AIR AMERICA LOG®

Volume 43-1 **January - April 2026**

AIR AMERICA REUNION 2026

LAS VEGAS
"Here We Come"

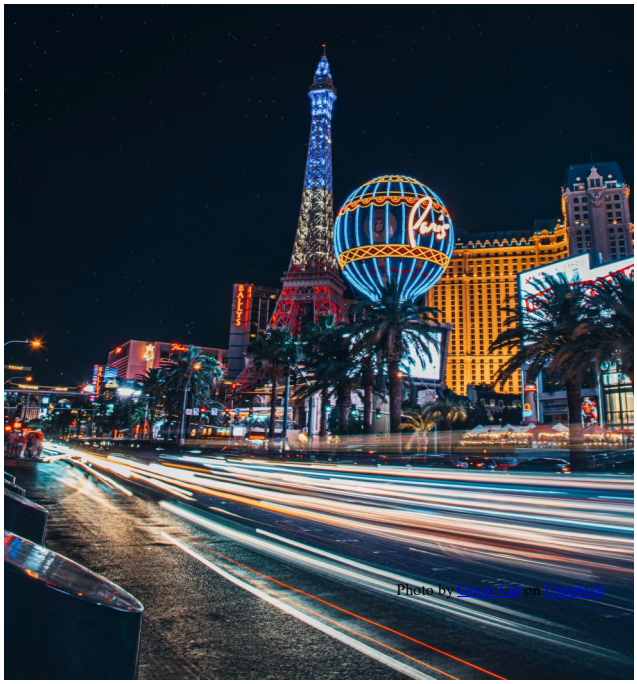
The Las Vegas reunion is approaching fast. Hotel reservations need to be made by May 6, 2026, to get the group rate. Airport Shuttles need to be booked at least 24 hours before arrival and registration forms need to be sent to Kathy no later than May 15, 2026.

In addition to all the events announced, the special guest speaker at the banquet this year is Phillipe Ritter. Phillipe will be sharing his story of his journey to locate his father's crash site and his remains. This will be a don't want to miss event or you will end up having "FOMO".

We need volunteers at the reunion, if you are not attending the off-site events and would like to volunteer in the hospitality room, please let Kathy know as soon as possible.

We are also having our annual auction at the banquet on Saturday night. We will be having a live auction and a silent auction. If you have items to donate, please bring them and give them to Kathy or Michael. Bob Noble has graciously agreed to host our live auction. So, bring your donated items and your money.

If you haven't been to an Air America reunion, it is time to join us. It is a great time with the events and getting to see old friends and make new friends.



The Air America Board invites everyone to attend. We hope to see everyone in VEGAS!!!

"AIR AMERICA'S MOTTO: ANYTHING, ANYTIME, ANYWHERE PROFESSIONALLY"

AIR AMERICA ASSOCIATION, INC.

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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.

Air America Association, Inc. is incorporated in Texas as a non-profit organization.

2026 Air America Reunion
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 (plu $20 resort fee & taxes):

- **Tuesday–Thursday:** $75 per night
- **Friday–Saturday:** $15 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)

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.

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

Continued on Page 5

When a CIA Huey Won a Dogfight with a Communist Biplane

By Will Dabbs



I always knew I wanted to be a military pilot. I'm the skinny guy third from the right who looks like he's about 12 years old. That was a long time ago.

Many's the doctor, farmer, or policeman who knew what they aspired to be even at a tender age. For me, I felt I was destined to be a military pilot. I saw my true calling as flying P38 Lightnings over Europe in 1944.



I was born way too late to fly fighter plans in World War 2

Alas, I was born four decades too late to be screaming over occupied France in a forked-tail devil. That's just as well. Some Focke Wulf jock would likely have cut me to pieces before my 21st birthday. However, for a guy born in my era Army helicopters seemed the next best thing.



This is the cockpit of an F/A-18 Hornet. That all just seems distracting.

