7th -8th. Also, Bob will have PBR J-7844 on display and is working with the Gamewardens group to have their operational PBR there also. I think he also mentioned that there may be a PT boat there.

If you have questions call me at (605) 339-3381 or Bob Brower (253) 670-1657.

Looking forward to seeing you in Portland!

I Hope you all had a very Merry Christmas and wishing you a joyous and prosperous New Year. Regards,

Bill Northrop, Secretary

RESTORATION OF A VISION

by Bob Brower – 458th Historian

Six years ago I purchased, along with a few partners, PBR-J7844, the last Army PBR. When I first saw her, I felt compelled to rescue the boat from what appeared to be ruin. She was sitting on a makeshift trailer in a driveway surrounded by snow, uncovered, with an unloved sadness about her. After careful study I concluded that she could be brought back to life, given the efforts I placed with others into the Bellingham Museum project. Bellingham was where all the PBR's were built.

Immediately after her arrival at Bellingham, Washington from Houlton, Wisconsin problems reared their heads and consumed the good will that had begun my dream of an Army PBR once again dancing upon the water. It took 3 years to dig out from those problems, emotionally draining as well. That affair created in me doubt about my vision for the 44 Boat being restored once again to an operational status.

My relationship with Gamewardens of Vietnam was encouraging. Eventually I and the boat found a new home with our Navy cousins. Although I really did not expect the quality of our relationship to mature as it did, however, President Heinz Hicketier and the leadership welcomed me aboard and the 44 Boat into their fold. When we were not working the operations PBR, many worked on the 44 Boat, sometimes affectionately called the "Cover Boat," as we have used it as back-up to the opp. Boat when needing to be at two events simultaneously.

This past Veteran's Day, Bill & Jennifer Ringlbauer, myself, and other Navy PBR sailors rode together on the Gamewarden's opp. MkII PBR in the Albany, Oregon parade. Aboard, we met Al "Guns" Johnson and his bride Yvonne from Idaho and that evening we dined out as a group. Leaving our evening's food and drinks, we shook hands and made plans to see each other again. The next week, I was surprised to receive a call from Al about some 14JY pumps he had discovered not too far from where he lived in Hell's Canyon, Idaho.

It seems that the community is pretty small and Al went to visit a man who had devoted a great part of his life to building jet boats upon the roughest river west of the Mississippi. When Bruce Oates heard about the project, he jumped in with both feet, offering me better pumps and spare parts. It was a real gift, although they were not free. The generosity and efforts of both Al and Bruce has once again given me the vision of a restored operational Army PBR dancing on the water with Brown Water Sailors aboard her decks. Her lovely lines look better today because of these men. Bravo Zulu.

The 44 Boat will be on display at the Rose Festival this June during our Reunion in Portland. I hope to see you there, to come aboard and enjoy her good company.

BB Seven One – Out

MEMBER NEWS:

- The following members have renewed their memberships with the 458th Sea Tigers;

**Dave Jordan • Leslie Russell • Cecil Sweatt
Michael Goins • Robert Anderson
Rich Starks • Jeff Strand**

Richard Leibel sent a very nice Christmas card to the Association and enclosed a \$60 donation! Thanks, guys! Your continued support is greatly appreciated.

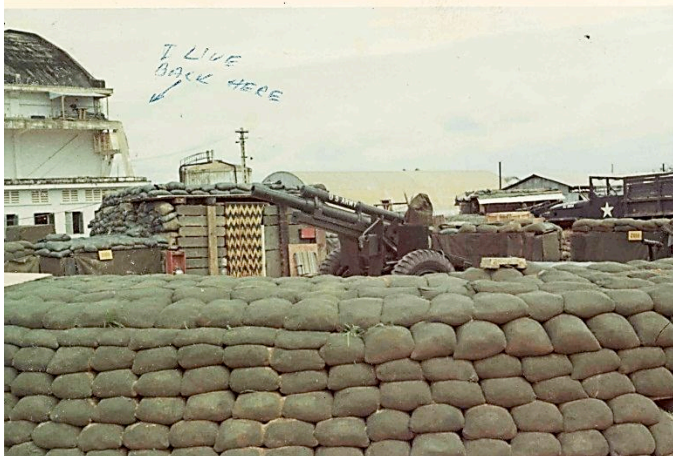
- We are very saddened to report the passing of two of our members: Member #68, **James Jones** passed away on Dec. 22nd. Member #154, **Sam Horner**, a DUKW crewman, passed away Nov. 12th. We wish to express our deepest condolences to both families.

