1 Feb 2008

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To:       James D. Boney
             Editor: Air commando Association Newsletter
             626 Powell
             Fort Walton Beach, FL 32547-1715
             E-mail Editor@earthlink.net
             Tel 850-862-0349, Fax 850-243-3568
             Ref  ACANewsDec07

Dear Jim:

**RAAF Air Medals**.The RAAF Air medals have been signed by the Air Force Personnel center and 103 will be presented to the 35 RTFV on 4 April 2008 in Canberra the capital and will be attended by the US Ambassador and Australian politician and military. It will be a big event with the major TV, radio, newspapers and other media in attendance. I will attend the presentation and any ACA members are invited to attend. The 35RTFV flew with the 315 ACW and 315 SOW as well as some other derivatives of the 315. Col David Fleming, who was the DO in Special Air Warfare Center was a commander of the 315 derivatives in Vietnam during the 35RTFV tenure in Vietnam. Col Fleming now lives in assisted living at 7300 Greenboro Dr, West Melbourne, FL 32901, tel 321-674-3084. The 18 Australian FACs will receive their Air Medals on 23 April in Canberra just before ANZAC day on 25 April. Gen Adeholt was very helpful in getting these Air Medals through. The Secretary of the Air Force handling the finalization of the 121 Air Medals was Col Galipeau an old Special Operations C-130 pilot.

**ACA Web Page** [**http://home.earthlink.net/~aircommando1/**](http://home.earthlink.net/~aircommando1/)

The ACA web page has been given a facelift after being one of the oldest and first vet site built 10 years ago. It was built with tools available at the time. It has needed an upgrade and now we have the initial stage. Check it out. Some tweaking and peaking is needed and for some reason after I downloaded some old files the members email page reverted from the Oct 2007 data to the July 2004 data. I am still trying to recover the Oct 2007 page but if I can’t I will have to rebuild it starting with the 2004 data. If I haven’t changed it by 15 Jan 2008 please send me your data again if you can’t find yourself on the page.

**BGen Benjamin King**. During the 2007 ACA reunion business meeting it was unamiously voted by members to have the ACA submit a formal request to Hurlburt to rename a building on base to honor BGen King, the modern father of the Air Commandos and Special Operations organizations. Several of us are going to put the memorialization package together for the President of the ACA to submit to the base. It was pointed out that the auditorium at Eglin was named after King for his work at Eglin as required by the Eglin base regulations and that the Memorial in the part is dedicated to the Jungle Jim personnel.

**Cody Hall and McBride Library at Keesler AFB—Commandos Remembered**

One of the largest academic building at Keesler AFB is named after Capt Howard R. Cody, a native Mississippian who was killed in Vietnam as a member of the Air Commandos. It is a new building built in 2005 and is the largest building in the USAF named after an Air Commando. The new building replaced the old hangar, which was originally named Cody Hall and is located next to the new building. It was built at a cost of $23 million. Is 3 stories high and has 193,000 sq feet of classrooms and offices. It trains both AF, Navy and Army personnel in radar, air traffic control, communication, maintenance & operations of various equipment and the USAF Combat Controllers are trained here. It is a very beautiful building and Cody’s widow had them paint a large portrait of Howard in his Air Commando uniform. This is hanging in the entrance of the building. He has several display cases and can get more but he needs Air Commando pictures, photos, memorabilia to showcase both at the entrance and in walls of the building. He just needs unframed pictures, posters etc and he will have them framed. I have sent 2 B-26 and 4 2004 Air Commando posters to the unit. Empahsize should be Air Commandos and our aircraft particularly the B-26, any variant we used. The items should be sent to the following address: "Chowning Scott D LtCol 334 TRS/CC" Scott.Chowning@keesler.af.mil or "Powell Kevin A MSgt 334 TRS/ULC" Kevin.Powell@keesler.af.mil at 334TS, 610 Hangar Road, Kessler AFB, MS 39534 Tel 228-377-3208. MSgt Powell is the primary contact for beautifying Cody Hall with Air Commando memorabilia.

**Capt Cody**, on 24 Nov 1963, was flying a B-26 Invader fighter bomber while operating in support of ground operations against the Communist Viet Cong near Ca Mau about 160 miles southwest of Saigon was Killed in Action. Capt Cody encountered ground fire from hidden and entrenched machine guns. Flying at low level to permit visual reconnaissance of the area he located the gun positions and launched his attack. Despite being hit by ground fire he continued to press the attack forcing the VC to reveal their gun positions to other Air Force aircraft in the target area. On his last firing pass over the target area Capt Cody's A-26 was again severely damaged by gun fire causing it to go out of control and crash. The guns were destroyed as a result of his actions. Capt Cody was posthumously awarded the Air Force Cross and General Lemay presented it to his son, Randy in Washington, DC.

Capt Cody was born in Gulfport, Mississippi on 5 September, 1934. He graduated from Gulfport High School, attended University of Southern Mississippi and joined the Air Force in 1954. He entered the Aviation Cadet program on 13 Feb., 1954 and was commissioned a 2nd Lt and a USAF pilot on 16 May, 1955. He spent his time in transports before getting into the commandos. He was assigned to Air Rescue in Iceland in 1958 as a C-54 pilot and received the Norwegian Medal of Valor, during this assignment, for his part in the rescue of the motorship Polar Bjorn off Greenland. He volunteered for the Jungle Jim, later to become the Air Commandos and Special Operations, program in 1961. He was assigned as a transport pilot first and later became a A-26 pilot. His awards include two(2) purple hearts, air Medal with one Oak Leaf Cluster, Air Force Cross, Good Conduct Medal, Natl Def Service Medal, and Armed Forces Expeditionary Medal. He was survived by his widow and three children.

**McBride Library** at Keesler AFB is named after Edward “Hoss” McBride a T-28 driver in Vietnam and a Raven FAC in Laos. The library is a very modern facility and currently has 16,000 Sq Feet and is the only library in the AF named after a Commando. Due to Katrina they are going to move it to a new location and they will have about 30,000 sq feet. They have a Raven room which has pictures, books, uniforms and other memorabilia of Ravens and Hoss. The Libarian told me that this is the most visited room for people coming in. they would like to get some more FAC, Raven or aircraft pictures to decorate the new library since they got more space now. If you have anything to donate to the library (FAC books, pictures of FAC and Air Commandos, etc) please send it to the following address: McBride Library Bldfg 222, Attn Librarian William Province, 512 Larcher Blvd, Keesler AFB, MS 39534-2345 Tel 228-377-2604/2181, email William.province@keesler.af.mil.

**Major Edward Ernest McBride** a Mississippi country-boy, called "Hoss" since a youngster because of his huge , lumbering frame, whose name is on the largest USAF Air Training Command library at Keesler AFB, MS is remembered by his comrades as a great pilot and as wonderful human being who gave his life for his country. Hoss was always very popular because of his gentle personality and his ability to create beautiful music with his guitar. His trademarks were his guitar and his ever present cigar. This library is the only library in the USAF named after a person and an Air Commando and is the largest and most modern of all the Air Training libraries. Because of the nature of his mission on the day he died, what he was doing was never really published. That is exemplified in the dedication of the library which simply stated he was killed while performing FAC duty in hostile conflict with an armed enemy in Southeast Asia. Hoss was a member of the Air Commandos and a Raven Forward Air Controller(FAC). On the day he died he was flying an O-1 aircraft as a Raven FAC near Savannakhet, Laos-the secret war in South East Asia as the newspaper at the time used to call it. The book "The Ravens" by Christopher Robins give an account of the Ravens and how Major McBride "Raven 30" was killed in action on 27 Nov., 1968. Work is being done to turn this book into a movie.

Major McBride was born on 20 Dec., 1930 in Hattiesburg, Miss. He graduated from Demonstration High School on 27 May, 1949. He met his future wife Helen Giraldo, of Bogota, Colombia while she was a exchange student at Miss Southern College and he was a bus driver. It was love at first sight-she knew very little English and Hoss knew no Spanish. An interpreter was used until the language barrier was overcome. He married Giraldo on 13 Sept., 1953 in Hattiesburg, Miss. He enlisted in the USAF on 16 April, 1952 and later went through the Aviation Cadet program and graduated in Class 53G. He was commissioned as a 2nd Lt and as a USAF pilot on 16 June, 1956 in Brian, Texas. He immediately started flying fighter aircraft. On 15 May, as a member of the 38 FIS, he was scrambled in his F-86 from Ituzuke AB, Japan to help locate and recover a lost aircraft in extremely hazardous weather. He located the aircraft and successfully help recover it. For this he was awarded a DFC. In 1963 he graduated from Southern Miss College, Hattiesburg, MS. He served in Panama with the 605 Air Commando Squadron and flew T-28 and U-10 aircraft. He served in several South American countries with Military Training Teams(MTT) teaching their Air Forces how to conduct special operations against insurgent forces. He went to the FAC school at Hurlburt Field and was assigned to SEA as a Raven FAC in 1968. The Raven FAC volunteers and were assigned to the "Secret War in Laos." Maj McBride was assigned to the Air Operations Center at Savannakhet, Laos, after an exciting tour at Long Chen Genral Vang Pao's Headquarters which the papers used to refer to as the CIA secret operating base. Savannakhet is located in Southwest Laos on the Mekong across from the Thailand border. Hoss was well like by everyone at this base and his guitar made him a particular favorite. According to the book "The Ravens" Hoss would make candy runs over the towns and friendly troops with his O-1. He would throw candy and gum out of the windows to the kids in the street or the friendly troops on the ground. On 27 Nov., 68 he observed a column of troops which he considered as friendly because they didn't scattered at the sound of his aircraft, and waved at him as he passed over. He returned to throw candy to them, and as he was doing this, the North Vietnamese troops who he took for friendlies opened fired and a single round of .30 caliber hit him in the armpit and traveled through to his chest. The O-1 crashed upside down in a nearby river where he died. He was buried in Hattiesburg, MS next to his father. He is survived by his widow Giraldo who lives in Bogota, Colombia, a daughter Becky McBride who lives in Canoga Park, CA, a son who is a curator of a museum in Cartagena, Colombia, and his mother, a sister and two brothers who all live in Hattiesburg, Mississippi. The aircraft he flew include the F-86, T-28, O-1, and U-10. His decorations included the distinguished Flying Cross with one Oak Leaf Cluster, Bronze Star, Air Medal with two Oak Leaf Clusters and Purple Heart. He was one of the most popular pilots in the Air Commando and will always be remembered by his comrades as a fine pilot and human

**Chowning Scott D LtCol** , 334 TRS/CC", <Scott.Chowning@keesler.af.mil>
Very much appreciate your support and we'll put anything you guys have to good use recognizing both the Air Commandos and Capt Cody...dc. Lt Col Doug Chowning
Commander , 334th Training Squadron , (228) 377-3208 ,Cell (228) 326-2335
scott.chowning@keesler.af.mil

**Joe Kittinger Recollection of the Big Fall**. Aviation Record

Breaking the Sound Barrier Without an Aircraft - DRS -16-Jan-04

Joe Kittinger is not a household aviation name like Neil Armstrong or

Chuck Yeager. But what he did for the U. S. space program is comparable.

