

DATE	FLIGHT		AIRCRAFT FLOWN					DUAL TIME									SOLO TIME			REMARKS OR INSPECTOR'S SIGNATURE LICENSE NUMBER AND RATING			
	FROM	TO	MAKE OF AIRCRAFT	TYPE	REGISTRATION CERTIFICATE NUMBER	MAKE OF ENGINE	H. P. OR THRUST	AS PILOT-IN-COMMAND			AS CO-PILOT			AS STUDENT			INSTRUMENT	DAY	NIGHT				
AIR AMERICA LOG [®]																							
							TOTAL																TOTAL FLIGHT TIME
							AMT. FORWARD																
							GRAND TOTAL																

I CERTIFY THAT THE ENTRIES ARE TRUE AND CORRECT

Signature

Volume 42-3

September - December 2025

AIR AMERICA REUNION 2026

VIVA LAS VEGAS

Get ready—the 2026 Air America Reunion is heading to Las Vegas! We'll be gathering at the South Point Hotel and Casino from Wednesday, May 27 through Saturday, May 30, 2026, with the reunion officially wrapping up after the Saturday night banquet. There will be no scheduled events on Sunday, May 31, giving everyone time to travel home or enjoy Las Vegas on their own.

Hotel Information & Reservations

Room reservations can be made directly with South Point Hotel and Casino:

- Online: [South Point Hotel and Casino](#)
- Phone: 866-791-7626

Be sure to say you are with Air America Reunion 2026 Group Rates (plus \$20 resort fee & taxes):

- Tuesday–Thursday: \$75 per night
- Friday–Saturday: \$165 per night

Last day to receive the group rate is May 6, 2026.

The resort fee includes:

- Guest room WiFi/Internet
- Fitness center access
- Self-parking and valet services
- Airport shuttle service (scheduled/based on availability)
- In-room Keurig coffee maker
- 24-hour business center with computer access
- Free local and toll-free calls

Airport Shuttle Information

If you plan to use the South Point airport shuttle, you must make your own reservation at least 24 hours prior to arrival.



- Reservations: 866-791-7626 or 702-797-8901
- [Online at Airport Shuttle](#)

Seating is limited, and only guests with reservations will be allowed on board.

Reunion Schedule Highlights

Wednesday, May 27

- **Hospitality Room:** Opens at 12:00 pm and closes at mid night
- **Registration:** Will take place in the hospitality room. Please see Kathy to pick up registration packet
- Hospitality Room hours for the reunion: 10:00 am – mid night daily, except Saturday (closed during the banquet)

Continued on page 3

“AIR AMERICA’S MOTTO: ANYTHING, ANYTIME, ANYWHERE PROFESSIONALLY”

AIR AMERICA ASSOCIATION, INC.

Officers

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Social Media:
Email:
Phone:

Classes of Members and Eligibility: The Association shall have two (2) classes of members. The classes are regular and associate. The designation of each class, eligibility and rights of members of each class shall be as follows: REGULAR Membership is open to all former employees of Civil Air Transport, Air America, Air Asia, which are entities of the Pacific Corporation, and Southern Air Transport Pacific Division, including their spouse, former spouse, widows, children and grandchildren. ASSOCIATE membership is open to the employee's other family members. Also, all persons in other organizations, civilian or military who supported or backed any Pacific Corporation entity in Asia during the years 1950 to 1975. A regular member must sponsor associate members who will vouch for their associate status. Acceptance for Regular and provide proof of support or backing. Membership acceptance for regular and associate membership requires approval by the Board of Directors.

Air America LOG is published 3 times a year by the Air America Association, Inc.

2026 Air America Reunion

Viva Las Vegas

Continued from Page 1

Thursday, May 28 – Grand Canyon West Tour

We kick off early with an unforgettable full-day adventure.

- **Gather at 8:45 am | Bus departs at 9:00 am**
- Luxury motor coach with panoramic windows and onboard restroom
- Stops include:
- “Welcome to Las Vegas” sign for photos
- Sit-down, freshly cooked restaurant breakfast
- Hoover Dam Memorial Bridge for panoramic views and photos

Grand Canyon West with VIP bus access (no bus changes)

At the canyon, we’ll visit:

- Eagle Point
- Guano Point
- Indian Village
- Skywalk Experience: A 10-foot-wide, horseshoe-shaped glass bridge extending 70 feet over the canyon rim, offering breathtaking views 4,000 feet straight down.
- Scenic BBQ lunch at Guano Point
- Bottled water available throughout the day

Comedian tour guide onboard (with a separate driver)

Tour length is approximately **10 hours**, with flexibility to adjust while onsite.