- **Lou Baumann** is recuperating from knee surgery that was performed in mid-November. All of us wish you a speedy recovery, Lou!

- Don't forget to return your Reunion Call postcards **no later than** January 15th! We'd like to have a really big turnout in Portland. A 2013 Reunion Update will be featured in the Spring 2013 newsletter.

REFLECTIONS by Tom Wonsiewicz

... Continued from Fall 2012 issue



105 mm Howitzer Battery

I can still hear the sound of artillery cracking its way through the night air and impacting with a “crump”. I pictured our neighbors back at the artillery battery interpreting the squiggles on their radar screen and bringing in the rounds. Later, the barrage became more visible as a cobra and “Puff the Magic Dragon” gunship came into play. The fire streaked from the Gatling guns like a tongue of devastation. The sound was otherworldly; the impact a muted roar. I wondered how anyone could survive such an awesome force, or if they did, whether it changed their will to fight another day. With the new day came a new tide. We were anxious to leave and didn’t mind going overboard to speed the process of re-floating the boat.

Next Time, Shoot Back

The VN police assigned to our unit had bunk space in our barracks but pretty much came and went as they pleased. One, an outgoing skinny guy, was the man in charge. He wore a large, gaudy wrist watch that was way too big for his slender wrist. One day gun shots rang out. Their origin seemed to be at the gate manned by the VN Navy troops. The commotion dissipated but I was later called to the post commander’s office. The report he received said the shots had been fired by a VN Navy guard at one of the VN Police attached to our unit. I checked it out – no one knew (or admitted) anything. We all noticed that the

skinny guy was not to be found for the next couple of weeks.



Two LT’s, One local...One not
(TJ Wonsiewicz on left)

When he returned, his head had been shaved – a sign of public humiliation. He explained that there had always been some tension between the VN Police and Navy troops. The Navy envied the “privileges” that came from the close link to our operations (food, gear, easier duty, etc.) The day in question, the policeman was coming to work on his motorbike as he had a hundred times before. This time, the Navy guard motioned for him to stop and show his ID – a high insult. The request was ignored. After passing the checkpoint, the Navy guy locked and loaded his M-16 and let her rip – hitting nothing.

When the cop got free of the scene, he reported the incident to his superiors. They reprimanded him for not carrying his weapon with him and shooting the Navy guard on the spot. The shaved head and two weeks in the can were his punishment for losing face.

... continued in Spring 2013 issue

REVIVING THE RIVERINES

*by Matthew M. Burke, (Used with permission from Stars and Stripes © 2012, 2013 Stars and Stripes)
Thanks to Bob Brower*

When the U.S. Navy's Riverine forces were resurrected six years ago to secure Iraq's rivers and coastal waterways, they functioned much as the highly decorated river rats of the Mekong Delta did in Vietnam. Their success has given new life to the unit and the strategy.

In Iraq, Riverine forces became a quick reaction force – capable of search-and-seizure, insertion or extraction – on swift, agile boats with heavy-caliber weaponry.

Army and Navy river units were dismantled after the Vietnam War ended in 1975 and the Riverines future was in limbo when the Iraq war wound down last year. The Navy, however, has decided it has an enduring need for these quick and lethal small boat fighters.

The Navy has decided to merge two groups, Coastal Riverine Group 1 and the Maritime Expeditionary Security Force to form the Coastal Riverine Force. The hybrid command is designed to operate in rivers, coastal waterways, and possibly even in open ocean, bridging the gap between land-based forces and the Navy ships that operate off the coast.

The 5,000-strong force should be fully operational in two years. It will be broken up into two groups; Coastal Riverine Group 1 will be based at Imperial Beach, CA, with a squadron at the Naval Amphibious Base in San Diego. Coastal Riverine Group 2 will have headquarters in Portsmouth, VA, with squadrons in Bahrain, Rhode Island, and FL.