On Aug. 16, 1960, as research for the then-fledgling U. S. space program,

Air Force Captain Joseph Kittinger rode a helium balloon to the edge of

space, 102,800 feet above the earth, a feat in itself. Then, wearing just

a thin pressure suit and breathing supplemental oxygen, he leaned over

the cramped confines of his gondola and jumped--into the

110-degree-below-zero, near-vacuum of space. Within seconds his body

accelerated to 714mph in the thin air, breaking the sound barrier. After

free-falling for more than four and a half minutes, slowed finally by

friction from the heavier air below, he felt his parachute open at 14,000

feet, and he coasted gently down to the New Mexico desert floor.

Kittinger's feat showed scientists that astronauts could survive the

harshness of space with just a pressure suit and that man could eject

from aircraft at extreme altitudes and survive. Upon Kittinger's return

to base, a congratulatory telegram was waiting from the Mercury Seven

astronauts--including Alan Shepard and John Glenn.

More than four decades later Kittinger's two world records--the highest

parachute jump, and the only man to break the sound barrier without a

craft and live--still stand. We decided to visit the retired colonel and

Aviation Hall of Famer, now 75, at his home in Altamonte Springs,

Florida, to recall his historic jump.

FORBES GLOBAL: Take us back to New Mexico and Aug 16, 1960.

Joe Kittinger: We got up at 2 a. m. to start filling the helium balloon

At sea level, it was 35 to 40 feet wide and 200 feet high; at altitude,

due to the low air pressure, it expanded to 25 stories in width, and

still was 20 stories high! At 4 a. m. I began breathing pure oxygen for

two hours. That's how long it takes to remove all the nitrogen from your

blood so you don't get the bends going so high so fast. Then it was a

lengthy dress procedure layering warm clothing under my pressure suit.

They kept me in air- conditioning until it was time to launch because we

were in the desert and I wasn't supposed to sweat. If I did, my clothes

would freeze on the way up.

How was your ascent?

It took an hour and a half to get to altitude. It was cold. At 40,000

feet, the glove on my right hand hadn't inflated. I knew that if I

radioed my doctor, he would abort the flight. If that happened, I knew I

might never get another chance because there were lots of people who

didn't want this test to happen. I took a calculated risk, that I might

lose use of my right hand. It quickly swelled up, and I did lose use for

the duration of the flight. But the rest of the pressure suit worked.

When I reached 102,800 feet, maximum altitude, I wasn't quite over the

target. So I drifted for 11 minutes. The winds were out of the east.

What's it look like from so high up?

You can see about 400 miles in every direction. The formula is 1.25 x the

sq. root of the altitude in thousands of feet. (The square root of

102,000 ft is 319 X 1.25 = 399 miles) The most fascinating thing is that

it's just black overhead--the transition from normal blue to black is

very stark. You can't see stars because there's a lot of glare from the

sun, so your pupils are too small. I was struck with the beauty of it.

But I was also struck by how hostile it is: more than 100 degrees below

zero, no air. If my protection suit failed, I would be dead in a few

seconds. Blood actually boils above 62,000 feet.

I went through my 46-step checklist, disconnected from the balloon's

power supply and lost all communication with the ground. I was totally

under power from the kit on my back. When everything was done, I stood

up, turned around to the door, took one final look out and said a silent

prayer: "Lord, take care of me now." Then I just jumped over the side.

What were you thinking as you took that step?

It's the beginning of a test. I had gone through simulations many

times--more than 100. I rolled over and looked up, and there was the

balloon just roaring into space. I realized that the balloon wasn't

roaring into space; I was going down at a fantastic rate! At about 90,000

feet, I reached 714mph. The altimeter on my wrist was unwinding very

rapidly. But there was no sense of speed.

Where you determine speed is visual--if you see something go flashing by.

But nothing flashes by 20 miles up--there are no signposts there, and you

are way above any clouds. When the chute opened, the rest of the jump was

anticlimactic because everything had worked perfectly. I landed 12 or 13

minutes later, and there was my crew waiting. We were elated.

How about your right hand? It hurt--there was quite a bit of swelling and

the blood pressure in my arm was high. But that went away in a few days,

and I regained full use of my hand.

What about attempts to break your record?

We did it for air crews and astronauts--for the learning, not to set a record. They will be going up as skydivers. Somebody will beat it someday. Records are made to be busted. And I'll be elated. But I'll also be concerned that they're properly trained. If they're not, they're taking a heck of a risk. <http://www.flightmuseum.com/kittinger.htm>

**"Douglas Galipeau**, Col, SAF/MRBP" <Douglas.Galipeau@Andrews.af.mil>
To: "Eugene Rossel" <aircommando1@earthlink.net>
Gene, Thank you for including me on your email!  I am glad to hear that youare recovering well from surgery.  I was also really excited to see thatyou'll be going to Australia for the Air Medal presentation.  I know mypart was a small one but I'm glad I was in the right place/right time tohelp effect the outcome.

Looks like I'm going to be given one more shot at command this summer.

It's not an AFSOC position but I have been selected to be the CC at the

612th Theater Ops Group at Davis-Monthan.  Looks like I'll be able to

fight the war on drugs and spread the AFSOC gospel at the same time!

I'll be at this email address until some time in the summer and you can

always find me at talon1nav@yahoo.com if I can be of any service.

Hope you and your family have a great Christmas and a wonderful New

Year. Doug

**Jim Wilkes** <bilk24@yahoo.com>
From the FACNET. Below are comments from my UPT classmate,Bill Gruber, a BS bomber pilot in 68 at Danang.
Jim: The 0-2B's were the BS bombers. Painted in standard gray. Not FAC's........for the most part, just making orbits with loud speakers and occasionally dropping a few leaflets ( our C-47's did the big leaflet drops, since we didn't have much capacity in the 0-2.) Our unit was the 9th ACS hq in Nha Trang.
 Bill. <http://www.marchfield.org/o2b.htm> Here's some data on the O-2B.

**USN Puts NCOs In Pilots Seats**

January 5, 2008:  The U.S. Navy awarded wings to its first two non-officer pilots in over sixty years. Faced with a growing shortage of pilots, the U.S. Navy has finally adopted a solution the U.S. Army implemented long ago; warrant officer pilots. The first fourteen navy warrant officer pilots were commissioned a year ago and sent off to flight school.

Noting over half a century of U.S. Army success with warrant officer program, the U.S. Navy decided to try it out, and called for enlisted volunteers two years ago. The navy warrant officer pilots will serve as flying officers in patrol, electronic warfare and helicopter aircraft. These pilots would remain pilots their entire careers. Commissioned officers are expected to move on to leadership positions. Traditionally, this often means spending some of your time flying a desk, instead of an aircraft. Many pilots don't like this, and the warrant officer program is, for them,  an attractive option.

There's a sense of dij` vu with this. The navy had NCOs flying aircraft early in World War II. Ever since, there's been a controversy over whether all pilots (most of whom are highly trained warriors, not leaders, which is what officers are supposed to be) must be officers. At the start of World War II, the army air force (there was no separate air force yet) also had enlisted pilots. These men were NCOs ("flying sergeants") selected for their flying potential and trained to be pilots. Not leaders of pilots, but professional pilots of fighters, bombers and whatnot. Officers trained as pilots would also fly, but in addition they would provide the leadership for the sergeant pilots in the air and on the ground. As the Army Air Corps changed into the mighty Army Air Force (with 2.4 million personnel, and 80,000 aircraft, at its peak), its capable and persuasive commander (General Hap Arnold), insisted that all pilots be officers. Actually, he wanted them all to be college graduates as well, until it was pointed out that the pool of college graduates was too small to provide the 200,000 pilots the Army Air Force eventually trained. But Arnold forced the issue on only officers being pilots, and the navy had to go along to remain competitive in recruiting. When the air force split off from the army in 1947, the army went back to the original concept of "flying sergeants," by making most pilots Warrant Officers (a sort of super NCO rank for experienced troops who are expected to spend all their working their specialty, not being diverted into command or staff duties.) Many air force pilots envied the army "flying Warrants" because the Warrant Officers just fly. That's what most pilots want to do, just fly an aircraft, not a desk. But a commissioned officer must take many non-flying assignments in order to become a "well rounded officer." Many navy and air force pilots don't want to be well rounded officers, they want to fly. So a lot of them quit the military go work for an airline. They often they stay in the reserve, and fly warplanes on weekends, and get paid for it. This is considered an excellent arrangement for the many pilots who take this route.

