



FAC NEWS



VOLUME 13, ISSUE 2
July 2013



PRESIDENT'S CORNER

Phil Litts

Jake 26, Bully 20, Tam Ky, DaNang
September 1970-71

www.fac-assoc.org

1849 Southlawn Drive
Fairborn, OH 45324

ASSOCIATION LEADERSHIP:

Officers and Committee Chairmen:

President: Phil Litts, Lodi CA, 209-329-6970, philliplitts@sbcglobal.net
Vice Pres: Robert (C3B) Green, King George, VA, numba1cc@crosslink.net, 540-775-2830
Secretary: Joseph "Jay" Barnes, West Orange, NJ, 973-325-6208 jake26tamky@gmail.com
Treasurer: Bob Gorman, Newbury Park, CA, 805-376-9893 jake4404@hotmail.com
Director: Brad Wright, 3268 Catkin Court, Marietta, GA, 770-579-9901, wrightbj@bellsouth.net
Director: Tom McGrain 480-460-1969 Phoenix, AZ nail28@cox.net
Director: Dennis Crouch ,937-426-6246, Beavercreek, OH, dencrouch@earthlink.net
Director: Darrel Whitcomb, 703-359-7824, Fairfax, VA nail25@aol.com
FAC Historian: Al Matheson 435-586-9762 Cedar City, UT citabriair@yahoo.com
Legal Advisor: J. D. Caven, Sunrise Beach, MO, 573-374-8275, jcaven002@charter.net
Website: Bob Gorman, 805-376-9893, Newbury Park, CA, jake4404@hotmail.com
Newsletter: Gene Rossel, Chino, CA. 909-591-7342 aircommando1@earthlink.net
FAC Search: Jon Alexaitis 817-581-8381 Bedford TX jalexaitis@sbcglobal.net
Membership Database: Fred Pumroy 937-878-7257 flmapumroy@aol.com
Chaplain: Dale Hill, 8708 Lilington Cir, Montgomery, AL 334-260-3718, nail49@q.com
Mission: Jay Barnes 973-325-6208 West Orange, NJ barnesjay@juno.com
FAC Book Project: Al Matheson 435-586-9762 Cedar City, UT citabriair@yahoo.com
Reunion Advisory: Zot Barazzotto, Beavercreek, OH, 937-429-2119, zot250@ameritech.net
Reunion Advisory: Claude Newland 850-654-2955 Destin, FL rustic19@cox.net
Reunion Advisory: Cal Anderson, Whitakers, NC, 252-437-0550, calvinandersonsr@hotmail.com
FAC Memorial: Don Echelberger , Mary Esther, FL echelberg@aol.com

www.fac-assoc.org

Greetings to all from my hometown of Lodi, CA—yep, as in “Stuck in Old Lodi ...” fame. Patricia and I bought a house here a couple of months ago and moved 30 miles south on I-5 from Elk Grove. We did a lot of the “pre-heavy lifters” moving ourselves, making about 2-3 dozen trips—something at our age, I don’t recommend to anyone! I really can’t ever remember not having the movers do it all. At least my chiropractor is enjoying the increased business!

It’s been a pretty quiet spring, but so very unfortunately marked by the passing of our beloved Chaplain—Nail 01, Howie Pierson., on the 10th of March. I was fortunate to be able to attend Howie’s burial service on March 15th, and the funeral mass said the next day. Proper credit needs to be given here for the three men who dropped everything, flew out to be with Gilberta and basically orchestrated every event that marked Howie’s passing. Those men are Darrel Whitcomb, Dale Hill, and Frank Arnold. All of us are in their debt for services so selflessly rendered. Howie & Gilberta could not have been in more capable hands.

We have two events that are fast approaching, both of which are taking place in Colorado Springs on the same day, and will be over by the time you read this! On Friday, 5 July, at 10 am, the new Colorado Springs FAC Memorial expansion project to honor FACs/JTACs that have fallen in combat since the Vietnam War will be dedicated. Honored families from all over the country will be in attendance. Tom Petitmermet (Tom P+10) has been the guiding force behind this project, which the COS FAC group has been working on since the 2010 Reunion in Ft. Worth! Well done Tom!!

Also on that same day, at 3 pm at the Air Force Academy, a brass plaque from the FAC Association will be dedicated in honor of the FACs that were KIA in Vietnam. This project is being sponsored by the Association of Graduates, and is actually a SEA Pavilion monument. This has been Darrel Whitcomb’s project from Day One, and the Plaque has been paid for by FACA members who so generously donated to the project! Thank you Darrel for making this lasting tribute come to fruition!

And since almost your entire Board of directors will be in attendance, we’ll slip in our Annual Board Meeting on Saturday morning. If any news comes from the meeting that’s immediate in nature, I’ll get it out on the

FACNET. One VERY important issue that I want to bring up is that after eight years of exemplary work and devotion as our FACA Treasurer, Bob Gorman (Jake 44) will be stepping down after the '14 Reunion at Fort Walton Beach. If there is anyone out there who would like to step into that position, please contact me back channel. Bob gave us plenty of time so he could train his replacement. Thank you Bob!