Modern fighter pilots seem to like that they have an awful lot of technology to manage. I just wanted to wiggle the sticks and feel the aircraft move around me. In modern Army helicopters, I got to scratch that itch.



Everybody who has ever flown one has a soft spot for the UH-1 Huey. It was such a fantastic stick-and-rudder aircraft.

Training folks to fly helicopters is expensive, so the Army typically slots you into a single aircraft and leaves you there. I actually got to fly four. The most nostalgic of the lot was the UH-1 Huey.



The Huey is remarkably agile for its size.

With a max gross weight of 9,500 pounds, the Huey is indeed a fairly big old bird. However, deftly handled that rascal will do some of the most amazing things. On January 12, 1968, a UH-1D Huey piloted by an Air America pilot with the 20th Special Operations Squadron named Cpt. Ted Moore actually shot down a North Vietnamese AN-2 Colt biplane in air-to-air combat.

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President's Message:

As we enter the spring season, it's time to start thinking about joining us for this year's reunion in Las Vegas. The dates are May 27th through the 31st. We have so much planned and truly want everyone to be part of this special event. Seriously, make plans to attend. I promise it will be well worth it.

In addition to the events already announced, we are excited to feature a special guest speaker at this year's banquet, someone many of us will remember from our days in Southeast Asia. Phillipe Ritter will be sharing his remarkable story and his journey to locate his father's crash site in Laos. This is something you won't want to miss.

You may have noticed that we've experienced some issues with our current website. Combined with the challenge of keeping it consistently updated, this has made it clear that it's time to move in a new direction. We are working toward launching a new website as well as an updated Air America store and hope to have both up and running before the reunion.

Finally, as a volunteer organization, we rely heavily on the support and involvement of our members to keep things running smoothly.

Please consider donating some of your time to help us continue preserving and sharing this important history. We will be sharing opportunities to get involved in the near future.

Warm regards,

Michael Hunter
President
Air America Association

Continued from Page 3 - Las Vegas Reunion Schedule

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!

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.

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

The Setting



Lima Site 85 was not known for its creature comforts.

Lima Site 85 was a TACAN facility located near Phou Pha Thi in the Annamite Mountains in northeastern Laos. I actually have a friend who did a stint there during the war. Desolate and all but inaccessible, Lima Site 85 was manned by Air Force personnel seconded to Lockheed Martin and the CIA as civilian contractors, a practice known at the time as "sheep dipping." The bomber jockeys who used it for targeting information called the place Station 97.



General Vang Po was responsible for local security. He went on to become a remarkably controversial figure in the post-war world.

Local security was courtesy friendly Hmong guerillas and a smattering of mercenaries under Hmong General Vang Pao. The radar site was used to guide American bomber strikes into targets in North Vietnam independent of weather or visibility.



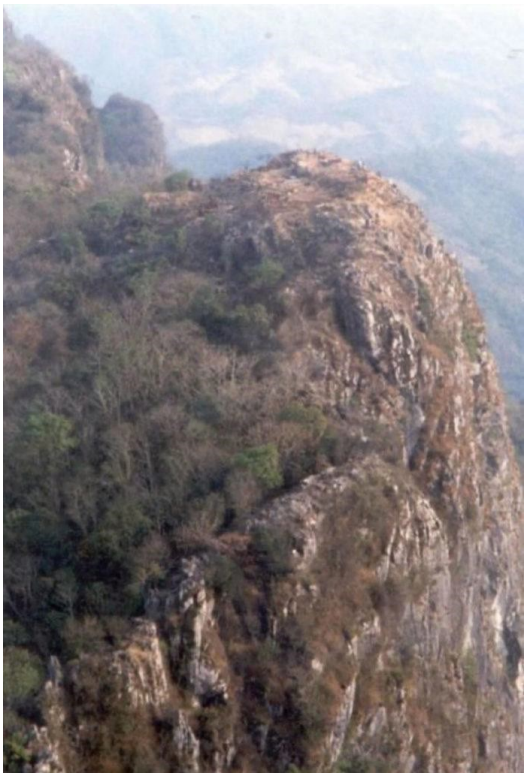
Fighter-Bombers like this F105 Thunderchief were devastating against North Vietnamese targets when guided by radar signals from LS85.