What the navy is trying to do, besides experiment with the old "flying sergeants" arrangement, is address a shortage of pilots for combat support aircraft. Fighters are the most attractive aircraft for military pilots, but far fewer qualified people want to do the more unexciting work of piloting patrol aircraft and helicopters. The navy is also confronted with the coming generation of robotic aircraft. These UAV (unmanned aerial vehicles) are usually controlled (when they are "flown" at all) from the ground. This job has been unattractive to pilots, and often NCOs are used (except by the air force, which has made some of its UAVs completely robotic so they could allow NCOs to push the buttons) to do this. Warrant Officers would be better suited to be career UAV operators.

The navy received 69 application, in 2006, for the 30 initial warrant officer positions. Only 42 of the applicants were found qualified, and 14 completed the initial training. The applicants had to be petty officers (E5-E7), have at least an associate's degree (two years of college) and be under 27 years old. As it turned out, four of the 14 graduates already had civilian pilots licenses, and seven had served as enlisted aircrew. The next selection for this program will take place later this year. From [www.strategypage.com](file:///C%3A%5CDOCUME~1%5CHP_ADM~1%5CLOCALS~1%5CTemp%5C??.htm)

**Juan Bazan** <bazanj@gvtc.com>
Subject: Panama Riots

The San Antonio Express mentioned the Panama riots  that started on this date in 1964. It brought back a lot of memories. And you might recalled the so-called "Panahoochies",  among which was Sammy Ozuna and about five others that I can't recall.  I remember that we almost set the town on fire when we started dropping flares that night and they started drifting towards the slum areas. I flew  on the U-10,  with Capt. Leo Fortschneider monitoring the crowd. Lots of good memories.....early morning drills, two-mile runs , empanadas, and creative stuff--like stuffing toilet paper on the cannon that was fired by the marines on a daily basis. Take acre. Will try to make the reunion this year. It will be nice to see you again. Juan Bazan
Juan--you really brought some memories back with your email which is below.  I thought the Panama riots started on 14 Jan 1964 but I may be wrong.  I got a call from my Panamian girl friend about 7 PM that day and she told me not to come down tonight because the students were rioting in Panama and were entering the Canal Zone off 4th July Ave and going up the hill to tear the American flag down.  It was getting bad.  I called the boss; Col Gleason and told him what was happening in the CZ and I must have sounded like an over-reacting Lt and he said thanks for the information and I knew I wasn't getting through.  About 20 minutes later Col Gleason called me and said to get down to our hangar right away because they were rioting in the CZ.  For the better part of valor I said "yes sir" and rushed down to our hangar.  We had T-28s, B-26s, U-10s, C-47s and C-46s.  I beleive we armed the T-28s and probably the B-26s also.  The Army sent their Paratroopers Lts and several people to man the sandbag emplacements on the hill overlooking the 4th July Ave which separated the CZ from Panama.  They gave them M-1s, without ammunition, and PRC-10s.  Those guys kissed sandbags all night as the Panamians rushed up to the sandbag emplacements and fired into the sandbags.  Scared the hell out of these guys.  The Panamians were firing into the CZ and the Army called up their crack rifle team to clean out the Panamian shooters from the hotel overlooking the 4th July Ave.  They  were given a half hour to clean out the shooters which they did very quickly and efficiently (there were about 21 Panamians killed that day and I think 1-2 Americans).  We had a number of American cars trashed and burned.  One of our lucky guys who made it from Panama to Howard AFB the next day was our intel officer.  He was a black major who was driving from his home in Panama in his car without his uniform on and was stopped in Panama City by the rioters who let him go because he looked like a Panamian.  He wasn't aware of the rioting and was one lucky Commando that day.  South Comm had helicopters up who had some gas on board but couldn't use it because the wind was blowing into the CZ and we couldn't gas our own people.  South Comm brushed off their contingency plans and they were totally outdated.  The Panamian National Guard wasn't to be seen during the riots--they were staying in their barracks.  The next day the Panamian AF (consisted of 4 Lts just out of Latin American AF Academys who had one office, with 4 chairs and who rented their mission aircraft from Pita airport from I think was a CIA agent running the place) flew over one of the rented aircraft to install loudspeakers, which we just had made a door loudspeakers a couple weeks before, to talk to the people on the ground.  We installed it on the aircraft and the Panamian Lt flew up and down the Panamian side of the CZ telling people to go home and not to riot.  Normally the young Panamian AF would fly missions against the bad guys by firing their pistol or rifle from their aircraft or taking hand grenades and putting them in a glass, pull the pin, and then drop them like they did in WWI.  When the glass hit the ground it would break and the grenade would army itself.
Panama was off limits for Americans for the next 7-9 months.  It was terrible.  the Panamians could come on base and go down to the beach at Howard with a mobile van of rupte which calmed the restless paratroopers.  We could not go into Panamian City and the military was sending families home.  About 4 months into this confinement, a  couple of us-Cook, Veryl Weber, a lanky B-26 navigator, and an reserve Navy Lt on duty with the Navy for 2 weeks from the states decided after a number of drinks at Howard O’club that we would go downtown and visit the biggest off-limit place in Panama City--Villa Amore.  It was a 4 story Disneyland which you would get an article 15 if you were caught in it by the Panamian National Guard and our MPs.  We always wanted to see this infamous place.  It was about 2300 hours when we arrived and in a short time our Navy Reservist, who  was in a hurry, left with one of the beauties.  Veryl was standing by the bar talking to a young lady--it seemed like there were some 100 young ladies in the bar area and a number of drinking Panamian men when one of the Panamian threw a beer glass at Veryl and shouted kill the Gringos.  Well our hearts almost stopped as everyone started to rush out the door which was shielded by a wooden frame which made for two exits.  Cook and I ran for the weeded area on the side of the building  which had a sewage drainage somewhere because it smelled like hell.  We hid in the weeds, drunk and armed with only a beer glass, hearing noise as if they were searching for us.  We used all the Commando training we had received and feared about being killed or being caught by the military for being in an off-limit place.  After awhile the noise subsided and we both headed for the nearby road where we got into a cab and headed for the Hilton Hotel were we had my beatup car--we used that because it looked quite Panamian and we figured we wouldn't be bothered because of this.  We waited till about 6 in the morning at the Hilton Hotel and we were going to call the one of the Panamian AF Lt we knew to help us out.   Both Veryl and the Navy Lt arrived and we didn't need to call for help.  We quickly headed back to Howard in a hurry being a lot smarter for pulling this boner off.  After that incident we never went back into Panama City until peace was declared and we were permitted to return.  Panama was a dangerous place for Gringos during these tense periods and we weren't permitted to go into the city.  Of course we didn't report our experience to our boss Col Gleason.
I remember the cannon which the Army fired every morning when they raised the flag.  I thought the CCTers put pool table balls into the cannon and when it was fired the hard balls hit the side of the wooden gym on base and put a big hole in it.  There was an investigation but no guilty persons were fond but it ended this prank.
Panama was a great place to be assigned to a great outfit like the 605th Air Commando Sq.  The experience was worth a million dollars.  We would Get the Panamain girls with us to go into orbit when we passed under the Panamian flag hanging on  the Bridge of America (connecting the two sides of the CZ)  and ask what that rag was doing flying over the Canal.  The Zonians were a great group to associate with but the Panamians had pains with them.  The parties we had were just great.  Cheap booze and a lot of women made all our parties the envy of the Isthmus.  Great restaurants and the Hilton Hotel grand organ as well as the guy who entertained on the boat on the Canal.  Can't remember all the names but they were memories to cherish.
Gene Rossel

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| "DianaKenney",ibdicl@sbcglobal.net, HerbertBoothKIA Vietnam 1962 |
| Hi Gene,Thank you for returning my contact today.Attached is a full shot of the Booth cemetery marker.  The marker is locatedin the Union Cemetery, Crystal Lake, IL. The four sides of the large cross have plaques "in memory of" HerbertWilloughby Booth, Jr., his father, his mother, and his sister.  I believeall of these individuals were cremated.  His grandparents are buried nearby,and their markers are in front of the large Booth cross. Our Historical Society is working on a Memorial Day project at the Union Cemetery.  We will be highlighting the life, service, and death of sixveterans from six different wars who are laid to rest at Union Cemetery (Warof 1812, Civil War, Spanish American War, WWI, WWII, Vietnam).  With HerbertWilloughby Booth Jr., we have an opportunity to "know" the man through hisfriends, comrades, and family.  I thank you in advance for your assistance.Diana KenneyP.S. I'm looking forward to seeing your photos and hearing what the otherguys may have to say. |
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| [THORSTEN SCOBEL](http://www.thevirtualwall.org/index.cfm?SectionID=110&Wall_Id_No=46288), KIA by Cambodian T-28 21 Mar 64. From the FACNET |
| C:\Documents and Settings\HP_Administrator\Application Data\Qualcomm\Eudora\Embedded\spacer95.gif | Scobel and I were in the USAF ROTC Program together at the U.Md (He was in the Scabbard and Blade and I was in the Pershing Rifles). On his first day in VN we met in the Rex Hotel bar Nov 63, during the night of the Diem coup, (I was in country 3 months). With cannon shells raining on the Palace accross the Street and fire fights throughout Saigon, he asked if it was always this bad? With a straight face I said this was nothing! We kept in touch and when he was shot up by Cambodian AF T-28s, while FACing in an unarmed O-1A. I went to see him at the hospital in Saigon. At first they said he died of pneumonia and was not a combat casualty but, his girl friend told me his chest was filled with bullets or shrapnel! No official complaint was lodged against Cambodia and the incident was covered up. Later he was listed as "dying in the service of his country" but, you can find little about the circumstances. Posted by: Edward Mark Dunker, Major USAF Ret. |

Ken Hinks

 The T-28D was even instrumental in the only uncontested Cambodian air-to-air victory, scored on 21 March 1964. That day a patrol of two T-28Ds explosion down a VNAF O-1 over the bordeSouth Vietnam. (A. Grandolini collect

**Vandy Powell,** VandyP@aol.com, From the FACNET

In April of 1964 several of us arrived in Vietnam to be Forward Air Controllers   Capt. Bill Whatley (assigned to Kontum) , Capt Franklin D. Peschel  (assigned to Ben Cat) and me Capt. Vandy M. Powell Jr.  (assigned to Baria) primary duty FAC (5th Div) DAFSC 1111Z  with III Corps ALO/FAC  1300700..  After about 11 days in Saigon at the Metropol Hotel we were given orders to report to Bien Hoa  where we met our commander  Lt. Col. Mellish.