- Falling and flying objects (you might even catch a falling apple!)

You will need to arrange transportation back to the hotel.

Saturday, May 30

General Business Meeting: 10:00 am (all are invited)

Banquet Evening:

- Cocktail hour begins at **6:00 pm**
- Opening ceremonies start at **7:00 pm**
- Entertainment details coming soon

Join Us!

We are truly looking forward to seeing everyone, reconnecting with old friends, and sharing stories from the past. If you’ve **never attended an Air America Reunion**, this is the perfect time to join us. Come make new friends, reconnect with familiar faces, and be part of something special.

Once you attend one reunion, you’ll want to come back every year.



See everyone in Las Vegas!



Friday, May 29 – Sphere Las Vegas

- Visit to **Sphere Las Vegas** (transportation not provided)
Address: 255 Sands Ave, Las Vegas, NV 89160
- Parking Options: Sphere parking (ticket required) Must be purchased in advance through [Ticketmaster](#). Be sure to select the **correct date**
- Howard Hughes Parking Garage - Tickets available at [VegasEventParking.com](#)

Show Details:

- Doors open: **1:15 pm** ([Food & Drink Available](#))
- Show starts: **2:00 pm** (late seating not permitted; no re-funds)
- Film: “*The Wizard of Oz at Sphere*”
Runtime: Approximately **75 minutes**

This immersive experience includes:

- Seat haptics and motion sensations
- Flashing and intense lighting
- Loud noises and visual effects
- Fog, wind, bubbles, mist, scents, pyrotechnics



Lots to do at the hotel. From movies, bowling, bingo and so much more. Click on the “South Point” for a link to the hotel website.

Air America Tragedy

When Air America Captains Terry D. Clark, Charles L. Osterman, Hank De Voll, Mark Hotchkiss, and Flight Mechanic Valeriano P. Rosales launched from Hue, Vietnam, bound for La Boa via Quang Tri, they assumed it was a routine mission. In 1973, Air America, Inc., a federally owned company, contracted with the International Control and Supervision (ICCS), a multinational organization tasked with overseeing the ceasefire and ensuring compliance with the Paris Peace Accords.

In April 1973, the weather was below marginal in I-Corps, and no one was flying anywhere. Tony Coalson was assigned to the flight; however, due to weather-related delays, he exceeded his allowable duty hours and subsequently returned to Saigon. About 10 minutes from their destination, Clark and Osterman's helicopter was hit by an SA-7 heat-seeking missile and destroyed in midair, tragically killing the crew and eight passengers, including two North Vietnamese. The other helicopter, operated by Mark Hotchkiss and Hank Devoll, was hit by ground fire and forced down, but the crew survived. They were captured and held as POWs for 36 hours. Their bravery in the face of such adversity is truly admirable. It shouldn't have happened. There was a ceasefire in effect, so there was no need for air support.

The North Vietnamese captors needed justification for the downing and killing of the crew and passengers in the lead helicopter. They resorted to unjust coercion, forcing the crew of the second helicopter into signing a document stating they were off course, justifying the North Vietnamese actions. The ICCS personnel were there to enforce the truce. Air America may have contracted with ICCS, but it remained a company federally owned by the U.S. government. ICCS personnel on board the second helicopter verified that the helicopters were on the proper course. The North Vietnamese act was uncalled for, but shockingly, no one from the U.S. government intervened, leaving the crew to fend for themselves. Despite this, the crew's resilience in the face of such injustice is genuinely inspiring.

Adding insult to injury, Saigon's helicopter flight crews were ordered to take navigation training even though most had been working in Vietnam for several years. The crews attended the class begrudgingly, knowing the truth, despite their government's lack of support.

The surviving flight crew gave an interview recorded by the Miami Herald. Wikipedia reported this statement. "During the period, there were 18,000 alleged ceasefire violations, which

resulted in over 76,000 killed, wounded, and missing on both sides: on May 29th, 1973, the Canadians announced that they were withdrawing from the ICCS because they had come to supervise a ceasefire but were instead observing a war."