The beating heart of LS85 was an old SAC precision bomb scoring radar. This device could locate an aircraft within a few meters under any conditions. By flying along a given radial outward from the radar site and releasing their bombs on the command of the radar operator USAF bombers could attack targets in North Vietnam day or night in any weather.



B52 Stratofortresses like this one were devasting during Operation Rolling Thunder, a lengthy bombing offensive that was ongoing during the events described here.

By 1967 LS85 was guiding 55% of the bombing missions against North Vietnam. The North Vietnamese soon grew weary of this pummeling.



LS85's greatest strength was its inhospitable remoteness. Any attacker would have to manage these cliffs to reach the facility.

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LS85 sat perched atop a desolate 5,800-foot karst peak. In true US government fashion, the facility was kept habitable via re-supply by air. The sheer cliffs surrounding the facility helped discourage a North Vietnamese ground assault. Frustrated by their inability to neutralize the facility, the North Vietnamese Air Force marshaled four of their Soviet-supplied AN-2 Colt biplanes for an ad hoc bombing mission.

The Players



The AN-2 Colt was originally designed for agricultural chores.

The AN-2 was a lumbering beast of a thing first flown in 1947. With a max gross weight of 11,993 pounds and a cruise speed of 100 knots (115 miles per hour), the AN-2 was originally intended as a crop dusting and military utility aircraft. Around 18,000 copies were built.



The VNAF Colts used for this mission were weaponized for ground attack missions.

For this mission, the North Vietnamese Air Force (VNAF) had outfitted their Colts with two 12-shot underwing pods for 57mm folding fin aerial rockets. They had also arranged twenty 250mm mortar rounds configured with impact fuses along the floor of the cabin. These hefty rounds could be dropped like bombs by the pilot by triggering hinged release doors from the cockpit. Thusly equipped, the four Colts approached the CIA radar station perched atop this rugged peak.

The Attack



The VNAF attack plan was sound. However, the remote and inhospitable nature of the terrain worked against the improvised bombers.

Two of the aircraft started their attack runs while the other two orbited in wait. The AN-2 is a noisy machine, and the LS85 contingent knew they were there before the mortar rounds began to fall. The facility was well camouflaged so the planes had to get in close to accurately drop their loads.



The defending mercenaries were nothing if not tenacious.

Four Hmong natives were killed in this initial attack, two men and two women. A Thai mercenary ran outside with his AK47 and opened fire on the lead plane. The big fat slow VNAF biplane shuddered and then descended to crash into the jungle. This took the spunk out of the other VNAF aircraft, and they broke for home.



Air America was the CIA's secret air force used for covert operations in SE Asia

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An Air America UH-1D was coincidentally enroute on a resupply mission when the AN-2's started their mischief. Confronted as he was by the swirling biplanes on his approach to the site Cpt. Moore later remarked, "It looked like something out of World War 1."



Sensing that discretion might be the better part of valor, after losing on of their number, the remaining Colts headed for home.

As the remaining AN-2 Colts banked for North Vietnam, Cpt. Ted Moore's UH-1D gave pursuit. CIA operator Glenn Woods rode in the back of the Huey and readied his personal weapon.



Visibility to the rear of an An-2 is essentially nonexistent. This allowed Cpt. Moore to approach undetected

In short order, the AN-2's and pursuing Huey were in North Vietnamese airspace. Visibility out of the AN-2 was pretty wretched on a good day. The plane was designed to dust crops, not mix it up in aerial combat with enemy aircraft. As a result, Cpt. Moore's Huey was on top of the AN-2 before the communist pilot knew he was there.



