

# C-7A Caribou Association

Volume 24, Issue 2

## 2013, 2014, And 2015 Reunions

Our reunion in Seattle from 9-13 October was well attended and popular. One hundred and two members registered, seventeen of whom were

### In This Issue

President's Corner .....	Page 2
Caribou Bowl II .....	Page 2
Business Meeting Minutes ...	Page 3
Reunion Receptions .....	Page 5
Medal of Honor Winnter .....	Page 5
New Board Members .....	Page 6
New Lifetime Member .....	Page 7
C-7A Models .....	Page 7
TanSon Nhut Museum .....	Page 8
Round Engines .....	Page 8
C-7A DVD #2 .....	Page 9
B-17 Navigator's Log .....	Page 9
Hustler to Bou .....	Page 10
Seeing Vietnam .....	Page 11
Off To A Rough Start .....	Page 11
Dragon's Fire (Part 2) .....	Page 12
Spectre ON The Trail .....	Page 16
TacE To Hammond .....	Page 16
No Tickee, No Laundry .....	Page 17
Troops To Kontum .....	Page 18
The Marine .....	Page 19
LRRP Drop At ??? .....	Page 19
Silence Over Cheo Reo .....	Page 19
New Airdrop Method .....	Page 21
Help For Vets .....	Page 21
Langly Aerodromes .....	Page 22
Shot Down .....	Page 22
Leadership Lesson .....	Page 23
Good Book .....	Page 24
STOL Takeoff .....	Page 24
Return To Vietnam .....	Page 24
Air America C-46 .....	Page 25
By-Laws Change .....	Page 27
Ballot For By-Laws Chang ..	Page 28

attending for the first time. Of the One hundred eighty-four persons registered, eighty-two were guests.

Hotel accommodations were excellent. All rooms were suites with sitting room, bedroom, and bath. The hotel staff was very attentive to our needs, providing prompt and welcome support.

Our 5 foot by 9 foot flag from last year's memorial at Sunset Beach was hung in the War Room by a staff member. The War Room itself was spacious and provided an excellent area in which to gather to relive the old times and renew acquaintances.

One hundred fifteen attendees went to the Museum of Aviation at Boeing Field on Thursday and enjoyed the tours of aircraft and displays. The museum is arguably the second best (after the Smithsonian) non-military aviation museum in the country.

On Friday, one hundred fifteen attendees did the Boeing Plant tour and visited Paul Allen's Flying Heritage Collection of notable and beautifully maintained aircraft, missiles, tanks, and other equipment.

While the Boeing Plant tour was going on, forty-five ladies and a few gentlemen went on a tour of Seattle led by an excellent guide. They visited the Chihuly Glass museum and the Pike Place fish market to watch the world-famous tossing of fish at the market.

### 2015 Reunion

Our reunion in 2015 will base out of the Lions Gate Hotel in Sacramento, CA. Activities include: dedication

of our memorial bench at the Travis Heritage Museum, visit to Old Sacramento and the California State Railroad Museum, wine tasting in Sutter Creek, and a visit to the Aerospace Museum of California. Ed Thacher (see page 24) may speak at the banquet.

Dates are 23-27 September, 2015.

### 2014 Reunion Hotel Register Now!!!

The hotel in Ft. Walton Beach for our reunion next year (15-19 October) is the Ramada Plaza Beach Resort, located on 800 feet of one of the world's most beautiful beaches on the Gulf of Mexico. The hotel is within walking distance to The Boardwalk, Beasley Park, and Emerald Coast Conference Center.

Swim under the five-story waterfall and enjoy a beverage from the Beach Bar (daily) or the Grotto Bar (Friday and Saturday). Sun yourself by one of two crystal clear pools. There is something for everyone – the perfect casual Florida venue. Reservations are open **now** for our group rate.

Call 800-874-8962 (**reservations clerk at the hotel**). Group code is "C-7A Caribou Association."

Rate is \$109.89 for a Standard Room, \$120.99 for a Courtyard Room, \$143.19 for a Poolside Room, and \$176.49 for a Beachfront Room. Rate is good from 8-17 October.

**CALL TODAY AND MAKE YOUR ROOM RESERVATION!!!**



## Minutes of 2013 Business Meeting

Al Cunliffe, Secretary announced at 10:10 AM that a quorum, 71 members, was present.

President, Pat Hanavan, called the meeting to order at 10:10 AM.