And speaking of the '14 reunion, Claude and Company are busy working on that right now. I haven't been back to FWB since I got out of FAC School in the summer of '70! Really looking forward to this one! And while I'm kind of winding up here, I'd like to put a pitch in for the Jake Reunion, which will be held this year in Colonial Williamsburg, from Sunday, 13 Oct, through Friday, 18 Oct. Jay Barnes is in charge of this and ALL FACs are invited to come. This is going to be a dress rehearsal for Jay and Bob Greene (did you know you'd volunteered Bob??) who are hosting the 2016 FAC Reunion in the same locale!

That's it for now. I hope I got to see a goodly number of you in COS, and regardless, Patricia and I wish you all a safe, family fun filled summer. For all of you out there who are struggling with health issues right now, we have you daily in our thoughts and prayers. Warmest regards,
Phil Jake 26/Bully20

A Raven FAC Story Circa 1972 Somewhere over the PDJ

Seems there was this Raven named Steve. Now Steve was a Texas Tech linebacker type, and no neck. Really. His body went from chin to shoulders; nothing in between.

Anyway, he is out "Ravening" one day in his deadly 0-1 with his trusty Hmong interpreter in the back seat when this ground team calls and asks for help. Seems the guys had gotten themselves in a bit of a scrap and needed a little airstrike to help out. "No problem," says Steve, as Cricket tells him that a flight of God's finest Phantom-4s from Ubon Ratchitani are inbound and looking for a target. Steve thanks him and hears the bombers check in with a full load of enthusiasm and Mk-82s. Steve gives them the briefing and asks what they need. "Just a hold down," replies the steely flight lead. Steve admired such spunk and two minutes later, he looks up and there they are, entering the orbit just above his position. Great!

Steve rocks his wings and the bombers call tally on him. He checks with the ground team and things are getting tense. They are really ready for that airstrike; like right NOW.

OK. So Steve rolls in to mark the target. Now he liked to use a real steep dive for his shot for better accuracy. This day was no exception. "Whoooosh," goes the rocket and splashes the enemy location. "Good mark," call the friendlies.

But as part of his expert rocket technique, Steve also liked to do a steep recovery to escape gravity and the enemy gunners. But as he got the nose up way high, God decided, at that exact moment, that the front bolts holding Steve's seat in the aircraft would release. And they did. Well gravity being what it is, Steve and his seat rotated back until Steve's head was in the lap of his backseater. To which the surprised Hmong replied, "Steve, what you do?"

Well, unfortunately as Steve rotated into the back seat, he held on to the only thing that he had a hand on; which was the stick. Now the throttle was full and the airplane was smart and knew that stick back meant go up. So it did. Except that the 0-1 does not have a lot of smash for going up much. Aerodynamics being what they are, the airspeed reduced.

Now Steve liked to fly with the windows open. As the airspeed got real low, all his maps went out the window and the airplane stalled. But all that torque from that full throttle told the nose to go left and the aircraft started to spin.

The ground team wanted to know what Steve was doing. He didn't answer. The enemy gunners all thought that it was real neat and they celebrated with lots of groundfire.

But Steve was cool. He grabbed hold of one of the side braces and got the seat back forward. Then he did some real neat pilot stuff and got his machine flying again-the guy puking in the back seat didn't faze him at all. Then he decided to take a few minutes because he knew that the most important thing for a FAC was to sound good on the radio and a few minutes might settle the voice. So, back to the air strike. Steve checked with the ground team and "Yes, they were ready." He checked with the fighters and, "Yes, they were ready too." Just to be on the safe side, Steve asked them if they still had the target. "Oh yes," they replied. So Steve cleared them in hot. But instead of rolling in, the flight lead asked for another mark. Steve was confused and asked what the problem was. "No problem," the leader replied, "We've got you and we've got the target, we would just like to see that rocket pass again."

TREASURER'S REPORT

WE NEED A FEW MORE
GOOD MEN !! TO HELP!

Bob Gorman, jake4404@hotmail.com



THERE ARE CHANGES IN THE WIND !

On the 15 th of May this year I informed the BOD that my tour of duty as your Treasurer would end In 2014. **ANY ONE INTERESTED IN THE JOB?**

Since we met in Tucson the Life Membership dues structure has undergone a significant change. Your BOD has approved the following:

<i>(Depending on your age)</i>	
55yrs and under	\$225
56 to 60 yrs.	\$200
61 to 65 yrs.	\$175
66 to 69 yrs.	\$150
70 to 75 yrs.	\$125
76 + yrs.	\$100