The force features a mix of maritime expeditionary security and Riverine gear and apparatus, with plans to obtain more advanced craft in the future. The Coastal Riverines now operate 113 boats, ranging from rubber combat raiding craft to 53-foot command boats that can carry 26 people. The force has 2,657 active and 2,507 reserve personnel.

The force's future is the MK-VI patrol boat, which will allow Riverine sailors to operate further off the coast and will improve boarding

capabilities. The 85-foot boat is capable of speeds in excess of 30 knots with twin diesel engines and water jets. It has a range of 600 nautical miles. Sailors will be able to coordinate airstrikes and utilize unmanned aerial vehicles.



Sailors are attracted to the Riverine force because it offers leadership opportunities at a young age – much like the Vietnam-era Riverines – and the sailors love the “fast boats and big guns”.

Riverines established themselves early on as a force to be reckoned with in Vietnam by carrying out campaigns in surveillance, stopping infiltrators and arms to the south, and undertaking full-scale combat operations in the Mekong Delta.

“Most volunteered for duty in Vietnam despite being warned that such assignments might not be career enhancing” wrote naval historian John Sherwood in his forthcoming book ‘War in the Shallows.’ “When the enemy exposed itself in large numbers, as was the case during Tet ’68, the ability of the riverine forces to rapidly project massive force against just about any major town in the Delta proved instrumental in recapturing cities and inflicting a severe blow on the enemy in the process.

That history has not been lost on today's Riverine force.

“The Vietnam Riverine veterans have a hand in this, they have an important hand in this, and we are forever in debt to them and we appreciate all you have done over time,” said Expeditionary Combat Command skipper RADM Michael Tillotson during an address to the Riverine forces and associated veterans.

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THE TANKER EASTGATE

Reprinted with permission

by William T. Alexander, UK Merchant Marine

JUNE 6, 1968 (Vung Ro Bay, Vietnam)

It promised to be an interesting stay in Vung Ro right from the start. As we were mooring up to the sea buoys a US Navy destroyer at the entrance to the bay started lobbing 5-inch shells over us and the surrounding hills. This made us look questioningly at the two members of the US Army who were taking samples of our JP4 cargo prior to discharging. "Don't you worry none, son. There is a bit of a battle going on over them there hills. But there's 10,000 Koreans in them hills and Charlies scared shitless of them Koreans." He regaled us with stories of Koreans taking Viet Cong heads and sticking them on poles outside their bases. It all sounded very assuring. I was 17 years old and training to be an officer in the British Merchant Marine. This was my first trip to sea and life was exciting. I'd joined the *Eastgate* just a couple weeks before in Hong Cong. From there we had sailed to Singapore to load JP4 and other petroleum products for the US Military in Vietnam. Vung Ro was a small port south of Qui Nhon. There were 4 buoys to berth a tanker a short distance from the shore. The tanker discharged through a submarine pipeline attached to a buoy. This pipeline supplied an airbase inland. A jetty for cargo ships was just north of the base. These berths were occupied by the *American Scientist* and another US merchant vessel. The day passed quickly with lots of things happening. A cliff face was blown up by the army engineers- a blast which knocked all of us interested spectators back two paces. Then two Hueys landed on the beach and some very nice looking young ladies stepped out and were escorted into the camp. Our two resident army radio operators informed us of a show at the base that evening and if any of the crew were interested they would whistle up a boat. Well, amazingly enough, most of the crew were interested. So those of us who could get the time off duty went ashore and were royally treated by our American hosts. Unfortunately, I was not one of the chosen few, but you can't win them all. I came on watch at midnight to