Many of the Air America deaths were not just senseless but also a grave injustice to the families. Two years previously, an Air America C-123 aircraft, loaned from the USAF and not FAA-certified, loaded logistical supplies for U.S. military units operating in Laos at a stock point near Udorn, Thailand, called Pepper Grinder. Flights for destinations in western Laos would fly directly north, just short of the Mekong River, and turn west. On December 27th, 1971, a day with powerful winds and obscured ground, '293' operated by USAF retired pilot George Ritter, co-pilot Roy Townley, and Air Freight Specialists Edward Weissenback and Khamphanh Say-songkham, inadvertently overflew the waypoint north, and Chinese anti-aircraft guns shot the aircraft down, killing everybody onboard. Initially, no one knew what caused the plane to disappear. Air America chief pilot James Rhyne boarded a converted Beech C-45 with turbine engines and proceeded to the area, dropping pamphlets asking for information about the C-123 crew whose aircraft had vaporized after being hit. The same Chinese anti-aircraft also shot at Rhyne's aircraft, and Rhyne lost some of his lower leg.

The Chinese should not have fired on the aircraft at all. The plane was unarmed and posed no threat to the Chinese. They were flying over a road in Laos, not China. The people on the ground who manned the anti-aircraft guns were road builders, not combatants. What reason did they have for firing on an unarmed aircraft? The tragedy was an outrage and constituted a war crime. The C-45 and C-123 were not combat aircraft and did not harm anyone on the ground. A formal complaint from the United States to China would be understandable and a matter of urgent government accountability. Still, if Nixon broached the subject with China, it was a well-kept secret, and all indications were that he looked the other way, fearing that upsetting the Chinese government was not in America's best interest.

A plausible explanation for Nixon's failure to file a formal complaint is his mindset concerning China. Nixon would need to publicly explain Air America and the questionable doctrine of plausible deniability, and the explanation might upset the negotiations he and Henry Kissinger were having with China. No one in the U.S. government wanted to acknowledge that the



Photos supplied by Rose De Voll, the wife of Deceased Hank De Voll.

President's Message:

Sharon and I hope everyone had a wonderful holiday season and that Santa treated you well this past Christmas.

I wanted to take a moment to share what the Air America Association Board has been working on behind the scenes.

We have an exciting reunion coming up this year, and we truly hope everyone can attend. If you've never been to a reunion or if it's been a while, you're missing out on a truly special experience. Reconnecting with friends you haven't seen in years, and in some cases decades, is exciting, uplifting, and even therapeutic, all rolled into one. Please make plans to join us in Las Vegas this year. I promise it will be fantastic. More information about the reunion will be coming soon, so please keep an eye out.

The Board has also been hard at work on a new website that will be much easier to navigate and keep up to date. While it will retain all the information from our current site, it will offer much more, including a members-only area and additional features. This will allow us to better share information, especially with those who don't use social media. Look for the unveiling in the coming months.

In addition, we are working with an attorney to transition the association to a 501(c)(3) organization. This will significantly enhance our ability to raise funds and accept donations, something that is badly needed to support and advance the shared goals of the association. We are also in the early stages of discussing updates to our AAM merchandise, and we will have more information to share on that soon.

There is much more going on, but I won't bore you with all the details here. You'll have to come to the reunion to hear the rest. I truly hope to see you there.

Warm regards,

Michael Hunter
President
Air America Association



American Tragedy - Continued from Page 4

U.S. government owned Air America and the flight crews were federal employees.

Therefore, the loss of the C-123 crew, while devastating to their families, was considered inconsequential to establishing a relationship with China and replacing Taiwan on the United Nations Security Council. The same mindset prevented Nixon Air America Tragedy - Continued from page 4

from filing a formal complaint to the North Vietnamese for firing on an unarmed helicopter and perhaps upsetting a fragile ceasefire.

Individuals who serve in combat, whether as clandestine civilians or military personnel, do so with the expectation of government support. However, in 1971 and 1973, under the Nixon administration, this support was not provided. The U.S. government, which should have held China and the North Vietnamese accountable and compensated the families, failed to do so. This lack of action in the face of such injustice is a profound betrayal.