Pledge of Allegiance was led by Pat Hanavan.

Invocation by Jon Drury.

Pat Hanavan placed a call to Jim Meyer to congratulate him on his Honorary Lifetime Member status.

A motion to adopt the agenda as published was made by Stoney Faubus, seconded by Bob Strang, and carried unanimously.

A motion to accept the minutes of the 2012 business meeting as published on the Association Website and included in the registration packet was made by Stoney Faubus. The motion was seconded by T. J. Hankel and passed unanimously.

### Officer and Committee Reports:

*Secretary Report:* Al Cunliffe presented a report on the motions considered and passed by the Board of Directors for the previous year:

20121109 - *2014 Reunion Location, Fort Walton Beach, FL.*

20121115 - *Memorabilia Items*

20121211 - *Multiprint Invoice*

20130211 - *Amendment to By-laws*

20130219 - *Nominating Committee*

20130222 - *Interim Board Appointment*

20130501 - *Multiprint Invoice*

20130514 - *2013 Audit Committee*

20130711 - *Payment for Mailing of Reunion Flyer*

20130814 - *2014 Hotel Contract*

20130817 - *HLM for Jim Meyer*

20130901 - *Funding the 2013 Reunion*

20130905 - *HLM for Pat Hanavan and Certificate of Appreciation for Alicia Hanavan*

20130930 - *Select Sacramento for the 2015 Reunion*

20130930 - *Memorial Bench Ap-*

*propriation*

### *Bereavement Committee Report*

Jay was unable to attend, so Pat Hanavan provided a report of the previous year's activities, which consisted primarily of providing a letter of condolence or suitable condolence card to the deceased's family, and an offer for the widow to become an Honorary Associate Member of the C-7A Caribou Association if they so desire.

*Audit Committee Report:* Pat Hanavan provided a review of the audit committee's findings.

*Treasurer's Report:* Mike Murphy, provided a summary of the Association's financial status which was also included in the registration packet given to each attendee. Earl Reynolds asked if the Association has ever had to carry a negative balance forward. Mike replied that he has never had to.

*Report on the Roster:* Pat Hanavan provided an update of current membership. We have 688 active members and approximately 5817 names listed on the roster, 736 of these are deceased.

*Reunion Committee Report:* The board has a list of possible reunion sites for future reunions. Fort Walton Beach, FL will be the site of the 2014 reunion, 15 thru 19 October 2014, and the 2015 reunion will be in Sacramento, CA. Tucson, AZ and Washington, D.C. are possible future sites to be considered. Pat outlined the criteria considered when a reunion site is proposed.

*Nominating Committee:* Bill Buesking, Chairman of the Nominating Committee reported on the work of the Nominating Committee and presented the following names for positions on the Board of Directors:

President: Pat Hanavan

Vice President: Peter Bird

Treasurer: Mike Murphy

Secretary: Al Cunliffe

At-Large Members: Doug Boston

Wayne Brunz

John Tawes

### Old Business:

The hotel contract for the 2014 reunion has been finalized. Activities are

still in the planning stage.

Bob and Ruth Whitehouse of Vacaville, CA are assisting in the initial planning of the Sacramento reunion, especially monitoring the restoration of the Caribou at the Travis AFB Heritage Center.

### New Business:

Pat presented the following:

A proposed change in the By-laws to the NOMCOM in "Section 6, Paragraph 4, Subparagraph a" would change the wording from:

*a. The Nominating Committee shall be appointed by the Board and shall consist of three active members who have previously served on the Board, but are not currently serving on the Board. One of the committee members shall serve a two-year term and the remaining members shall serve a one year term. No member of the Nominating Committee shall serve consecutive terms.*

to:

*a. The Nominating Committee shall be appointed by the Board and shall consist of three active members not currently serving on the Board. One of the committee members shall serve a two-year term and the remaining members shall serve a one year term. At least one member of each Nominating Committee shall have previously served as a Board member.*

Earl Reynolds stated that it is not necessary to solicit the votes of all active members on a motion to amend the By-laws - that a vote during a Business Meeting is sufficient according to the By-laws.

Pat Hanavan entertained a motion that the proposed changes to the By-laws be adopted. Mike Murphy moved and Jon Drury seconded a motion that the proposed changes to the By-laws be adopted. The motion passed unanimously.