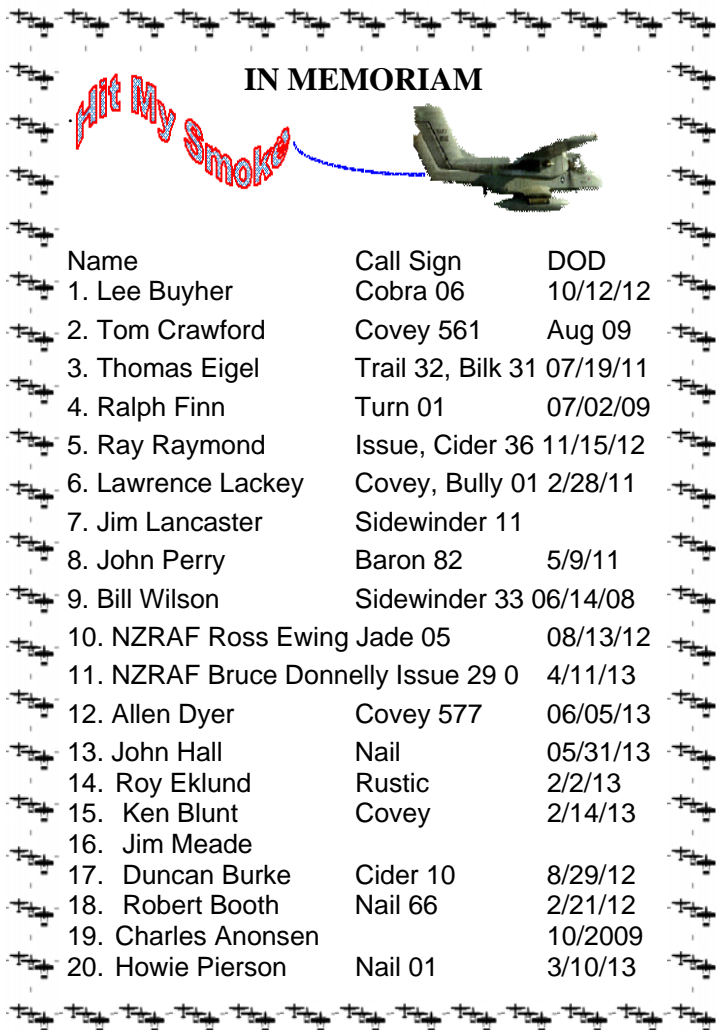
I guess it pays to grow a little older!

As of the first of May, all of the Associations' financial assets that have been in a local bank here in California have been successfully transferred over to a local Wells Fargo branch. The checking account stands at \$1446.36 and the savings account stands at \$148000.35. The two CDs that were previously held by the local bank have matured and the proceeds were deposited into the Wells Fargo savings account.

I have proposed to the BOD that we establish an investment advisory panel whose job will be to suggest possible future investment opportunities. This suggestion will be an agenda item for the BOD meeting currently scheduled during the first week of July 2013. Any thoughts you might have on this subject can be transmitted to the BOD by using the email system that is built into the "Contacts" page on the FAC Association website.

I want to express my thanks to all of those who jumped in to support the USAFA Plaque project that is being managed by "Nail 25". There were 82 members who contributed more than \$9300 in support of this effort. **YOU SHOULD ALL STAND TALL !** Bob Gorman, jake4404@hotmail.com

SEA FAC POWS by Darrell Whitcomb



IN MEMORIAM

Name	Call Sign	DOD
1. Lee Buyher	Cobra 06	10/12/12
2. Tom Crawford	Covey 561	Aug 09
3. Thomas Eigel	Trail 32, Bilk 31	07/19/11
4. Ralph Finn	Turn 01	07/02/09
5. Ray Raymond	Issue, Cider 36	11/15/12
6. Lawrence Lackey	Covey, Bully 01	2/28/11
7. Jim Lancaster	Sidewinder 11	
8. John Perry	Baron 82	5/9/11
9. Bill Wilson	Sidewinder 33	06/14/08
10. NZRAF Ross Ewing	Jade 05	08/13/12
11. NZRAF Bruce Donnelly	Issue 29 0	4/11/13
12. Allen Dyer	Covey 577	06/05/13
13. John Hall	Nail	05/31/13
14. Roy Eklund	Rustic	2/2/13
15. Ken Blunt	Covey	2/14/13
16. Jim Meade		
17. Duncan Burke	Cider 10	8/29/12
18. Robert Booth	Nail 66	2/21/12
19. Charles Anonsen		10/2009
20. Howie Pierson	Nail 01	3/10/13

1, 2. Capt. Floyd J. Thompson, US Army Special Forces, 26 March 1964, Special Forces, w/Capt. Richard L. Whitesides, USAF, KIA, Quang Tri, 19th TASS, O-1F. Thompson was the longest held POW.

3. 1/Lt. Stephen G. Long, Mu Gia Pass, 28 Feb 69, AAA, 23rd TASS, O-2A, SMSgt D. W. Morrell rescued.

4. 1Lt. Jack M. Butcher, Southern Laos, 24 Mar 71, AAA, 20 TASS, OV-10, escaped twice, once for 10 days.

5. Capt. Lynn E. Guenther, Ban Kari Pass, 26 Dec 71, AAA, 23rd TASS, OV-10.

6. 1/Lt. William J. Henderson, Cam Lo SVN, 3 Apr 72, SA-2, 23rd TASS, OV-10 Pave Nail.

7. Capt. Timothy R. Ayres, DMZ, 3 May 72, AAA, 8th TFW, F-4E, previous tour O-2A FAC.

8, 9. Capt. David P. Mott, CW2 William E. Thomas, USMC, Quang Tri, 19 May 72, AAA, 20 TASS, OV-10, Naval gunfire mission.

10. Capt. David E. Baker, Cambodia, 27 Jun 72, AAA, 21st TASS, O-2A.

11. Capt. James D. Latham, north of DMZ, 5 Oct 72, AAA, 8th TFW, F-4E, Capt. Latham had flown OV-10s with the 23rd TASS and was a Prairie Fire FAC. He retired as a BGen.

12. Maj Kenneth R. Hughey, 6 Jul 67, F-4C, north of Hanoi, 366 TFW. Previously, he was an O-1E FAC, at Danang and Quang Ngai, Feb 65-Feb 66.