*Allen Cates
© November 2025*



Please make sure we have your current address and email. You can email or call Lesa Densley with the new information. Lesa can be contacted at Ldensley@hotmail.com or 321-720-6067



Air America Reunion

South Point Hotel & Casino

Las Vegas, NV

May 27 – May 30, 2026

Wednesday, May 27, 2026

Noon – 6 pm – Registration Open (in Hospitality Room)

Noon – Midnight – Hospitality Room Open

Thursday, May 28, 2026

9:00 am – Grand Canyon West

10 am – Midnight – Hospitality Room Open (Registration)

7:00 pm – Arrive Hotel from Grand Canyon West

Friday, May 29, 2026

10 am – Midnight – Hospitality Room Open (Registration)

Transportation to Sphere Las Vegas is on your own

1:15 pm - The Wizard of Oz at the Sphere Las Vegas - Doors Open

(Food & Drink Available - Cashless Venue)

2 pm - Show Starts (no late entry & no refunds)

3:15 pm - 4:15 pm - Post Show Experience

Transportation back to South Point Hotel & Casino is on your own

Saturday, May 30, 2026

10 am – 5 pm – Hospitality Room Open

9 am-11 am–General Membership Meeting

6 pm – 7 pm – Cocktail Hour

7 pm - Opening Ceremonies

7:15 pm – Dinner Served

8:15 pm – 9 pm - To Be Determined

9 pm – 1 am – Hospitality Room Open



Air America Association, Inc.
Reunion 2026
Las Vegas, NV
May 27 - May 30, 2026
Registration Form



Come Join Us As We Share Old Memories and Make New Ones!

South Point Hotel and Casino
9777 S Las Vegas Blvd
Las Vegas, NV 89183

The room rate is \$75 Tuesday-Thursday and \$165 Friday and Saturday plus resort fee of \$20 per day and taxes.

You can make reservations by calling Toll Free Reservations – 866-791-7626 please tell them you are with Air America 2026 or by website at: [South Point Hotel and Casino](#)

To receive the correct rates, you must book your rooms by May 6, 2026. Reservations can be canceled 72 hours prior to the date of arrival without a penalty. Any cancellations inside 72 hours of arrival shall forfeit any room deposit.

____ Air America Regular Member	____ Air America Associate Member	____ Guest
---------------------------------	-----------------------------------	------------

Name: _____ Name Preferred on Badge: _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

In Case of Emergency Notify: _____ Phone _____

Name of Spouse: _____ Name Preferred on Badge _____

Name of Guests: _____ Name Preferred on Badge _____

Name of Guests: _____ Name Preferred on Badge _____

Please list any special needs _____

Please send payment and information to the following address and made payable to:
Air America Association
P O Box 4894
Lago Vista, TX 78645
512-689-8624

Registration Fees

Required Registration Fee for # of Person Attending
Everyone must register

Adults 21+ _____ X \$35.00 = _____

Children 3-21 _____ X \$15.00 = _____

Thursday, May 28th

Grand Canyon West

10 hour Grand Canyon tour includes breakfast, lunch,
entrance tickets and bus

Everyone _____ X \$250.00 = _____

Friday, May 29th

Sphere Las Vegas

The Wizard of Oz at Sphere
Transportation not provided

Everyone _____ X \$145.00 = _____

Banquet Meals

Center Cut New York Strip _____ X \$80.00 = _____

Filet of Pacific Salmon _____ X \$80.00 = _____

Vegan Stuffed Cabbage _____ X \$80.00 = _____

Total Enclosed _____

Please make sure you send page that has your name along with this page.

Payment for registration is due by May 15, 2026.

Any ticket cancellations after May 15, 2026 will be non-refundable. No refunds for buses not taken or activities missed or late entrance to the Sphere.

Payment is due no later than May 15, 2026. Please send payment and information to the following address and made payable to:

Air America Association
P O Box 4894
Lago Vista, TX 78645
512-689-8624

IN MEMORIAM

Geza Eiler - June 23, 1941 - August 5, 2025 - Geza was born in Szolnok, Hungary. His family fled Hungary before the Russian Army invaded their country. They went to Germany, where they waited for their father to get out of the Russian prison and be reunited with his family. They were finally able to get sponsored by a family in Waukesha, Wisconsin. This was 1950 when Geza was 9. He learned the language and thrived there until he joined the Army in 1959 and



stayed until 1966. He then went to work at Air America until 1974. He made many friends over their lasting his whole lifetime and was a very well known helicopter mechanic. He became Chief of Maintenance and the stories of things he had seen and done were legend. He then moved to Andros Island, Bahamas in late 1974 as Chief of Maintenance for Imperial Aviation where he stayed until January of 1981. I met Geza in 1978 and we were married in 1980. After Andros we moved to Medan, Indonesia where Geza worked for Mobil Oil Indonesia for 9 years. We lived in Singapore for 2 years and both of our sons were born there. Then we moved back to Lhoksumowee, Indonesia. In 1990 we left Indonesia and came back to the States where Geza got a job working for National Air Transport in Opa Locka, FL. DynCorp took over shortly after that and we moved to Cocoa Beach, FL. Geza then went on to work in Columbia and Guatemala for many years and retired in 2014. He was awarded the Charles E. Taylor Master Mechanic Award in 2011. He led a very interesting life and was well regarded by his peers. He traveled all over the world and he showed me the world as well. He is deeply missed.