He was a fine officer and he had a  Vietnamese driver who drove  his jeep exceedingly  fast in and out of traffic and was given the name Barney (for Barney Olfield)

We were issued an AR 15 and offered a 38 revolver which I believe all of us refused because we had brought our  own Browning 9 MM , 14 shot  automatic revolvers..  We were also issued a very thick flak vest which they said would not stop a bullet ..   My first two times wearing the vest I broke out in heat rash so from then on I sat on my vest.

We were given an orientation ride in the O-1   The tail dragger was no problem.

 I had learned to fly an Aeronca Champ when I first got a pilots license.  So The ride became an area orientation ride.  And then I believe there was another to check me out on firing rockets.  I learned how to draw a grease pencil line across the windshield for my high tech rocket aiming gun sight. , how to dive for more accuracy and was told to stay above 1500 feet..  This was a great adventure for me.   I had flown the T-34, the T-37 , the T33 and the T-29.   Now I was firing rockets.  No ordinance training, no fighter training . Did I have a lot to learn. !    They said here is your  O-1 , (I was to fly out of Vung Tau ) and if you need rockets or maintenance or  when you have 25 hours on it, bring it back to Bien Hoa.  I don't know how or why I was selected as a FAC,     Those were some of  the early days and I soon learned  a lot about FACing

When I arrived in Vietnam I was told that there were only 55 FACs in country but that changed dramatically during my year there.    At the start I was responsible for 3 provinces.  Phuoc Tuy, Bien Hoa, and Xuan Hoc.  As more FACs came in  my area of responsibility  thankfully shrunk.

I was given the small diamond shaped  patch which said F-19 and I thought we FACs should have more than that so I designed a patch for those I knew to wear.  I seldom saw another FAC so I had five or six made at a small tailor shop in Saigon.  I kept a couple and passed out the others.  MOT (one) MINH (person )    KHONG (not) SO (afraid)  I kept the F-19 designation and added  MACH .2 (MACH point two)  I remember only 3 or four times I flew with someone in the back seat and only once with a Vietnamese observer.  Hence, the translation  -Alone and Unafraid.-  I saw one being worn at the Fort Walton reunion and was surprised that the patch had survived at least for a while.Vandy Powell, Python 1, April 64-65

**Bob Arnu**, rra@earthlink.net, Dear Col Arnau,

I am seeking further information on my uncle, Msgt. James H. Calfee, killed at
Lima Site 85, 3-11-68.  I have been reading some of your papers on the TTU Vietnam
Archives and wonder if you have ever heard of a book or article that says the
radar from LS85 was dismantled and shipped to Moscow.  If you have any proof or
documentation of this statement, could you please forward to me!
 Thanks-Debra Morris, Fourth Grade, A.P. Beutel Elementary, 979.730.7165

**Dusty, Jim Henthorn** 21st S.O.S. Nov. '67 - May '69 Knife/Dusty

The Passing of a Hero. This morning I received an email from his son Rob, that Saturday evening at 10:22 pm. Oren B. (OB) Harnage passed away.  Some of you may not recognize the name but all of you surely would recognize his photo for he was the "man on the roof" shoving people into the Huey on 29 April 1975 in one of the most famous (or infamous) photos of the Vietnam War. What many of you don't know....is anything about him.  That he served in the US Naval Amphibious Force in WWII where he saw combat in the Philippines and on Okinawa where he was wounded.  That he then served in the Korean War with the US Air Force. Then in 1960 he was selected for a special assignment with the CIA and assigned to the 1129th Special Activity Squadron in Nevada to work on the SR-71 Black Bird program until his retirement in 1965 as as Master Sergeant. He then served in the Vietnam War with Air America serving a total of 7 years in Vietnam, Cambodia and Laos in a number of capacities.  His final Vietnam assignment was as the ranking Air America Air Operations Officer at the US Embassy and was instrumental in the planning and evacuation of many, many people in those hectic final hours of our decade long involvement. In addition to his many citations and awards for service to his Country in the Navy and the Air Force, he was also awarded the CIA's coveted Intelligence Star award for his heroic actions during the evacuation of Saigon. I just thought some of you may want to know that a hero passed away last evening.  A true hero, one that you will probably not hear about on the TV or radio, nor read about in the newspaper.  A true hero nonetheless.May he rest in peace.

**Roger Huffman** , rhuffmannm@yahoo.com

Death determination of the folks at the Fall of Lima Site 85 at Phou Pha Thi, a mountain in Laos 160 miles west of Hanoi. Jim Gary and me were the only CCT at LS 85. Doty was never there. Where the hell did you get that information?

I am trying to find the names for all the CCT who were at Lima Site 85 at Phou Pha Thi, a mountain in Laos 160 miles west of Hanoi when it fell to the NVA on the night of March 10-11, 1968. From the data I previously got Roger Huffman, Jim Gary and Richard Doty (??) were either on the radar site or on the lower site with the CIA/AA. Would appreciate anything you can give me. I got part of the story below. Gene Rossel

Before midnight, 33 North Vietnamese sappers climbed the western side of the mountain, a feat that US officials assumed was impossible. The sappers had trained for months, practicing on karst peaks and the faces of rock cliffs. They emerged on the top of the mountain at a point between the radar buildings and a Thai guard post. The sappers waited in hiding until 3 a.m., then began moving toward the Heavy Green facilities. They bumped unexpectedly into an enemy guard, who threw a grenade. The sappers immediately opened fire on the radar buildings with a rocket-propelled grenade launcher and submachine guns. "The Americans were taken by surprise," the North Vietnamese report said later.Eventually, the North Vietnamese discovered Sliz's team on a rock overhang about 20 feet down from the top. The sappers shot down the side of the mountain with automatic weapons and lobbed grenades over the slope. Several of the Americans on the ledge were killed outright. Sliz and John Daniel were wounded. However, CMSgt. Richard L. Etchberger was unhurt and, because of him, his wounded companions would live to be rescued. Etchberger kept the sappers at bay with his M-16 rifle.At least eight Americans were still alive on the mountain. Etchberger, Sliz, and Daniel were on the ledge. The TACAN technician, Jack Starling, was by the TACAN, wounded and playing dead. Bill Husband was on top of the mountain, just north of Starling. The combat controller, Sgt. Roger Huffman, was near the helipad. The two CIA officers, Howard Freeman and John Spence, were at the CAS area south of the helipad.

**"Wood, Larry M Mr** CIV USAF AFSOF AOC/STO" Larry.Wood@hurlburt.af.mil, Jungle Jim Mascot. The 623 Air Operations Center (AOC) just raised to flag today at KHRT. Our unit history traces back to 1962 with AFSOF, the 4400 CCTS, and the Jungle Jim program. We are looking for a unit mascot and the question came up about Jungle Jim. Did the original Jungle Jim participants have a mascot based on the 1930s cartoon Jungle Jim, or the 1950’s B-movies Jungle Jim? Does anyone have a patch or drawing of what this mascot looked like? The AFSOC Historian’s office has the unit patches but that’s about it. They told me they don’t do mascots. We’d appreciate any help you can be in this. We’re very interested in keeping the Air Commando history alive. Thanks for your time.LARRY M. WOOD, Maj, USAF (Ret.), GS-13, DAFC, Chief, 623 AOC/STO, 884-3951.

The 4400 CCTS, Jungle Jim and the Air Commandos at Hurlburt never had a mascot except an occasional pretty girl.  The only mascot that I know we had was an ocelot which Det 3, later the 605th ACS, had in Panama and I have a picture or two of it laying around.  The little cat was wild and I never liked to get too close to him.  I have a picture somewhere showing Gen Sweeney (old TAC Commander) visiting us at the 605th getting friendly with the cat.  There was individual mascots which members had such as a monkey in Laos and other animals local to the area where we were stationed.  I know of no official mascot for the original Air Commandos in WWII. Go to this page  <http://www.specialoperations.net/Patches.html> and almost all of the Air Commando patches used are shown there.  The first patch we developed for Air Commandos in Vietnam was the ZAP patch.  I came in the organization late 61 and most of the organizational patches are on the page above.  I don't recall any cartoon drawing of Jungle Jim or movie character.  I will check a few others but we weren't like the Jollies because most of our people wanted to kill commies.

**Jerry Kibby,** <jerrykib@earthlink.net>
YouTube - Cam Ranh Bay: What the Captain Means, <http://www.youtube.com/watch?v=OQ1AYVcAS7k>
The one I recall was by an A-1 pilot.  There was the sound of an A-1 taxiing by.  The first time I heard it was when Capt. Bill Campbell who lived in the room next to mine in the Officer's hootch played it over his system that had big speakers.  It sounded like and A-1 was in his room. Jerry Kibby

**Jim Boney**, 1967 NKP Thai C-47 Used by an A-37 Expediter to make a run for the US. In 1967 do you remember an A-37 Expediter who stole a Thai C-47 and was taxing with some B-26 on his quest to go home.  He got airborne but the vertical stabilizer was locked and he became inverted and crashed. The base supposedly hushed it up.  Any of you have any info on this?