13. Capt Guy D. Gruters, downed flying an F-100F north of the DMZ on 20 December 1967. He had previously served as an O-1 FAC/ALO.

Current Status of Unaccounted-for Americans Lost in the Vietnam War

	Vietnam	Laos	Cambodia	China	Total
Original Missing	1,971	575	90	10	2,646
Repatriated and Identified	694	264	37	3	998
Remaining Missing	1,277	311	53	7	1,648

Of these there are 1652 missing persons from SEA (from a total of 83, 386) of whom 523 are Air Force members, 157 have been repatriated since 2000 DPMC/DPMO both indicate that they have no ability to segregate the missing in terms of activity or operation or location or AFSC.

That information is available only on an individual basis, i.e., give them a name and they can tell you the information on that individual, but they can not search by organization, location or activity. AL Matheson/Nail 213,FAC Association Historian

Vern Spohn -- interesting bit of military tradition - COINS LEFT ON TOMBSTONES

While visiting some cemeteries you may notice that headstones marking certain graves have coins on them, left by previous visitors to the grave. These coins have distinct meanings when left on the headstones of those who gave their life while serving in America's military, and these meanings vary depending on the denomination of coin. A coin left on a headstone or at the grave site is meant as a message to the deceased soldier's family that someone else has visited the grave to pay respect. Leaving a penny at the grave means simply that you visited. A nickel indicates that you and the deceased trained at boot camp together, while a dime means you served with him in some capacity. By leaving a quarter at the grave, you are telling the family that you were with the soldier when he was killed.

Claude Newland FAC Trivia Book

All FACs and support troops have a story to tell or a "Claim to Fame" and we'd like to hear about your exploits and accomplishments! We hope to revise and update the FAC Trivia Book that was first published in 2000. Tell us your story and we'll see how we can fit it in.

At the time we published the original booklet (Sep 2000; 81 pages) we only had inputs from the limited number of FACs known at that time (pre-FAC Assoc.). We did not have the luxury of a FAC newsletter nor the current FAC Assoc. database so we know a lot of FACs did not have a chance to contribute to the original effort.

A "revised" FAC Trivia book is one of the goals for our 2014 FAC Reunion and would be a wonderful complement to our FAC Assoc.'s Cleared Hot, Vol I, and Vol II books created by Peter Condon. Secondly, it could be made available to those who are coming to the 2014 reunion and, thirdly, put on sale on Lulu.com and made available to the World. The ownership is the FAC Assoc and the revised Trivia Booklet could be a potential revenue source for the Assoc. **There are three ways to submit inputs.** The preferred method is to (1) Go to the FAC

website, www.fac-assoc.org, and complete the questionnaire under "Reunions" and "2014 Reunion Trivia Book II." (2) Submit your inputs via email to Chuck Johnson at jake7367@gmail.com, or (3) Mail your written inputs to Chuck Johnson at 120 Sleepy Oaks Drive, Kingsland, TX 78639. **Send your inputs in soonest. We'd like to get them NLT 30 Nov 2013. By submitting your stories, you agree they can be published by the FAC Association.** Questions? Contact Chuck Johnson at jake7367@gmail.com or (325) 388-3738. Bob Gorman has help us post information about our efforts on the FAC website on the 2014 Reunion page ("Trivia Book II"); however, we need the exposure of the newsletter to help get the word out.

AL Matheson/Nail 213. In answer to several inquiries....
"Wings of the CIA--Historie & Collection " pp 142 & 145.
Translation from the FRENCH by Julia Finel, personal copy of the translation

"The American presence [in Laos] was limited to a strange collection of CIA agents and soldiers, pilots and technical advisers, all in civilian clothing. To better direct and coordinate, a small group of FAC (Forward Air Control) were engaged alongside the forces of Vang Pao... The FAC operated from light aircraft piloted by men of the CIA. The crews [CIA Pilot, NCO Crew Chief/Controller] were completed by a third man, a Hmong interpreter who could communicate with the ground troops." ... **"The roles were clearly divided.** The man from the CIA, usually an Air America pilot, piloted the plane. The NCO of the United States Air Force noted the targets and was in charge of the jets [strike], whereas the interpreter ensured coordination with ground troops. The crews were nicknamed "Butterfly" (meaning more than one lover) and flew aboard a Pilatus Porter, a craft with very short take-off and landing which greatly pleased the Air America pilot."

"For Richard Secord, who directed the operation for the CIA, this three-man system, which could have so easily been a cacophony, in fact functioned rather well."

"When the BUTTERFLY reached the fighting area, the aerial controller took his erasable pen and drew a plan of the terrain on the window of the plane. The interpreter who was in radio contact with the ground positions of friendly and enemy forces on the diagram. The controller was thus able to give all the necessary indications to the fighter-bombers of the US Air Force who were arriving on the scene..."

"...despite the excellence of their work, the story of the Butterfly stopped at the end of 1966, after a General in the US Air Force [Momeyer?] realised the incongruity of what had happened in Laos: the most sophisticated jets in the world were led into battle by simple NCOs in planes piloted by civilians. from a military point of view this was a distressing situation and had to stop, as indeed it did.

At the beginning of 1967, a special training program was set up in the United States so that pilots of the Air Force could replace the Butterflies. but the change was a minor one for the CIA. The secret war in Laos was still its war, and wherever the pilots had come from, they still worked under CIA authority and with no uniform. The US air Force was soon to acknowledge these basic truths.