Eugene "Gene" Hasenfus - January 22, 1941 - November 26, 2025 - Gene, a U.S. Marine parachutist and former air cargo specialist, nationally known for his role in the Iran-Contra affair, passed away peacefully surrounded by loved ones, after a courageous nearly 9-year battle with cancer, at his home in Menominee, MI on November 26, 2025. He was 84 years old.

Gene was born on January 22nd, 1941, in Marinette, Wisconsin to William H. Hasenfus and Beverly (Haines) Hasenfus. Growing up, he was a star football player on his state championship-winning football team. He developed a strong work ethic while working at the Silver Dome, the Marinette resort started and ran by the Hasenfus family. After serving in the U.S. Marine Corps in Vietnam and other conflicts, he continued a career in aviation, utilizing his skills as a rigger and cargo master on various classified air



transport operations across the globe.

His life took an extraordinary turn in October 1986. While on a supply flight over Nicaragua, the C-123 transport aircraft he was aboard was shot down by a surface-to-air missile. Eugene was the sole survivor. His subsequent

capture and testimony confirmed U.S. government involvement in supplying Contra rebels, a key element of what became the Iran-Contra scandal.

Following his release from Nicaragua in December 1986, Eugene returned home, seeking a life of quiet normalcy away from the intense media scrutiny. He settled back into his life in Wisconsin, where he focused on his family and career as an ironworker. He carried the weight of his historic experience with quiet dignity and resilience, rarely speaking publicly about the events that defined a major period of the Cold War.

Gene lived the second half of his life loving his roles as a father, grandfather, and family man. A man who loved the quiet serenity of nature and the simplicity of time spent with loved ones. His most cherished times

IN MEMORIAM - Continued

in life were spent camping in the middle of the woods with his family or taking rides on the backroads with his boys. The man that the world saw as a determined patriot who dared to do what others couldn't, spent his final days sitting peacefully with his family, while feeding their three cats entirely too many treats. For a man who didn't care for cats early on in life, he not just warmed up to them, but took great comfort in spoiling them when nobody was looking.

He is survived by his four children, Sarah Herman (Bryan Herman), Eugene Hasenfus Jr. (Abbie Gay), Adam Hasenfus (Joshua Smith), and Taylor Hasenfus (Melinda Hasenfus); by Sally Weber-Hasenfus; by his eight grandchildren, Emma Hasenfus, Michael Hasenfus, Mason Hasenfus, Michaela Kowalski, Christian Miller, Abigail Miller, Alanna Holm, and Adleigh Hasenfus; by his brothers Bill Hasenfus (Donna Marie Hasenfus) and Dennis Hasenfus (Carleen Hasenfus), and by many loved nephews, nieces, and cousins.

He was preceded in death by his parents, William H. Hasenfus and Beverly (Haines) Hasenfus; and his sister and brother-in-law, Sandra and Jackie Coppens.

Services will be held on Friday December 5th at Hansen-Onion-Martell Funeral Home in Marinette, WI. Visitation will begin at 11 a.m. with the service at 1 p.m. and interment at the Marinette Forest Home Cemetery at 2 p.m., where he will be laid to rest near his beloved mother and sister.

In lieu of flowers, the family requests donations be made to either the Michigan Veterans Homes D.J. Jacobetti in Marquette, MI or the Wisconsin Veterans Home at King, Waupaca, WI.

Bill Rankin, 85, passed away peacefully at his home on September 3, 2025, surrounded by family.



He was born on July 31, 1940, in Jersey City, New Jersey, to William and Grace Rankin. The oldest of four brothers, Bill was a driven young man, graduating high school early at 16 and then enlisting in the Marine Corps.

He earned his undergraduate degree in Physics from Holy Cross College in 1964 and then rejoined the Marines as an officer. In 1965, he attended flight school in Pensacola and met his wife, Cherrie.