Given the disparate nature of these two aircraft, they were surprisingly well-matched.

These two dissimilar aircraft were about evenly matched as regards performance. They both had a similar top speed, though the Huey was likely much more maneuverable. As a CIA Air America driver, CPT Moore was undoubtedly the markedly more capable pilot as well. This was about to make a huge difference in the day's outcome.



Glen Woods leaned out of the door of his Huey with an AK47 and opened up.

This AN-2 was flying low, presuming that it had gotten away free and clear. CPT Moore maneuvered his helicopter above and behind the lumbering biplane, using his prodigious rotor wash to stall the plane's top wing. This caused the confused communist pilot to further reduce speed in an effort at maintaining control. Now with the AN-2 flying slowly and mere meters from the pursuing Huey, Glen Woods leaned out the door of the helicopter and unlimbered his AK47.



Aircrews in Vietnam were typically afforded some latitude in their choice of personal weapons. Air America crews could carry most anything they could find.

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A captured AK offered several real advantages over an American weapon for a downed aircrew evading capture. For an Air America flight crew in 1968 those guys would pack whatever weapons they could scrounge. Considering they would be operating over hostile territory, a captured AK47 would be a superb choice. This would give a downed aircrew the capability to use locally available ammunition. It also allowed an evading aviator some degree of anonymity as their weapons would make the same noise as those of the enemy.



Mikhail Kalashnikov designed his eponymous assault rifle to defend Mother Russia against the rampaging German hordes. Reality was a slightly different affair. Mind that trigger finger, Mr. K.

Mikhail Timofeyevich Kalashnikov was the 17th of 19 children raised by Siberian peasants. He is universally acclaimed as the founder of the ubiquitous communist assault rifle that bears his name. More than 100 million copies make the Kalashnikov the most produced firearm in history.



The communists pumped untold thousands of weapons into Vietnam.

Vietnam was a proxy war between the two biggest kids on the block. While the United States went all-in with hundreds of thousands of combat troops, the communists responded with untold mountains of military material. This meant lots of AK47 rifles.



A transferable vet-bring-back amnesty-registered AK47 like this one runs substantially north of $50,000 when they can be found.

The Russians and North Koreans did their part, but it was really the communist Chinese who moved the most iron into South Vietnam. Prior to the 1968 Gun Control Act, it was theoretically possible to bring captured automatic weapons back into the country as war trophies. These vet bring-back AKs command astronomical prices on the collector market today.



The VNAF AN-2 Colt slammed into the jungle after a long burst from Glen Woods' Kalashnikov.

At close range, Glen Woods emptied his AK into the cockpit of the big VNAF biplane. The airplane fell into a flat spin and crashed hard into the thick jungle below. While two of the VNAF Colts escaped, CIA ground teams purportedly located both crash sites later and indeed reported copious bullet holes in both aircraft.



The North Vietnamese strike team trained for months to make the assault on LS85.

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Two months later on MAR 10, 1968, communist special forces troops of the Peoples' Army of Vietnam (PAVN) and Pathet Lao successfully scaled the karst cliffs and infiltrated the LS85 site. A specially selected platoon of 33 PAVN soldiers led by Lieutenant Truong Muc had trained for nine months for the attack. This assault unit carried 23 AK47 rifles, three Chicom Type 54 pistols, four SKS carbines, and three RPG7 rocket launchers along with ample explosives and hand grenades



The resulting desperate assault was a bloodbath.

They overwhelmed the installation's meager defenders and slaughtered the poorly armed technicians stationed there. Thirteen American airmen and 42 Thai and Hmong soldiers died, making the battle for LS85 the worst loss of life for USAF ground forces during the Vietnam War. Two sets of remains were not identified until 2013.



Dick Etchberger ultimately earned the Medal of Honor for his selfless actions

Chief Master Sergeant Richard Etchberger earned a posthumous Air Force Cross in 1968 for helping evacuate his troops during the frenetic defense of LS85. This award was upgraded to the Medal of Honor by President Obama in 2010.