**Jim Stampher**, <stampher@innernet.net> . Yes,I was there then.  I was told it was a lao C47and that the Sgt had received a dear John letter from his wife,  The story put out the next day that it was suicide and that he deliberately caused the plane to Crash.  One of the people who was at the site said he actually could be heard screaming and that he burned to death.  I was working that night and someone came by and told me a C47 had crashed.

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| Joseph Holden <aceusaf@earthlink.net>**Click on the year you were born  & read the news for that year.** \_1900\_ ( <http://www.infoplease.com/year/1900.html> ) \_1901\_ ( [http://www.infoplease.com/year/1901.html](http://www.infoplease.com/year/1901.html%20) ) \_1902\_ ( [http://www.infoplease.com/year/1902.html](http://www.infoplease.com/year/1902.html%20) ) \_1903\_ ( [http://www.infoplease.com/year/1903.html](http://www.infoplease.com/year/1903.html%20) ) \_1904\_ ( [http://www.infoplease.com/year/1904.html](http://www.infoplease.com/year/1904.html%20) ) \_1905\_ ( [http://www.infoplease.com/year/1905.html](http://www.infoplease.com/year/1905.html%20) ) \_1906\_ ( [http://www.infoplease.com/year/1 906.html](http://www.infoplease.com/year/1%20906.html%20) ) \_1907\_ ( [http://www.infoplease.com/year/1907.html](http://www.infoplease.com/year/1907.html%20) \_1908\_ ( [http://www.infoplease.com/year/1908.html](http://www.infoplease.com/year/1908.html%20) ) \_1909\_ ( 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 **I was always taught to respect my elders, but it keeps getting harder to find one** |

**Joe Kittinger**, ACOLJOEADV@aol.com. A Comedy about checkout in an F-86

<http://www.youtube.com/watch?v=vQL9Kxxd88s>
This is odd...pure slapstick and inanity, but thought you'd enjoy some of
the old pictures.  Looks like a neat airplane.  Watch for the shot under the
overpass or bridge...worth the whole thing.
Creativity didn't start with YouTube!

I was in this movie, which was made in 1952 at Ramstein  AFB Germany, when we received our new F-86E's. We had a ball making this film which obviously is still entertaining. We had made an earlier movie about the F-84 which is even funnier than this one. Our fighter wing (86TFW)  went from the P-47 in Nov 1950 to the F-84E (November 1950) to the F-86E in March 1952. Our Squadron Commander was Lt Col Jones E. Bolt a former Acrojet Performer (F-80's)  which was the predecessor of the Thunderbirds.  He was a great commander and fighter pilot. It was a great squadron, flying great aircraft. We had a blast.

Joe

**Robert A. Downs**, robert@aircommando.net, Jerry Klinglman
Jerry Klingaman whom many of you know retired from civilian service yesterday, 11Jan08, at Hurlburt Field, Florida. Jerry spent approximately 22 years in the Air Force serving much time in the Air Commando field followed by some 23 years working to rebuild Special Operations to it's current state. So respected was Jerry that 4-Star General Norton A. Schwartz presided over the retirement ceremony.Jerry (among others) was instrumental in rebuilding Air Force Special Operations. Today, we have a cadre of well trained young Warriors which may never have occurred were it not for persistent hard working people like Jerry. Jerry had the opportunity to gain firsthand experience and insight into the radical side of evils in which the world faces today from his assignments in several remote locations such as in Laos. I have not always agreed with Jerry; but, he did accomplish far more meaningful and enduring results than I. For that I have been and will be forever grateful to Jerry and men like him. He has and will always be an admirable and accomplished "Warrior" in my book....!!!!   The goals, missions, and objectives of Special Operations will always be ever-changing in this very unsettled world and will continually require bright young people of Jerry's caliber to step into his shoes and continue to improve our forces and their capabilities. A well deserved "Atta Boy" goes to Jerry from each and every Air Commando....!!!! Robert

I can still remember Jerry visiting us in Laos with then SAWC commander. Lots of luck in retirement jerry.

**Joseph Holden**, aceusaf@earthlink.net
Interesting observation. My reply to the Navy/USAF debate
As a former USAF F-4 driver who had a Navy exchange IP, I think I kind of have a handle on the differences. In the Navy the carrier is the weapon, a national treasure to be protected at all costs. The airplanes are bullets and are expendable. In the USAF the airplane is the national treasure and is to be protected at all costs. In the Navy they tell you "don't do this, don't do that, everything else is fine". In the USAF it's "do this, do that, don't do anything else". For instance written policy in the F-4 while maneuvering was never get below 250 KIAS or else you "might" depart. In the Navy they told you to intentionally depart the aircraft in you first couple flights. (although I did depart twice in training and was talked into it by an IP that knew I needed to know how to recover. For you civilians, and I was one of them too, it's the same as do we teach stall/spins and then recovery or just stall/spin avoidance).

The Navy is a small, high quality force just like the Marines. They don't have the sheer mass to bring a major conflict to a successful conclusion on their own. The USAF is like the US Army, a very large lower quality force that has the mass to overwhelm an enemy. Of course the best example of that is the much better air to air kill ratio in Southeast Asia that the Navy enjoyed over the USAF due to realistic training in their TOPGUN program. At that time the USAF command structure was dominated by bomber pilots (ever since then it's been run exclusively by fighter pilots) who thought "peace was their profession". But on the other hand the biggest casualties of that war, at least during the Rolling Thunder campaign, were USAF Thud drivers (the majority of POWs in that war were either Thud are Navy A-4 drivers). They had about a 33% casualty rate and over half the production run of the F-105 was lost in combat which is a record. It is also a testament mostly to the stupid rules of engagement written by Johnson and McNamara but is also a tribute to the courage of the USAF Thud and F-4 pilots that fought that campaign and in that context I will concede nothing to the Navy, Marine or Army pilots, courage and integrity is not lacking in any of the services. I will say that in Southeast Asia we USAF types had girls, booze, beer and a 10,000 foot runway while the Navy guys had to land on a boat, drink Coca-Cola and read Playboy. But in the Gulf war the Navy guys had an air conditioned bunk, clean clothes, showers, Playboy, and good food while the USAF guys lived in a tent, showered once a week, had lousy food and weren't allowed to have Playboy. Guess it evened out! Just my take on things, Ron Henning

**Robert Johnson**, robjo66@sbcglobal.net , **Ravens of Long Tieng,** By Ralph Wetterhahn

Thought you would be interested in this article by ret USAF Col Ralph Wetterhahn.   Ralph also volunteers on the SS Lane Victory in San Pedro with me.   He recently appeared in the PBS Nova program "Lost over MIG Alley" which I had let you know about.   He is a fascinating fellow.   Recently also spoke at Chino Air Museum.  Regards,  Bob

<http://www.airspacemag.com/issues/1998/october-november/ravens.php?page=2>

**PAUL TOBEY**, paultobey@verizon.net Martin B-26 Problems—the Widowmaker. While the B-26 was a fast plane with better performance than the contemporary [B-25 Mitchell](http://en.wikipedia.org/wiki/B-25_Mitchell), its relatively small wing area and resulting high wing loading (the highest of any aircraft used at that time) led to tricky high-speed landings (approach at 140 mph (225 km/h) and stall at 130 mph (210 km/h) [indicated airspeed](http://en.wikipedia.org/wiki/Indicated_airspeed)). The [R-2800](http://en.wikipedia.org/wiki/R-2800) engines were reliable, but the electric pitch change mechanism in the propellers required impeccable maintenance and was prone to failure. Failure of the mechanism placed the [propeller](http://en.wikipedia.org/wiki/Propeller) blades in flat pitch with instant total loss of power. Due to the rotund fuselage, the B-26 engines were placed far outboard, and loss of power on one side resulted in a violent snap roll flipping the aircraft on its back. This led to a high number of accidents during takeoff, thus earning B-26 the nickname "Widowmaker" by its pilots. Other colorful nicknames included "Martin Murderer," "The Flying Coffin," "B-Dash-Crash," "The Flying Prostitute," (because it had no visible means of support, referring to the small wings), and "The Baltimore Whore" (a reference to the city where Martin was based).[[3]](http://en.wikipedia.org/wiki/B-26_Marauder#_note-1#_note-1)” **The rest of the article can be found at:** [**http://en.wikipedia.org/wiki/B-26\_Marauder**](http://en.wikipedia.org/wiki/B-26_Marauder) **Paul**

**Joseph Holden**, aceusaf@earthlink.net ,AF Pilots—Don’t put me in drones
There was an interesting article in the local paper yesterday. The title was "Military relies more on droneds in Iraq". It went on to relate that recently 120 USAF pilots were transferred to drone duty. I knew they were flying them out of California but they are adding North Dakota, Texas and Arizona. This begs all kinds of questions, if you are a drone pilot can you log "drone" flying time? If you fly the "drone" over a combat zone do you get combat pay? and do you still have to get four hours a month in a real airplane to get flight pay? these are all things to ponder, in the meantime, I'm happy I was in the AF when the only things you had to sweat were being assigned to the B-47 or GCI, I got suckerd into GCI but managed to wenie out after a brief assignment..

**Col Robert Gleason**, Rlgleason22@aol.com
Accurizing Part of the Patee/Girffin/Henak T-28 Rescue Story at Khe Sanh Sir: What an exciting moment to see my name in print in your wonderful book, as I also am now a writer full time and have many stories written but not yet published about my time in the 606th ACS. Here are my corrections.  I am Don Henak, the airman on that mission.  By the way you can publish this or put it on the ACS bulletin board if you like.