McBride Library—Keesler AFB—an explanation by Mike Cavanaugh Raven 48. Yes, we are well aware the McBride library is the only one named after a Raven. In fact, it is the only Air Force library named after anyone. It is against Air Force policy to name a MWR facility after a person. We are all lucky Hoss was a native Mississippian and Senator John C. Stennis (D-MS) was the chair of the Armed Forces Appropriations Committee. Thus an exception to stated Air Force policy. So it seems that Ravens, Air Commandos, family and Mississippians all share the privilege of honoring Hoss McBride. Personally as a Raven, I was happy to see a separate Raven Room with a large display case filled with Hoss McBride and Raven memorabilia. Plenty of historical information was available for anyone who wanted to learn more. (Google up McBride Library) This is an awesome facility.

I suspect the young lady you spoke to was just one staff member of many, certainly not Ms. Chapman the head librarian.. Since you feel so strongly about a plaque at the entrance of the library I would say....good idea, go for it! We have no Ravens in the state and none that pay a yearly visit like you do. (side note) No I did not write the book you are thinking about. 40 years ago there was a book written by John Clark Pratt called Laotian Fragments. He was NOT a Raven but an Air Force historian.

It has been 14 months already since my visit to Hoss McBride library. There is a Raven Room in the library full of pictures and Raven memorabilia, I gave them an original Raven patch (my last one). One of Hoss's neighbors donated a picture of the family house and farm at the same time I was there. There is plenty stuff in glass cases so not sure what Gene has in mind that isn't there already. There is a book of history available for anyone that is interested.

This hits on a point that Craig Duehring is working on. That is to capture the Raven stories before they go to the grave. More important than a plaque is face to face appearances by real live Ravens. My visit showed me that the young troops are hungry for the history of their Air Force. The one star wing commander was beside himself with my answers to the questions. Example: Question: It sounds like you broke every rule in the book...so how did you make full colonel? Answer: .Being a Raven taught me that the rules don't always apply, especially in combat. I spent an entire career breaking the rules so you have to be careful but progress is made by stretching the envelope.

More on Howie's funeral from Darrel—that evening we had a memorial celebration at the Funeral Home. I estimate the crowd at about 125. We had a USMC pre-enlistment team color guard and AFJROTC ushers and both units were perfect. We had 12 scheduled speakers. When they were completed, we opened the floor and seven more came up and said their piece. Frank Arnold eloquently spoke the words that we FACs all wanted to say. There was joy and sorrow, laughter and tears. It was all beautiful and very moving. Howie touched so many people throughout his life, and the testimony reflected it

Gil deeply appreciated the calls and letters that she received. And the flowers that you all sent were just beautiful. Your generosity and thoughtfulness are most appreciated. I am sure that she will respond in her own sweet way after she works through all of the details which remain.

FAC Startup in Southeast Asia

By Maj Gen Schneider and Maj Mack Secord

In the summer of 1962, as the ground war began to escalate in South Vietnam, the 2d ADVON, commanded by B/Gen Rollen H. Anthis, established an ALO/FAC section at Tan Son Nhut AB. The purpose of this unit was to establish procedures for and to coordinate activities of Air Liaison Officers and Forward Air Controllers throughout the small nation, where fewer than 10,000 American military personnel were then based.

The original staff of the section included Majors Carl Schneider, Don Hughes, Herb Prevost, Bill Burgin, Gene McCutcheon, Andy Chapman and Capt. Tom Sagmoen. Their supervisor was Lt Col Charlie Bowers. Soon, additional PCS FACs began to arrive for one-year tours as the need for their skills escalated. In January 1963, a number of temporary duty pilots from PACAF units began to arrive for 90-day tours. At the time, I was stationed at Itazke AB, Japan, as 8th Tac Fighter Wing public affairs officer and T-33 pilot; included in our group were two maintenance officer and a some F-100 pilots from the Wing.

After a few days of indoctrination, most of the TDY personnel were sent to Danang, Pleiku, Nha Trang and bases in the Vietnam Delta to serve as FACs in L-19s. Because I had served a one-year tour in Korea as a Mosquito (FAC) pilot in T-6s ten years previously, my FAC skills were pretty rusty but came back quickly. The VNAF L-19 unit at TSN had about 16 aircraft, but only five or six pilots, so some of us were detailed to that unit to help bring it up to strength.

In those early days of the Vietnam War, L-19 FAC pilots were called on to perform a variety of tasks, depending on location. For those of us at TSN, we might be assigned a true FAC mission, marking targets for T-28s and B-26s. Or, we might be assigned to pick up a province chief at a distant outpost and bring him to Saigon for a meeting; on other occasions, we spent a week with a province chief providing airlift to wherever he needed to go (at a swift 90 MPH) in addition to controlling province-area air strikes.

The most boring missions were train or ship escort. A freight train left Saigon about 7 each morning, headed for Phan Thiet on the South China Sea. Travelling no more than 30 MPH, the train stopped for lunch at the halfway point for about a half-hour. When you were assigned train escort duty, you took off from TSN about 0800, caught up with the train just past Bien Hoa, and made lazy circles at 3500 feet until the train neared the coast. This took about 3 ½ hours, and because refueling at Phan Thiet was from 55 gallon drums, we normally tried to make it back to TSN nonstop, arriving with barely fumes in the tanks.