find all was quiet. Andy, my sidekick, informed me that pumping had been stopped due to a suspected hole in the pipeline and the hole was to be investigated the next morning. Sounded good to me. 0130. I was on the poop deck on routine fire watch, looking over towards the base ashore. A flash and a shower of silver sparks from the middle of the base followed immediately by an explosion, followed by another, and another. I got to thinking that this shouldn't be happening. I went back midships to see the 2nd Officer who was also of the opinion that this was not usual. The 2nd Officer hit the alarm bells whilst I went to let the Captain know what was happening. The Chief Officer started to organize the disconnection of the pipeline and attaching it to the buoy ready for use next time. Andy and I were sent off to make sure the ships blackout was complete whilst the Captain was conferring with the two radio operators as to the next move. Meanwhile a mortar shell exploded close to the bow of the *American Scientist*. Many of the crew jumped overboard whilst others left the ship on the landward side. They ran along the jetty but after 2 shells landed at the shore end of the jetty, they turned and ran back to the ship. When I got back on deck after checking the blackout I found all the engineers on deck with lifejackets. I asked the 3rd Engineer what was going on and he said the Captain had told them to get ready to abandon ship. What had happened was that the Captain was a bit unsure of what to do and had asked the American radio operators. The operators had lost touch with the shore and were unhappy about sitting on top of 12,000 tons of JP4 with mortar shells flying around the place. So they had advised getting everyone ashore. Whilst the Captain considered this, the Chief Engineer, a gnarled old Scotsman with a limp, stormed up to him and told him in no uncertain terms "Captain, you're not abandoning this ship." This had the effect of pulling the Captain out of his uncertainty and he ordered the Chief to get the engines ready for leaving. Our problem was that there was no emergency evacuation plan for leaving the port.

We had lost touch with all other units and the local patrol boats (PBR's) were busy picking up the men in the water from the *American Scientist*. Ashore there was no letup in the assault on the base with the sound of the mortar shells being joined by that of small arms fire. Finally we were ready for off. We had to let our mooring ropes go from the ship as there were no boats available to let them go from the buoys,. This would add to the hazards of leaving because of the risk of the ropes fouling the propeller. We let go one from each buoy, but then came the next problem, The *American Scientist* had let go her moorings and was maneuvering to leave the bay. It was far too dangerous to have two large vessels maneuvering in such confined waters at night, blacked out, and in the middle of a battle. So we had to wait. In the meantime helicopter gunships had arrived and were spraying the hillside above the base with gunfire and rockets. This was hugely spectacular and worth waiting to see. So we were all standing by to complete unmooring as soon as the *American Scientist* was clear. The only crew members who were not at their stations were our Arab firemen who were under the port lifeboat with packed suitcases. They were eventually driven back down to the engine room by the 2nd Engineer. I was up on the bridge as the order was finally given to let go the remaining mooring lines and leave the bay - A maneuver which the Captain did brilliantly his former nerves now seemingly well settled. Our American radio operators still couldn't get in touch with the base and were more than a little worried as they sat on the deck of the bridge wing. Our Captain's remark to Dave Piggott, the helmsman, when we finally cleared the bay was "I don't know about you, Piggott, but I think I need a new pair of underpants" Bit of a wag, at times, our Captain. And so we spent the night a safe distance offshore to see what the morning would bring. And the following morning, still no radio contact with the base, so we continued our offshore patrol. Later in the day we received a message from Shell tankers that we were to proceed to Qui Nhon to complete the discharge. But then the next problem: most of our mooring lines were still attached to the buoys in Vung Ro Bay and the

captain was loath to go without them. So we headed back towards the bay to see if we could get them back. As we approached the bay one of the patrol boats dashed out and a chap with a megaphone demanded to know "What the &\$*% are you doing here with that ship, captain?" The Captain explained that we had been told to go to Qui Nhon but could we have our ropes back first, please. Eventually a party of our crew went into the bay on the PBR and towed the mooring ropes out and we said goodbye to our radio men who seemed quite relieved to be off. From there we sailed to Qui Nhon. Three days later we passed Vung Ro on the way back to Singapore. We could see fighter bombers attacking the hills to the north of the bay. And so it went on.

Postscript: About 8 years later I was on a chemical tanker sailing from Newhaven to Elizabethport. The pilot for Long Island Sound turned out to be the Captain of the other merchant vessel that was berthed alongside the *American Scientist*, and a regular runner into Vung Ro. He told me that the Koreans had been moved from the hills around Vung Ro but no one had thought to inform the American troops of this fact. They thought they were well protected but they were not. The other thing he told me was that the *American Scientist* had a large quantity of napalm on board, hence the crew reaction to the near miss!