1. We did have jacks.  Two of them.  The ones that worked fine back at NKP and neither of which worked correctly when we got there.  The one worked only slightly, and me being a former maintenance guy on a big farm while growing up, I talked Grif (the other maint man sent to retrieve the T-28) into letting me jack it up about an inch or two at a time, then shoring it up, then again, and again and again, until we got it high enough to do what we wanted with it.
2. We did not cut the wires, etc. to the nose wheel.  What happened is there was a hydrolic failure that couldn’t be repaired.  I never told MAJ Patee what I did, but I put a screwdriver through the hole where the flight lock pin was supposed to go, wrapped it on both sides with lots of safety wire and tape.
3. I do remember the parachute thing and Griff sitting on my lap.  The MAJ was always a really nice guy, but he told us in no uncertain terms, “Don’t either one of you dare touch the stick”.   We had to fly all the way back to Thailand with the canopy open also, as we were about one head too high in the cocpit to get it shut.
4. There may have been some big giant Airman that helped us by putting his back to the bottom of the wing as you mentioned, but I don’t recall him being there, or any airman besides us at the time.  He may have helped while we did our micky-mouse-the-jack-thing, Griff might remember if that occured the way was in your story.  It’s a nice touch tho, lol.  I actually have Griff’s email addy as we found each other last year on the internet and talked for days.   I have always done my best under fire and later switched over to Active Duty Washington Army National Guard.  I retired, disabled, but still spunky, after 26 yrs service.
5. You mentioned the MAJ getting his Silver Star with not much hurrah.  The Stars and Stripes carried the story, or some such publication, radio I remember had it on the air.  They sent a Hometown News Release to my home newspaper with my picture and the story and the TV station got the film, although they sent it to some station on the wrong side of the mountains I learned later.   So now, months go by, no Bronze Star , then many months go by and a year go by.  Now my relatives and others in the community who keep track of me start to think I really didn’t get one and that maybe it is some sort of hoax.  Finally, it was hard for me to do, but I brought myself to put in a “tracer” and eventually got it way late, by my own efforts or would never have received it at all.  Funny how things work.  In my AD career with the Guard, it helped immenesly as they promoted me to Senior NCO status almost immediately partially because of it, and what I did with my GI Bill.  I have always cherished it above all of my other medals and awards, even above my Legion of Merit I received from my favorite General on my retirement day from the Washington Army National Guard.            Griff, on the other hand, got his in the mail after discharge.  It didn’t seem to have much impact on him, the medal.  But it sure had it’s effect on my life, maybe cause I stayed in and he didn’t.  We compared interpretations of the event and only differed slightly but never entirely agreed on all of the details, except that it was the greatest defining moment in both of our lives.
6. Thank you so much for writing your book.  I am so inspired that I will finish mine now and post it as you have.    I have had my writings published in two books in 2007.  5 of my stories and 6 of my poems were just published last week, in a book I  co-wrote with members of my writing group, “Writing Between Heartbeats”.  Next I am going out on my own.   I have just written for publication soon, I hope, “49 Poems Before Breakfast”, that I wrote in three hours and fifty minutes beginning to end.
7. What a wonderful first day of the new year to see your book here and realize I HAVE AN AUDIENCE for mine, that may have never gotten finished without this inspirational moment.

Don Henak, SFC Ret., USArmy, Gigmasterd@yahoo.com

**"D. B. Wright",** drdirty1@verizon.net. agent orange
vva veteran magazine sept/oct 07 reported eglin using a/o from 1961-1970. stationed at fld 9 from july 67-oct 68 in 4410 oms. worked on B-26/A1E/T-28. Do you have any more info on this report would be helpful. thank you d.b.wright. aca life member. e-mail; drdrity1@verizon.net

Please add my name to the e-mail addresses.   Donald B.Wwright 4thacs flt c phucat 67/68 ac-47.drdirty1@verizon.net. Thank you.

We will ask about this. I will add you to the email list.

**Thomas VanDyke** ,<tpvandyke@yahoo.com>., 1st Air Commando, Burma

Inspired by the success of the 1st Air Commando's light plane force in WWII, I am evaluating a plan to begin flying medical re-supply and evacuation missions in support of relief operations currently underway in Burma. I hope that I might be able to contact any pilot that flew L-1s or L-5s in the Burma campaign. Any advice or information that they could supply regarding the use of light planes for re-supply and evacuation in the jungle environment would be very helpful. I would be grateful if you could supply me with appropriate contact information or pass my information on to the appropriate persons. My contact information is:: phone 336-644-9322e-mail tpvandyke@yahoo.com. Thank you, Dr. Thomas P. Van Dyke.

I will put this into the ACA Newsletter

 **Bill Kehler,** bbkehler@aol, C-123s in SEA Reunion/Memorial Dedication5-9 May, 2008 Dayton Ohio Please help us get widest distribution to C-123 personnel who were with the 19,309,310,and 311th ACS in SEA. Thank you,Bill KehlerGreetings to all! The time is nearing for our C-123 Reunion in Dayton, OH, at the National Museum of the USAF. The month of May is just around the corner. Everything is in place for our gathering there. Please read the attached itinerary carefully, make your selections, and return your registration forms and payments to Bill by 31 March 08. Note the opportunity to contribute to our Memorial Bench. Also, note the "Accommodations" information to reserve your room at the Holiday Inn Dayton/Fairborn. Plan to join us in Dayton! Bill Kehlercom2718 Gray Fox Lane, Jacksonville, AR 72076

**Michael Kadenacy**, France. Please note our new email addresses: michael@villacattenazzi.com, victoria@villacattenazzi.com, Michael & Victoria Kadenacy

**Marvin Fitts**, Marvivnav@aol.com, Kid WantsTo Be A Fighter Pilot

Lt.Col Wickler speakes the truth! I like the 20% bar bill part.Only thing is.... They don't need navigators anymore. Being a navigator myself, I think when the reallly big war comes, pilots won't be needed either. The push of a button will do the trick. Before being in the air commandos I was for a shot time a Missle Maintenance Officer. Marv

**FAST FACs,** From the FACNET, Then I found this.....at <http://sgspires.tripod.com/Fast_FACs/fast_facs.html>

 Johnston and Diehl worked out of Korat Royal Thai Air Base, Thailand and were Tiger FACs. Other FAC shops were the Wolf FACs at Udorn, Thailand, the Laredo FACs at Ubon, Thailand and the Stormy FACs who worked out of Da Nang, South Vietnam.
The FAC shops tagged five pilots and four navigators to work in the programs, said Johnston. "You had small cadres that was selected from the squadron and they were able to concentrate on certain parts of the theater and be knowledgeable about what went on in those areas from day-to-day," said Johnston.
In Johnston and Diehl's squadron, the older more experienced FACs were given the nickname of "Papa Tiger" and as such was the official leader of the FAC shop

They were  the  last ones  KIA but  another ac was the last fixed wing loss...a F4D lost in the  pattern (single engine failure) at Udorn.

 Were there any other fast  facs....other than, of course  the  Mistys.....

Crash Wolf, F-4D/E, 8 TFW, Ubon, Fast FAC

|  |
| --- |
| Stormy, F-4D, 366 TFW, Da Nang, Fast FAC |

**Laredo** ,  F-4D Fast FAC out of Udorn

**FRANK MARSH**,"TAG" <thearmyguy.09@cox.net>
VFWs in Thailand        There's a new post up Chiang Mai way:  <http://vfw-chiangmai.org/>
Udorn's is at:  <http://members.tripod.com/vfw10249/>
Bangkok's is at:  <http://www.geocities.com/vfw9951/>
Pattaya's at:  <http://www.vfwpost9876.org/>
Korat's???  VFW Post 10217  Used to have a www site but now Google can't find it, or at least my fast finger's can't.  Problems up there? And, of course, AmLeg China Post 1, "An official meeting is held when a minimum of two (2) members manage to get together,  althouhno binding official business can be passed."
Mac

**MCMAHON, JACK VBAPROV**, jack.mcmahon@va.gov
Folks, I am trying to help a vet get benefits from the VA.  They are holding his feet to the fire over 'verification' of his stories. Feb 67-feb 68 time frame One story circa may '67   has a guy named Hobbs being grabbed by an 11 ft python kept at the base ,  Nha Trang by the way. He was 310th ACS. Anyone remember an AC-47 going down late may of '67. Folks that might be able to help him. TSGT Dougherty
SSgt  Trujillo ,LTC Neal. Thanks, Jack mc

**Nolan Schmid**, Nolschfly@aol.co, **Guess the Landmark for world travelers**This is interesting: For world travelers--[www.guessthespot.com/index.php?cat\_id=3](http://www.guessthespot.com/index.php?cat_id=3)

**Gilberto Flores**, flrgil@sbcglobal.net Abandoned / Little Used used Throughout the US from WW II Air fields--old memories revisited for some of you, <http://members.tripod.com/airfields_freeman/>

**MG Carl Schneider**, DUKESCH@aol.com, A Fighter Pilot

**I think I've known a million lads, who say they love the sky;
Who'd all be aviators, and not afraid to fly!
For Duty, Honor, Country, their courage I admire!
But it takes more than courage, son, to get to be a flyer.
When you are only twelve years old of course you want to fly!
And tho' you know not what is Death, you're not afraid to die.
But of the million, more or less, all must have perfect eyes;
So only half a million now, can dream of future skies.
Then comes high school, science, math; Some choose the easy way:
Football, cars, and dating girls; teen pleasures hold their sway.
And of the quarter million left, one half go on to schools;
The other half will dream and drift, and never learn the rules.
Now comes the day of testing, eight hours of Stanine Hell;
On every subject known to man, four- fifths will not do well.
The one in five who pass this test Apply for flying schools,
The Application Boards will now Eliminate the fools.
Then comes two days of nakedness, Flight Surgeons poke and prod;
To pass this Flying Physical one needs to be a God!
And now, five hundred lucky souls will start their Pre-Flight days;
Endure demerits, hunger, cold, as upperclassmen haze.
One-half survive this mental game, and go to Primary schools,
But only half will hack the course, move on to Basic rules.
Two hundred fifty now will try to pass those Basic tests;
Formation flight soon separates, the " tiger" from the rest.
One hundred twenty five will then pin on those pilot wings;
The best become hot fighter jocks; the rest fly other things.
Some will die while learning those essential combat skills;
Some will die in combat, some will score their "kills".
But they have learned a lesson, sometimes lost on you and me;
We must always fight for Freedom, because Freedom's never free!
He's a knight in shining armor, that the cruel tyrants fear;
He's that deadly drop of venom on the tip of Freedom's spear.
Engaging him in battle is a course that only fools would choose;
He's the world's fiercest warrior, for he has the most to lose.
So when you see that fighter pilot, standing at the bar;
Taking out the garbage, or tuning up his car.
You'd best walk up and offer him your thanks, extend your hand;
He's that rare "one in a million" who protects this sacred land.**