Though hardly what might be considered air combat in the Space Age, in January of 1968 the crew chief on an Air America Huey helicopter did indeed bring down an enemy biplane with an AK47.

By Will Dabbs on September 12, 2020



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



Mr. James Robert Hunter, August 8, 1933 - September 24, 2024, 91, beloved husband of Arlene Monica Vanderbeck Hunter passed away in the early morning hours of Tuesday, September 24, 2024 at Aiken Regional Medical Center following an illness.
In addition to his wife, Mr. Hunter is survived by 1 son, Jim Hunter (Janice); 1 brother, Bill Hunter (Patsy) of Virginia Beach, VA; 3 grandsons, Brian Hunter (Julie), Dan Hunter (Melissa) & Derek Hunter; 2 great-grand children, Haisley Hunter & Weston Hunter.

Captain John David 'Jim' Pearson passed away at home January 08, 2026 at a very old age.

Jim's wife of 57 years. Yoko messaged me yesterday..

Distinguished Ex-Marine. Ex-Air America. Ex- Pakistan International Airlines Chief Pilot. Ex- Rosenbaum Chief Pilot. Ex-Evergreen International Airlines. JDP Crop Dusting Aerial Application & Seeding, Hanford, California are a few of Jim's adventures. Jim had a "velvet elbow".

After suffering a sudden devastating & debilitating cerebral hemorrhage about 10 years old Jim was confined to a wheelchair, which was arguably his nemesis as he led a very active life after retiring.

Jim's legendary achievements are the source of numerous stories of innovation & heroism.

I was honored to be his & Yoko's neighbor & friend. Accepted into his special circle of colleagues. Joe Hanley, Jim & me sat with Terry Frasier's family at Terry's memorial a few years ago at the Sand Point Golf & Country Club ballroom. There were countless other times that we went flying locally in a rented Cessna CE-172 from KPAE going cross country for the $100. dollar hamburger with poor Yoko as cargo. Then there was the time that Larry Blagrove & me rode Jim's jumpseat into KSEA & denied knowing anything about who took out the first few rows of runway lights! Theres many more stories but thats enough now.

Submitted by Norman Kellman



Charles Edmond "Chuck" Farr (1943 to 2026) was a cherished husband, father, and brother. He is survived by his wife of 59 years, Donna, his daughters Carole and Jennifer, his sisters Marilyn, Jean and Barbara, and brother Robert. He was the eldest of 6 children.

Chuck was a tennis enthusiast/coach who developed a community tennis program in Boulder City, NV. He was also privileged to play tennis during his naval service in Morocco.

He was a high school amateur radio operator whose interest in the art & science of telecommunications started his career path in communications and electronics design. He continued to use these skills during his service in the United States Navy from 1961-1964. Later he was employed by the US State Department with embassy postings in India, Laos, and the Ivory Coast.

Chuck also worked on a communications project in Egypt in the 1990's. He spoke fluent French and Arabic.

Chuck became a Freemason in 1967, while posted in India. Upon returning to the United States joined Calaveras Lodge 78. He was a mason for more than 50 years.

He was an active member of the VFW auxiliary in San Andreas

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 for Vice President are still open.

Contact Lesa Densley with your nomination.

Kathy needs some help at the reunion. If you are not taking any or some of the tours and would like to help out. Please contact Kathy at 512-689-8624. Text or call her. Thanks.

Don't forget your items for the live and silent auctions. All proceeds benefit the Air America Association.

Join us at the banquet to hear Phillipe Ritter talk about his search for his father's crash site and his remains. It is going to be a great event. Also we will have surprise guest! Wouldn't be Vegas with out him!

Hope to see you Las Vegas!

You will have the time of your life!

Hope to see you there!!

Hospitality room opens Wednesday @ noon

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 $_____

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www.air-america.org
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SUPPORT OUR CAT/AIR AMERICA ARCHIVES