When we first began these missions, we could call on orbiting B-26s if the train were attacked. However, the VC soon learned that if they saw or heard an L-19 overhead nearby, they left the train alone. For that reason, the B-26 airborne alert was cancelled and changed to strip alert at Bien Hoa. Even more tedious was our task of escorting ships as they made their way downriver from Saigon to the sea. This, too, was a 3- to 4-hour mission while the ship raced along at about 12 knots top speed, hoping to avoid VC rockets fired from the many hiding places in swamps along the route. By late April 1963, our 90-day TDY was coming to an end, but because missions were increasing, some of the TDY

pilots volunteered to extend their tours for another 89 days. By that time, PCS personnel to fill the vacancies began arriving returned to our permanent duty station. Soon, the Tactical Air Support Squadrons were established in each of the Corps areas, formalizing the FAC areas..

Peter Condon — Royal New Zealand Air Force (RNZAF) members who were FACs in Vietnam with the USAF and who have recently passed away are:

Ross Ewing, Vietnam December 1968 to May 1969, Call sign JADE 05, Passed away 13 August 2012.

Bruce Donnelly, Vietnam October 1969 to April 1970, Call sign ISSUE 29, Passed away 11 April 2013.

The Aussie FACs are considering a reunion in Melbourne, near the old RAAF pilot training base, RAAF Base Point Cook, around the 1st of March next year. The aim of the reunion is to coincide with a visit to Melbourne of some International Birddog Association members and to celebrate 100 years of Australian Military flying at the RAAF Museum.

Al Wight — **Images for USAF FAC Aircraft**

Didn't see a U-10, even though we flew FAC missions in 62-63 in SVN. Al got credit for 2 VCs using an AR-15 from his U-10.

In case you have not seen this collage it is pretty nice. I don't know who put it together but there are a lot of FAC pictures and it may even include you in one of your rare moments.

Images for USAF FAC Aircraft

Art Benjamin-War is Hell Story

I was a close personal friend of Hilliard "Willy" Wilbanks. Willy was the FAC at Bao Loc in 1966-67. I was flying U-10's and he was flying O-1's. When he came to Nha Trang, he stayed in our "villa" since someone was always TDY, leaving space. I stayed at Bao Loc with him in his hootch when I was TDY there. I remember one day when we had both landed on the ladderite Bao Loc strip to refuel (overwing, from 55 gallon hand crank drums). There was an intense battle with an artillery barrage going on about 3 miles away and Willy was anxious to get back into the scrap. Then a VNAF U-17 landed and taxied up under a huge banyan tree. A VNAF pilot, resplendent in a black flying suit and purple scarf, got out and assisted his girlfriend, in traditional Vietnamese dress out of the aircraft. They proceeded to unload a picnic basket and tablecloth and spread it out under the tree where they casually had lunch. Afterwards, Willy and I chuckled about it. He said "I guess when you've been fighting a war for 20 years, you take your breaks where you can get them."

I learned the following March that he had been shot down and killed and later learned he was to be awarded the MOH. His story is here: http://en.wikipedia.org/wiki/Hilliard_A._Wilbanks

**For the brave men who stare death in the eye's,
Victory comes to those who are strong as the
weak fall by the wayside.....**

Crash rusticfac15@gmail.com Ravens first flight/NK tents Leo....I referred to your wooden huts as tents...mea culpa...still looked like a Boy Scout camp. My hat's off to you pioneers...by the time I got there in 73 it was still Boy Scout like but roads were paved, banana trees lined the roads and most if not all hooches were air conditionedthe outdoor theater (Harley Wolf Amphitheater...named for two Gombey casualties) played the worst movies ever made...but still were watchable as two hours off the tour...and were still interrupted by Fuc\$ You Lizards at the appropriate times! it was there that Bob Hope put on his show and made the now famous joke "NKP is so secret that the planes have to land backwards"

Veterans History Project Recognizes Vietnam Veterans with Fourth Installment of Web Feature. The final installment of the Veterans History Project's (VHP) year-long special "Experiencing War" website series recognizing the 50-year commemoration of the Vietnam War will launch May 24. "Vietnam War: Looking Back, Part 4," highlights the diverse wartime stories of veterans who served during the Vietnam War. The veterans in this series represent a variety of branches, service locations and military roles. These extraordinary personal accounts are digitized and accessible on VHP's website, www.loc.gov/vets/

Norm MacPhee <normac9mile@earthlink.net>
Hello Phil and Gene of the Air Force FACs,
For the first time, ever, our Army Birddog Units got together this past six months to design and build a memorial to the Army Birddog Units that served in Viet Nam. .
Before the monument idea arose, the idea of an all Birddog reunion was discussed at length and 2015 was picked because, at that time, it was thought to be a date for a 50 year anniversary of the arrival of the Army Birddog in Vietnam. This was found not to be true as we had a unit there in 63 instead of 65 like we thought.
We are just starting the planning for this get-together. We have several folks who live in the area and invite you to have a couple from your association join us for planning. We have a couple of units that have been using Ft. Walton Beach as a reunion site and they like it. There is the Air Force base nearby and the Naval Aviation Museum at Pensacola. The general thought is to do this in the "shoulder season" after tourists have thinned as we could get better hotel prices....maybe late Sept. or Oct.
Could you please put an advance notice of this in your newsletter so those that have an interest can plan to attend. It is time we ALL got together to share war stories!
We have a web site regarding the reunion and memorial. My contact information will follow.
<http://www.l19birddog.com/>
<http://www.l19birddog.com/Memorial%20Designs.htm>
http://www.l19birddog.com/Memorial%20Designs.htm#UNIT_PANELS
Norm MacPhee , 6258 Brennan Court , Nine Mile Falls, WA 99026 , 509-465-3158 normac9mile@earthlink.net ,220th Aviation Company, I Corps 66-67 Call-sign Catkiller