**In 1980 a mission was planned to rescue the
American hostages held in Iran.  A good  site is:**[**www.helis.com/featured/eagle\_claw.php**](http://www.helis.com/featured/eagle_claw.php)

**Quang X. Pham**, qpham@monarchstaffinginc.com, Maj USMC Reserves
Judge David O. Carter Speech he gave at the Khe Sanh Memorial  on 21 Jan 2008
It was good to see you Eugene, and thank you for your service to our nation.Were you able to obtain the marvelous speech from Judge Carter?My late father was in the Vietnamese Air Force's 2nd Fighter Squadron whichwas formed in 1961 with the help of Farmgate. [www.phamvanhoa.com](http://www.phamvanhoa.com/)

He was very proud of his service and his USAF affiliation. As one of the first 15 US-trained South Vietnamese pilots, he was winged in 1959 at Reese AFB in Lubbock then flew T28s, A1s, C47s, AC47s, C123s, and C130s and was a graduate of the Air Commando School at Hurlburt in 1966. I am attaching a picture of Judge Carter and my father from 1999 at his citizenship ceremony if LA, a proud moment in his life as he was grateful to America for taking care of his family while he survived 12 years in reeducation camps. Regards, Quang X. Pham, Monarch Staffing, Inc., 949.373.7287

**DD-214's are NOW Online**. The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214's online: http://vetrecs.archives.gov/ <http://vetrecs.archives.gov/> This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records centers mailroom and processing time.

**Robert Arnau**, rra@earthlink.net, Convair B-36 Peacemaker - full SAC clip: An interesting clip of B-36 start engines / TO from the James Stewart movie, SAC.
<http://www.youtube.com/watch?v=TZSpqFPSK_c&feature=related> This is a great 5 minute clip for those of us who were around when it flew.

**Jim McClain USAF SOF Ret**, banzaisgi@comcast.net, Metzger Memorial
1st SOS history items. So there we were RTBing to FMY from PGD and the gear caution light comes on...cycled gear 3x then finally it shows good. Flyby bird said that the doors were open but no gear, usual cycle time is 22sec i think, but it seemed like it was half that on recycle and no visible fluids...finally landed and parked, going to arcadia base and mx and jack it up. <http://www.metzgermemorials.com/England/DocumentsFrom1sos.html>

**Ken Hinks**, khinks01-02@comcast.net, From the FACNET. Jimmie Butler aviation history site. It is a very neat site.

 <http://www.jimmiehbutler.com/index.htm>

**Paul Schueler,** peschueler@hotmail.com. Great video of P-47 from the big war. Memories-Memories,  Boy this should get the "juices" flowing.  It AIN'T the laser guided stuff of today, but they got the job done and America loved'em for it.  Can we resurrect or find an Eisenhower???  The Mountain Man. <http://video.google.com/videoplay?docid=4368250464023128830&>

**Thomas VanDyke** , tpvandyke@yahoo.com, 1st Air Commando, Burma
Inspired by the success of the 1st Air Commando's light plane force in WWII, I am evaluating a plan to begin flying medical re-supply and evacuation missions in support of relief operations currently underway in Burma. I hope that I might be able to contact any pilot that flew L-1s or L-5s in the Burma campaign.  Any advice or information that they could supply regarding the use of light planes for re-supply and evacuation in the jungle environment would be very helpful. I would be grateful if you could supply me with appropriate contact information or pass my information on to the appropriate persons.  My contact information is: phone 336-644-9322 e-mail tpvandyke@yahoo.com, Thank you, Dr. Thomas P. Van Dyke. Can anyone help the good doctor but we don’t need a “RAMBO.”

Ronald W Brown, ronnreenie@starfishnet.com, Military losses for 20 years

These are some rather eye-opening facts: Since the start of the war on terror in Iraq and Afghanistan, the sacrifice has been enormous. In the time period from the invasion of Iraq in March 2003 through now, we have lost over 3000 military personnel to enemy action and accidents. As tragic as the loss of any member of the US Armed Forces is, consider the following statistics:  The annual fatalities of military members while actively serving in the armed forces from 1980 through 2006:

     ----------------------------------------------------------

     1980 .......... 2,392

     1981 .........  2,380

     1984 .......... 1,999

     1988 .......... 1,819

     1989 .......... 1,636

     1990 .........  1,508

     1991 .......... 1,787

     1992 .......... 1,293 ----------------------------------------------------

     1993 .......... 1,213

     1994 .......... 1,075

     1995 ...........2,465

     1996  ......... 2,318

     1997 .........    817

     1998 .........  2,252

     1999 .......... 1,984 -------------------------------------------------

     2000 .......... 1,983

     2001 .........    890

     2002 .......... 1,007

 2003 .......... 1,410

     2004 .......... 1,887

     2005 .........    919

     2006..........    920

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**Bill kehler**, bbkehler@aol.com, C-123s in SEA Reunion/Memorial Dedication
We are having a reunion at Dayton,OH, 5-9 May 2008. At the reunion we will be dedicating a memorial bench honoring those who flew, maintained, and supported the C-123B/K airlift mission in SEA,1961-1972.  Units include Mule Train,Saw Buck II, and the 19th,309th, 310th, and 311th Air Commando Squadrons. We're looking for historical records on those listed Air commando Squadrons during that period. Joe Jackson will be speaking at the reunion.
 Can you help us with the ACS histories?    Bill Kehler,Colonel,USAF,retired(Former Spectre)

We will put it in the ACA Newsletter.

**Jim McClain USAF SOF Ret**, banzaisgi@comcast.net
Air Commando Featured In Magazine. For use in ACA newsletter...attached file has article featuring life member Jim McClain Jr in a story about O2 FAC aircraft past and present.

[O2 Article Warbirds Digest.pdf](file:///c%3A%5Cdocuments%20and%20settings%5Chp_administrator%5Capplication%20data%5Cqualcomm%5Ceudora%5Cattach%5CO2%20Article%20Warbirds%20Digest.pdf)

**Joseph Holden**, aceusaf@earthlink.net , B-47 or I wasdn’t meant to be a SAC weenie.
In 1949 I was stationed at Hamilton AFB flying F-84Ds, in the fall of 1949we went to Moses Lake for gunnery practice, it was quite desolate and the only base tennant was a squadron of F-82s, the base was really primative, the BOQ wasa one floor tar paper covered building which didn't appear to have been cleaned since the end of WW2. Suspect it was not a prime stop for cross country flights.I discovered that one of my flying school class mates was flying F-82s and we swaped war stories (we hadn't been in a war yet) and enjoyed talking about where various class mates were assigned. The ramp had about six or seven large hangers on it and all but two seemed to be abandoned. One day my friend drove by in a Jeep, asked me to jump in and drove to the opposite and of the ramp, he parked in front of the last hanger and motioned me to follow him and we entered the hanger through a regular door and there in front of me the biggest most impressive airplane I had ever seen, it looked like a giant predator, the nose was high and it sloped back to the tail. I had not had an inkling that such an airplane existed (I had seen an F-86 at Goodfellow in 1948) I was told it was a B-47 and that the canopy had come off in flight and in such a way that it de-capitated the pilot, the co pilot had never landed a B-47 and so Boeing had him recover at Moses Lake since they didn't want to take a chance on having him land back at the factory. It is still quite an impressive airplane although I volunteered to go overseas to avoid being assigned to one and again extended my overseas tour to avoid a B-47 assignment. I ended up being assigned to GCI School.

Great Story.

Al Brashear**,** Reperek@Hughes.net, Rank has its privileges.

Gene: My first assignment in Vietnam was with a MACVSOG dedicated organization at Nha Trang, called "First Flight Detachment". In actuality it was Det. 12, 1131st USAF Special Activities Squadron. We flew specially equipped C-123F aircraft with 1 USAF pilot and 9 Chinese Air Force crewmembers from Taiwan. We lived on the beach, 5 miles north of the airbase, in a rented Catholic Church compound. Long story to get to the point, but in our Officer's Club, upstairs in our quarters, we had hanging over the bar a 4 foot by 4 foot picture of a monkey making love to a duck. The monkey was staring at the camera and grinning very big when one of our guys took the picture. One day we had a surprise visit from the son of the famous General Stilwell. The son was also a general. When he saw the picture he said it was his and took it. We weren't too worried because the guy who took the picture had just rotated back to the states, so we wrote him and asked him to send us the negative so we could have the picture duplicated and re-hung over the bar. We never heard from the guy and never got our picture back. We were all kicking ourselves for not having pictures made when we had the chance. For your information, that monkey made love to several ducks every day in our compound............Al

**John Sweet**, nkpman69@hotmail.com , Tony Poe "Anthony Poshepny by William M. Leary

Coulter Professor of History, University of Georgia

A little more about The Death of a Legend Tony Poe "Anthony Poshepny" died peacefully during the morning of June 27, 2003.  The news was hard to accept.  It is still difficult to imagine Tony dying peacefully or even dying at all.  He seemed indestructible.  Having survived Japanese and NVA bullets, and the consumption of enough alcohol to fill a large swimming pool, Tony kept going like the Energizer Bunny.