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This tiger was killed in Vung Ro Bay in 1968. Anyone with any memory or information about this event, please contact Mike Hebert at michaelhebert@cox.net (I wish I had known

about this when I was at Vung Ro Bay in 1970 – I would have been a bit more cautious! - ED.)

THE DUKW IN WORLD WAR II

by Mike Hebert

Source: WWII-bodong.blogspot.com

The DUKW was a six-wheel-drive amphibian truck that was designed primarily by three men: Ron Stephens Jr. of Sparkman & Stephens, a yacht design company, Dennis Puleston, a British ocean sailor, and Frank W. Speir, an ROTC Lieutenant fresh out of MIT.

It was built by General Motors Corp with the purpose of transporting goods and troops over land and water and for use approaching and crossing beaches in amphibious attacks.



Photo courtesy of Wikipedia

Powered by a GMC Straight 6 engine, the 31-foot long DUKW weighed 6.5 tons and was capable of speeds up to 50 mph on land and 5.5 knots on water. They had an operational range of 400 miles on land (at 35 mph).

A total of 21,137 DUKW's were manufactured with one of every four vehicles fitted with a ring mount for a .50-caliber machine gun. A high capacity bilge pump system was designed to (theoretically) keep the DUKW afloat even if the thin hull was breached by holes up to 2 inches in diameter.

Lt. Frank Speirs designed a system to allow the driver to inflate or deflate the tires from the cab, enabling the vehicle to traverse soft sand, rocks, or hard surface roads.

The DUKW was supplied to the US Army and US Marine Corps. The British were supplied with 2,000 of them, Canada had 800, 535 went to the Australians, and 586 were given to the

Soviet Union who, after the war, copied the design and produced their own version: the BAV 485. They added a stern loading ramp and produced over 20,000 units until 1962.

Mainly used to ferry supplies from ship to shore, the DUKW was used in landings in the Mediterranean, in the Pacific theater, and on D-Day beaches of Normandy.

After World War II, the US, Britain, and Australia kept many DUKWs in reduced numbers with many more stored pending disposal.

With the outbreak of the Korean War the US Army reactivated and deployed several hundred DUKW's to bring supplies ashore during the Battle of Pusan and the amphibious landings at Inchon.

Former US Army DUKW's were transferred to the French military after World War II for use in Vietnam during the First Indochina War. Many were used for general utility duties, including river patrols.

DUKW's are still in use today, primarily as tourist attractions. They can be found in Seattle, Philadelphia, Cincinnati, Pittsburgh, Chattanooga, Nashville, Boston, Branson MO, Wisconsin Dells WI, Washington DC, Grapevine TX, and Saugatuck MI.

They are also very popular in overseas locales with companies in London, Liverpool, Dublin, Ireland, Rotorua NZ, the Netherlands, Singapore, and Australia, which boasts the largest known number of privately-owned DUKW's in the world.

World War II era DUKWs can be found on display at the following museums (not a complete list):

US Army Trans. Museum, Fort Eustis, VA
 Estrella Warbirds Museum, Pasa Robles, CA
 Armed Forces Museum, Key Largo, FL
 Cape Cod Military Museum, Bourne, MA
 Museum of Science, Boston, MA
 45th Infantry Div. Museum, Oklahoma City, OK
 D-Day Museum, Hampshire, United Kingdom

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CONFESSIONS OF THE 458TH

by Lou Baumann

I remember where I was during the Great Beer Heist that occurred in Vung Ro Bay. I had gone to Qui Nhon to bring back parts and an outboard motor, after we blew one up. (I have a confession about that, too).

I put together a pallet load of parts and the outboard in Qui Nhon. It was loaded on an LST that was going back to the bay. It took me all day to get it all together with the right paper work, but by evening the parts and I were aboard the LST and ready to leave for the bay that night.