Lady O-2—Thank y'all for all these pictures; especially the ones of the logs.....my plane was a Night Bird at NKP and I have heard all the stories about being armed with the logs but until now had never seen a picture. Even though 395 was not black as mine was; the night mission was the same I presume. BTW mine is 67-21383. Appreciate all the pictures !!!!!

PHILIP VAUGHN — USAF Capt. Willbanks (Medal of Honor) was serving as a FAC and was KIA, in Vietnam. He is having a school named after him in Demorest, Georgia. Dedication ceremony where held on 08-13-2011

Dr. Charles R. Roots Former Staff Sergeant, USMC Captain, U. S. Navy Chaplain Corps (Ret)
BENGHAZI : The stunning part of this story is that Tyrone Woods and Glen Doherty killed 60 of the attacking force. Once the compound was overrun, the attackers were incensed to discover that just two men had inflicted so much death and destruction
As it became apparent to these selfless heroes, they were definitely going to lose their lives unless some reinforcements showed up in a hurry. As we know now, that was not to be. I'm fairly certain they knew they were going to die in this gun fight, but not before they took a whole lot of bad guys with them!
Tenets of the Navy SEAL Code: 1) Loyalty to Country, Team and Teammate, 2) Serve with Honor and Integrity On and Off the Battlefield, 3) Ready to Lead, Ready to Follow, Never Quit, 4) Take responsibility for your actions and the actions of your teammates, 5) Excel as Warriors through Discipline and Innovation, 6) Train for War, Fight to Win, Defeat our Nation's Enemies, and 7) Earn your Trident every day. (<http://www.navyseals.com/seal-code-warrior-creed>).

Walter Want - Prints of the FAC airplanes O-2 and OV-10 are still available. I will need to close this out by fall. So if you want one contact Nail21www@gmail.com

Eric Anonsaen—My father, Col. Charles Anonsen (deceased 10/2009) was a FAC in 1968-1969, flying an O2-A out of Ban Me Thuot in the central highlands of Vietnam for the 21st TASS. He was involved in the Medal of Honor mission of James Fleming.
He started his career flying the F-86D in the 71st FIS in Selfridge AFB Michigan 1957-59 .
<http://www.airforce-magazine.com/MagazineArchive/Pages/1984/August%201984/0884valor.aspx>

Chuck—Thunder Falcon Issue number 10 Concur. Both grunts flying Army O-1 birds and USAF FACs, put ground ordnance in on targets and adjusted rounds, from 105, 155, 8 inch, and 175 mm guns. A USN Air Naval Gunfire Liaison Officer, called the ANGLICO, would occasionally fly as an additional crewmember in either a grunt O-1 or with a USAF FAC to put in ordnance from a USN ship off the coast of I Corps and II Corps. Naval artillery tended to be both accurate and effective. The Navy had a RAP round (Rocket Assisted Projectile) capability which let them put ordnance in to a much deeper distance inland from the beach than a normal round was capable of reaching. The RAP round was launched from the ship by the usual bag filled with short lengths of cylindrical propellant. Then the rocket on the back of the round ignited a predetermined number of seconds after launch and extended the parabolic flight path and time of flight. Most 8 inch guns in Vietnam were mounted in tracked vehicles and were mobile, capable of moving around to a new location between each firing of a round. Eight inch projectile was an accurate and destructive round. I preferred it. Had only one problem with them up in the Anh Khe area. One unit repetitively screwed up their firing azimuth by 180 degrees. Shot in the inverse direction. The 175 mm crews always took too much time calculating and adjusting their initial firing solution. By the time their first round became launched, the NVA in the open would have sufficient time to move 600 meters. The adjusted, second round would then be delayed for a while because barrel temperature was too high and the crew had to sit there and wait, nurturing their barrel. Chuck.