I remember meeting him at the Marine Club in San Francisco in 1993. I had been warned to talk to Tony early in the morning if I wanted to get any information from him.  We did have about two good hours of conversation then the bar opened.  Everything went downhill from there.

Tony's grandparents came to the United States from Prague in the 1880s.  They settled in Milwaukee, where grandfather Anton became a prosperous baker.  He also invested wisely, especially in the Bank of Wisconsin.  Tony's fathe, John Charles Poshepny, was an excellent baseball playe, a pitcher, and a fine all-around athlete.  He joined the U.S. Navy prior to World War One, served thirty-five years in the Supply Corps, and retired as a commander.  While stationed in Guam, he met and married Isabella Maria Venziano, a native of the island whose father was a naval musician.

Tony was born on September 18, 1924, in Long Beach, California. Originally named James Francis, he was renamed Anthony Alexander in honor of grandfather Anton when his father returned from an overseas assignment. Tony was raised on the West Coast.  At the age of nine, he was accidentally shot in the stomach by his brother.  He barely survived the .22 caliber wound.  Tony went on to attend Santa Rosa High School, where he starred in golf and tennis.  On December 14, 1942, shortly after turning 18, he dropped out of high school and joined the U.S. Marine Corps.  He later carried his books with him during campaigns in the Pacific and completed his high school degree through correspondence courses.

Tony's outstanding boot camp performance and physical ability led to his selection for the elite para-Marines.  Following jump school, he joined the Second Parachute Battalion, commanded by Victor "Brute" Krulak. Tony served with the parachute raiders in the Southwest Pacific until the special units were broken up late in 1943.  He returned to the United States and became part of the newly formed 5th Marine Division.  Following a year's training, the division first went into action at Iwo Jima.  Tony landed on Iwo as the leader of a machine gun section on the 27th Regiment. He survived the hell of that island for 15 days until wounded in the right leg.  He recovered in time to serve in Japan in the fall of 1945 with the initial occupation force.

Discharged on points on November 30, 1945, Tony entered St. Mary's College in San Francisco the following fall.  He stood out on a golf team that included Ken Venturi, and appeared in Who's Who in Universities and Colleges.  When he transferred to San Jose State, he took the entire golf team with him, displaying the kind of leadership that would become one of his trademarks.  He graduated in 1950 with a degree in history and English.  He planned to join the FBI but instead was recruited by the CIA.

Tony went through the first CIA class to take all its training at Camp Peary (The Farm).  Fellow members of his class included Jack Shirley, Ralph McGehee, Zeke Ziliatus, and Rufus Phillips.  Bill Lair and Pat Landry were a class or two ahead of him.  Sent to Korea after graduation, Tony worked with the Chondogyo church group, a sort of animist-Christian sect that had fled North Korea and  were being trained to be sent back across the 38th parallel.  Jack Singlaub was in charge of this project. While in Korea, Tony met and worked with Pat Landry, Jim Haase, and Tom Fosmire, all of whom would go on to have long and distinguished careers with CIA paramilitary operations in Asia.

At the end of the Korean War, Tony was one of eight case officers who were sent to Thailand.  He remained there for five years, serving under Walt Kuzmak who ran the CIA cover company, Sea Supply.  In 1958, he became involved in the effort to overthrow the Sukarno government of Indonesia, working with Pat Landry and Jim Haase.  At one point the group had to walk 150 kilometers through jungle and over mountains for an emergency evacuation by submarine.  (The relationship between Tony and Pat Landry during this adventure seemed akin to the one between the bickering Odd Couple on TV.  Landry recalled that Tony was The eternal Marine:  nobody ever came up to his standards. From Indonesia, Tony joined the project to train and insert dissident groups into Tibet.  He served at Camp Hale under Tom Fosmire, and he accompanied several teams to Dacca for insertion into Tibet via CAT.  He came to admire the Khambas "the best people I ever worked with."  Contrary to rumors, Tony never set foot into Tibet.

In March 1961, Tony took part in the efforts to train Vang Pao's Hmong followers at Padong in Laos.  In the fall of 1962, following the Geneva Accords, he and Vint Lawrence became the only two CIA officers in Laos, monitoring the truce agreement.  Tony grew restless in this assignment.  A teetotaler, he began drinking heavily.  Whereas Vint Lawrence got on well with VP, Tony soon became alienated from the Hmong leader.  He welcomed the return to fighting in Laos in 1964, year in which he married the niece of Touby Ly Foung, a prominent Hmong leader who did not always see eye-to-eye with VP.  The union would produce two daughters, of whom Tony was inordinately proud. In January 1965 , Tony took a NVA round though the stomach at Hong Non.  After recovering, he was assigned to Nam Yu, where he spent the next five years, sending intelligence teams into China and monitoring the construction of the Chinese Road.  It was during this time that the legend of Tony Poe took shape.  Tony, himself, who took delight in feeding tale tales (some of them true!) to gullible reporters, fed the legend.  Tony eventually became disillusioned with the war.  George Kenning, who worked under Tony at Nam Yu, sensed a change in Tony in the late 1960s.  The will of Americans to win the war seemed broken.  This simple reality, Kenning recalls, more than anything else, is what finally defeated Tony Poe. In 1970, Tony replaced Jack Shirley as head of training at Phitscamp in Thailand.  While during this work, he managed to lose the two middle fingers on his hand to a Claymore mine.  He closed the camp in 1974 and retired the following year.  He remained in Thailand until relocating to California in the 1990s. Tony was a good friend of Air America.  More than one pilot has told me that if he ever had been shot down, he would have wanted Tony to lead the rescue effort.  Tony would have given 110 percent.  A problem for some of his senior bosses in the Agency, no one ever questioned Tony's loyalty, courage, or commitment to the cause of freedom.  He was a true warrior and a true patriot.  His friends at the Air America Association extend their deepest condolences to his wife and daughters.

Doolittle Raiders 66th anniversary reunion to be held in Dallas
Luncheon, presentation and book signing to be held April 17. More info at [http://www.flightmuseum.com/doolittle\_luncheon.htm](http://www.flightmuseum.com/doolittle_luncheon.htm)
A brief history of Doolittle Raid at [http://www.flightmuseum.com/doolittle\_history.htm](http://www.flightmuseum.com/doolittle_history.htm)

Other events at the Frontiers of Flight Museum:

February 26, 2008
Col. Joe Kittinger, USAF (Ret.)
Record-setting Pilot / Balloonist / Parachutist
[http://www.flightmuseum.com/kittinger.htm](http://www.flightmuseum.com/kittinger.htm)

**JAS R WILLS**, jrwills9@msn.com:Thanks for all the E-mails

**THANKS SO VERY MUCH TO ALL OF YOU! A SUMMARY OF MY YEAR ON THE COMPUTER:**I must send my thanks to the person who sent me the email about rat poop in the
glue on envelopes because I now have to use a wet towel with every envelope that
needs sealing.
Also, now I have to scrub the top of every can I open for the same reason.
I no longer have any savings because I gave it to a sick girl (Penny Brown) who is
about to die in the hospital for the 1,387,258th time.
I no longer have any money at all, but that will change once I receive the $15,000.00
that Bill Gates/Microsoft and AOL are sending me for participating in their special
e-mail program.
I no longer worry about my soul because I have 363,214 angels looking out for me, and St. Theresa's novena has granted my every wish.
I no longer eat KFC because their chickens are actually horrible mutant freaks with no eyes or feathers.
I no longer use cancer-causing deodorants even though I smell like a water buffalo on a hot day.
Thanks to you, I have learned that my prayers only get answered if I forward an email to seven of my friends and make a wish within five minutes.
Because of your concern, I no longer drink Coca Cola because it can remove toilet stains.
I no longer can buy gasoline without taking a man along to watch the car so a serial killer won't crawl in my back seat while I'm pumping gas.
I no longer drink Pepsi or Dr. Pepper since the people who make these products are atheists who refuse to put, 'Under God' on their cans.
I no longer use Saran wrap in the microwave, because it causes cancer.
And thanks for letting me know that I can't boil a cup of water in the microwave anymore because it will blow up in my face, disfiguring me for life.
I no longer check the coin return on pay phones because I could be pricked with a needle infected with AIDS.
I no longer go to shopping malls because someone will drug me with a perfume sample and rob me.
I no longer receive packages from UPS or Fed Ex since they are actually Al Qaeda in disguise.
I no longer shop at Target since they are French and don't support our American troops or the Salvation Army.
I no longer answer the phone because someone will ask me to dial a number for which I will get a phone bill with calls to Jamaica , Uganda , Singapore, and Uzbekistan.
I no longer have any sneakers, but that will change once I receive my free replacement pair from Nike.
I no longer buy expensive cookies from Neiman Marcus since I now have their recipe.
Thanks to you, I can't use anyone's toilet but mine because a big brown African spider is lurking under the seat to cause me instant death when it bites my butt.
Thank you too for all the endless advice Andy Rooney has given us. I can live a better life now because he's told us how to fix everything.
And thanks to your great advice, I can't ever pick up $5.00 in the parking lot because it probably was placed there by a sex molester waiting underneath my car to grab my leg.
Oh, and don't forget this one either:

I can no longer drive my car because I can't buy gas from certain gas companies!

If you don't send this email to at least 47,000 people in the next 47 minutes, a large dove with diarrhea will land on your head at 5:47  p.m. this afternoon, and the fleas from 47 camels will infest your back, causing you to grow a hairy hump. I know this will occur because it actually happened to a friend of my next door neighbor's ex-mother-in-law's second husband's cousin's beautician.
Have a wonderful day. AND a scientist from Argentina, after a lengthy study, has discovered that people with insufficient brain and sexual activity read their email with their hand on the mouse.
Don't bother taking it off now, it's too late.
I FEEL BETTER NOW!

Eugene D. Rossel
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ACA Home Page Web site  <http://home.earthlink.net/~aircommando1/>