There was another GI who came aboard with me, but I cannot remember where he was headed. The ship was manned by an all-Korean crew who spoke no English. They showed us to our room near the top of the ship, then lead us to the galley. I hadn't eaten all day and was starving. We were seated on one side of the galley and the Korean crew on the other. The stewards brought the food out for the Korean crew and it smelled really bad. Typical Korean food. The guy with me said that he wasn't going to stick around and eat that crap. I told him that I hadn't eaten all day and was going to give it a try. He left the galley.

A little while later, the stewards brought us out steaks, baked potatoes, green beans, and some kind of good dessert. I ate BOTH!

Then I returned to the room and when he inquired as to how it was, I told him that it wasn't too bad. I never did tell him that it was steak and potatoes, and that I ate his too!

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PBR HEROES

Captain Eugene P. Shumbris was the Commanding Officer of the 458th PBR's at Pershing Field in Saigon when Lt. Tom Wonsiewicz reported for duty in May of 1969. Tom W. thought that he looked familiar somehow, then realized that he had been involved with the operation of the PX at Ft.

Eustis, VA, Tom W's previous duty station. Tom had purchased a stereo set from him.

At Pershing Field, Capt. Shumbris made Tom feel welcome and explained that the mission of the 458th was to provide port and harbor security and escort for water borne convoys. Tom's first assignment was as OIC of the Newport detachment. Capt. Shumbris was transferred out of the 458th not long after and was assigned to HQ Co. 23rd Support Command, Americal Division.

On 9 Dec. 1969 a UH-1 Huey of A Co. 123rd Aviation Bn, was flying a routine shuttle mission for the Americal Division from Minh Long enroute to Ba To with four crew and three passengers on board, one of whom was Capt. Shumbris. Although a light rain was falling, the flight crew thought they could reach Ba To under visual flight conditions by remaining in a valley. However, as the co-pilot climbed to pass over a saddle in a ridge they encountered clouds. The pilot took control of the aircraft, began a 500-feet-per-minute climb, and began a left turn heading easterly. As the aircraft approached a 090 degree heading, still in the clouds, a mountainside was seen through the chin bubble.

The pilot attempted an emergency climb but wasn't able to crest the hill. The aircraft hit skids-first and broke up, with the cabin section travelling some 140 feet before coming to a halt and bursting into flames. The pilot survived the crash with injuries, but the other six men on board were killed in the crash.

Capt. Shumbris was from Bayside, NY and was survived by his parents, a wife and a child who he never got to see.

He is buried in Arlington National Cemetery, VA in Plot Section 46, Site number 590-2.

Also killed in the helicopter crash were the other two passengers:

LTC Karl Lange of West Allis WI,
MAJ. Roger Heinz of Coventry, CT

The three crew members who perished were:

WO Ward Hooper, Co-pilot, of Santa Ana, CA,

SP5 Edward Fratus of Concord, NH, and SP4
SP4 Michael McClane of Mount Carmel, IL

**Don't forget to visit the following 458th
Transportation Company web sites:**

www.458thseatigers.org
www.458pbr-vungrobay.com

We still need stories from your experiences in Vietnam! Please send submissions to one of the staff listed below.

Back issues of the newsletter are available. Just contact one of the staff listed below.

We appreciate your submissions, feature ideas, corrections & criticisms. Please submit info to:

458th SeaTigers Officers

President: Jim Anderberg
Vice President: Tom Farrell
Secretary: Bill Northrop
Treasurer: Pete McGuirk
Chaplin: Scott Fultz

COMING IN SPRING 2013 ISSUE:

- New patrol boat for US Navy
- "Reflections" by Tom Wonsiewicz
- 2013 Reunion Update Information

458th SEA TIGERS ASSOCIATION

Bill Northrop, Secretary

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Sioux Falls, SD 57103
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MEMBERSHIP APPLICATION / RENEWAL

Name: _____ Phone: (____) _____

Address: _____

City: _____ State: _____ Zip: _____

email: _____

Military Info:

Unit: _____ Dates w/Unit: _____ Location: _____ Rank: _____

- Please check this box if you **DO NOT** want information on this application shared with other members of our organization.

DUES (check box): 1 year; \$20.00 3 years; \$45.00 Lifetime; \$195.00

Please submit verification of service with application. We will need any of the following: copy of orders, copy of 201, photos, or a member who can vouch for you.