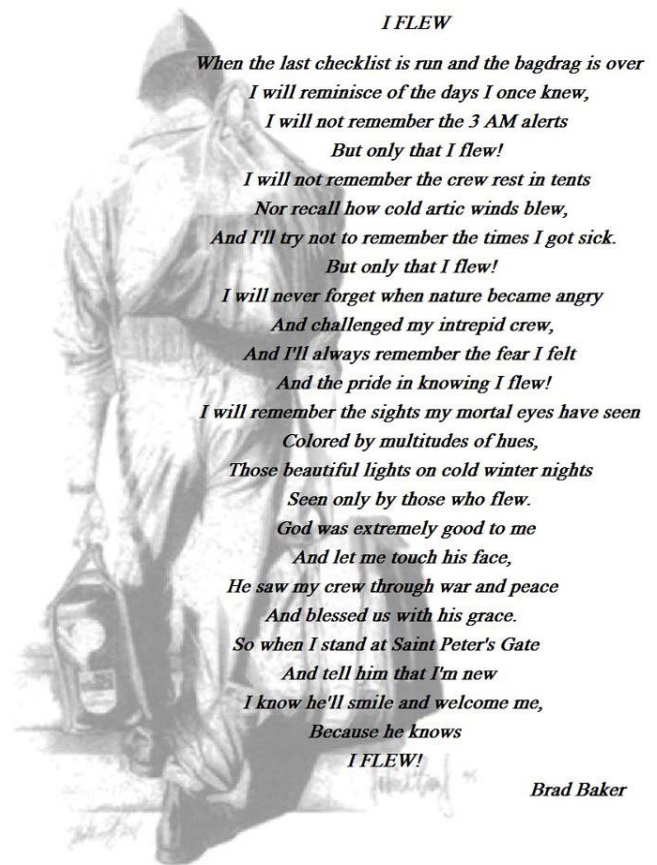
This what happens when the artillery doesn't coordinate with the AF – C-7 loosing its tail at Base: Phu Cat Aug 1967 . Here is the actual picture and story from the Caribou Assoc: <http://www.c-7acaribou.com/album/photos/photo02.htm>



Wells Jackson—From a Misty FAC who needed fuel—Hi Gene, General Manor is the one who would have court marshaled me for threatening to shoot down a tanker if he didn't give me fuel on a rescap that King Control was trying to get us to abandon.....the one that Dick Rutan asked King Control to give him the exact words to tell the F-105 pilot on the ground %\$#@!
 He was a Colonel then and the wing commander at Phu Cat. I certainly respect him, but he did not like MISTY on his base. We raised hell and frequently lost airplanes and pilots. We got the pilot outotherwise I would have been court marshaled. That was a famous rescap. OH WELL. I did write about it in the first MISTY book..."First Person Stories of the F-100 Misty Fast FACs in the Vietnam WAR" edited by Don Shepperd. I was MISTY 50..

Chuck -Where did your bombs go? Resident DUDs "The US military estimates that an Air Force lieutenant colonel is saving hundreds of lives a year through a new database he is creating of past bombing campaigns. He's also challenging the history books." See <http://www.csmonitor.com/USA/Military/2013/0103/How-Air-Force-database-is-preventing-its-old-bombs-from-claiming-new-victims?nav=87-frontpage-entryNinelItem>

Tim Eby—note from Charliehorse 38
 Guys, Hugh Mills wrote a most excellent book entitled, "Low Level Hell". He flew loaches for three tours, as I recall. I need to read it again. It confirms my long held opinion that those guys were crazy. Give a high school grad a helicopter and turn him loose... I recommend the book. I bet his momma didn't know what he was a'doin.



I FLEW

*When the last checklist is run and the bagdrag is over
 I will reminisce of the days I once knew,
 I will not remember the 3 AM alerts
 But only that I flew!
 I will not remember the crew rest in tents
 Nor recall how cold arctic winds blew,
 And I'll try not to remember the times I got sick.
 But only that I flew!
 I will never forget when nature became angry
 And challenged my intrepid crew,
 And I'll always remember the fear I felt
 And the pride in knowing I flew!
 I will remember the sights my mortal eyes have seen
 Colored by multitudes of hues,
 Those beautiful lights on cold winter nights
 Seen only by those who flew.
 God was extremely good to me
 And let me touch his face,
 He saw my crew through war and peace
 And blessed us with his grace.
 So when I stand at Saint Peter's Gate
 And tell him that I'm new
 I know he'll smile and welcome me,
 Because he knows
 I FLEW!*

Brad Baker

Fort Hood Shooter Received Over \$278,000 from U.S. Taxpayers After He Committed Mass Murder. Hasan has been [charged with 13 counts](#) of premeditated murder and 32 counts of attempted murder. Everyone knows he is guilty on all counts, as he was caught in the act.

Robert Downs --Marine/Naval Aviators Opinion on Drones": Drones will not ...be late to briefings, start fights at happy hour, destroy Officer clubs, attempt to seduce others' dates, purchase huge watches, insult other services, sing "Mary Anne Barnes," dance on tables, yell ~ "Show us your stuff!!!" or do all of the other things that we know win wars!"

FAC Association

1849 Southlawn Drive
Fairborn, OH 45324

RETURN SERVICE REQUESTED



Annual dues are \$20

Life membership dues depend on your age

55yrs and under	\$225
56 to 60 yrs.	\$200
61 to 65 yrs.	\$175
66 to 69 yrs.	\$150
70 to 75 yrs.	\$125
76 + yrs.	\$100

Copy this page, fill in the table below, and send your check to:

Bob Gorman
3416 Broken Hill St.
Newbury Park, CA 91320-5501

FAC Association Membership and Annual Dues Form

Last Name :		First Name:		Initial:	
DOB (dd/mm/yyyy)		Spouse Name			
Address			Phone #		
City	State	Zip + 4	Cell #		
email					
A/C or Specialty		Call Sign			
Organization/Sqdn/TASS			FAC Tour Dates		
Locations					
Comments:					
<p>Enclosed is my check for \$ -- -- --- Make me a member of/continue my membership in the FAC Association. <i>(Note: Your Dues Status can be found in the address block printed above.)</i></p>					
Dues Status			Signature		