In 1966, he served as a helicopter pilot for medical evacuation and VIP transport in the Vietnam War. After his tour of duty as a Captain, Bill flew for Air America in Saigon and Laos and then returned to the states to pursue a law degree at the University of San Diego (USD), graduating in 1974.

Bill and Cherrie then moved back to Pensacola, where Bill joined the State Attorney's Office as a prosecutor. After entering private practice, Bill became a partner of Kerrigan Estess Rankin McLeod & Thompson in 1978, where he spent more than four decades as a lawyer.

Bill's background in science and his interest in engineering made it natural for him to focus on dangerous product litigation. Among many achievements during his career, Bill was the lead attorney in a case which not only resulted in a substantial jury verdict, but also encouraged a worldwide change in crane design.

Bill was an avid reader and learner, always looking for ways to increase his knowledge and skills. After retiring from his personal injury



practice, he returned to the University of San Diego School of Law in 2016 to obtain his LLM in Taxation, where he became USD Law School's oldest graduate and presented his son, Zac, with his diploma as Zac graduated with his law degree the same year.

In addition to his interest in history, poetry, and classical music, Bill was also a dedicated exercise enthusiast. He ran marathons, roller-bladed, and bicycled, to name only a few, and even bicycled from Pensacola to New Jersey. In his later years, Bill took up rowing, taking his rowboat out every morning along the bayou. Above all, Bill loved his family – his wife of 53 years, Cherrie, and his sons, Max and Zac. His family motto was “duty, honor, family,” and Bill embodied those values throughout his lifetime.

Bill is preceded in death by his parents and two brothers, Tommy and Jimmy. He is survived by his wife, Cherrie; his brother Donald (Michele); his sons Max (Katie) and Zac (Alyssa); and his grandchildren Will, Jenna, Andy, and a fourth grandchild due in April 2026.

In lieu of flowers, the family suggests sending donations to Gulf Coast Adoptions or an adoption agency of your choice.

Rita Lillian Langowski, wife of Bill Johnson died peacefully in her sleep on Monday, December 11, 2025.

Reported by Carrie Johnson

In Memoriam Notices

In Memoriam notices should be sent to:

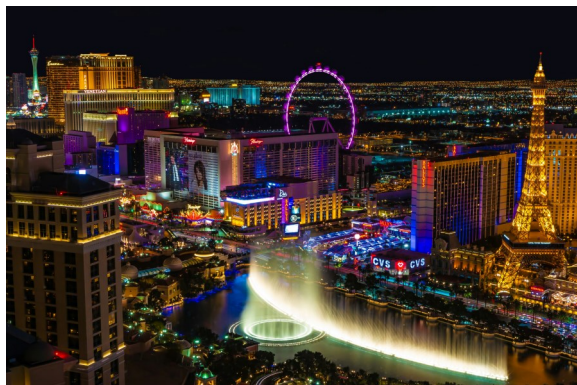
Info@Air-America.org

All notices with the families permission will be posted on the Air America Association Inc., Facebook page as soon as received. It will be added to the website as soon as possible and will be included in the next LOG. Family members can send obituary, a short note and any pictures they would like included.

Nominations are opening for Vice President.

Please send your nominations to Lesa Densley.

Hope to
see you in
Vegas!!!



MEMBERSHIP APPLICATION
LESA DENSLEY
AIR AMERICA ASSOCIATION INC.
343 TROPICAL TR #106A
MERRITT ISLAND FL 32953
TEL. 321-720-6067

Name _____
 Last *First* *Initial*

Spouse _____

Address _____
 Street

City _____ State _____ Zip _____ Country _____

Telephone _____
 Home *Work*

Company Background Information
(List dates, job titles, supervisor and locations)

Military History _____

Annual dues for Regular or Associate members is \$35.00.
Widows and MIA spouses \$15.00.

If Associate Member, please print name of sponsor.

Email Address _____

Dues may be paid up to three (3) years in advance.

Dues Amount \$ _____

I would like to receive my quarterly Air America LOG

_____ Email _____ Postal Mail

Please credit my donation to the Air America Association. \$ _____

Signature _____

Date _____ Total Amount \$ _____



LESA DENSLEY
AIR AMERICA ASSOCIATION, INC.
343 N TROPICAL TR. #106A
MERRITT ISLAND FL 32953
www.air-america.org
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SUPPORT OUR CAT/AIR AMERICA ARCHIVES
ADDRESS SERVICE REQUESTED