**Note:** After the meeting, Pat Hanavan reviewed the wording of Article

**Continued on Page 4**

## Minutes (from Page 3)

7, paragraph 2 of the By-Laws, which states : "A ballot with an explanation of the effect of any amendment shall be submitted to active members for a vote." A ballot on this proposed change will be included in the next newsletter mailed to all active members.

A motion was made by Keith Ryland to contribute \$2500 to The Center for The Intrepid, in San Antonio, TX. After discussion by the members, a motion was made by Pat Brooks to change the amount to \$1000. The motion was seconded and passed. Frank Godek pledged \$300 towards the \$1000.

**Election of Officers:** A call for open floor nominations was made. There were no floor nominations.

Stoney Faubus made a motion, seconded by Frank Godeck, that the members submitted by the Nominating Committee be elected to the Board of Directors by acclamation. The motion passed unanimously

**Free Room Nights:** Drawings for 10 free room nights were made. They were won by: Stoney Faubus, Al Cunliffe, Chuck Stone, Doug Boston, Paul Peoples, Bruce Stalk, Dave Larson, Denis DelMonte, Duane Cocking, and Ron Seymour.

### General Discussion:

A general discussion was had about the general quality and amount of food at the first night welcoming reception. Pat stated he will take steps during future Reunion planning to avoid this being an issue.

A general discussion about contacting people eligible for membership was held and details were provided by Pat Hanavan, Stoney Faubus, and Staton Tompkins on how they have been successful in tracking down these people.

### The meeting was adjourned at 1120.

Respectfully submitted  
Hillis "Al" Cunliffe  
Secretary

## 2013 Reunion Attendance by Name

Jim Bailey

Guest: Susan Morgan

Al and Audrea Balak

Doug and Ellen Boston

Brian Bowen

Pat and Lesley Brooks

Wayne and Joyce Brunz

Bill and Mae Buesking

Don and Virginia Carlson

Allen Cathell

Gary Clark

Duane and Judith Cocking

Tom and Chantell Collins

Al and Shirley Cunliffe

\*Dick Davidson

\*Ron Deady

Wayne and Patty DeLawter

Denis and Pamela DelMonte

Jon and Beverly Drury

Bob and Pat Dugan

Bill and Edeltroud Duvall

\*George and Kim Embrey

Guests: Dian and Lynn Duerksen

Stoney and Melva Faubus

Guests: Gary Faubus, Jr and

Dana Golden

Gary and Sharon Fox

\*Phil Freeman

Larry Tricia Garrison

Guests: Ron, Micheal, and Elizabeth

Sassano, Brookelyn Ziegler,

Dimitri Karsos, Lori Hiller

\*Hal and Angie Gayer

Al Ghizzoni

Guest: Lorraine Estelle

Frank Godek

Guest: Ellie Matthews

T. J. Hainkel

\*Norm Hammar

Pat and Alicia Hanavan

George Harmon

Steve and Carol Hassett

Rick and Debbie Hedrick

Guests: Jason and Lindsay Hedrick

Glenn and June Helterbran

Marty Hillman

John Karamanian

\*Allen Kellas

Kenneth Kimseau

Bob Korose

Dave and Chris Kowalski

\*Dave and Debbie Larson

Mike Lavelle

Greg and Jane Leppert

Patrick Mannion

Larry Martwig

Ken Mascaro

\*Mac McAndrews

\*Spencer McClure

Phil and Lynn Molohosky

Bill Moore

Mike Murphy

Guest: Sandy Hunsaker

Bob and Iola Neumayer

Chris and Eileen Nevins

Ken Pacholka

Rick and Antoinette Patterson

Paul Peoples

Coryn MacDougall

Bill Perry

Guest: Caryn Davis

John and Susan Pfanner

Pat and Barbara Phillips

John and Pam Record

Keith Reiling

Len and Nancy Reynen

Earl and Pamela Reynolds

Mike Riess

Keith Ryland

\*Dean Sellers

Ron and Nancy Seymour

Allen and Karen Shanahan

Jim Skinner

M. T. and Flo Smith

Josh and Dee Smith

Tom and Kathy Snodgrass

\*Joe Spooner

Joan Stalk

Bruce and Melody Stalk

\*Chuck and Kathy Stone

Bob "LZ" Strang

Bob Striegel

Ray Tanner

John and Fran Tawes

Guests: Dan Ralph, Fred Tawes,

Caroline Tawes

Curry Taylor

John and Elaine Teske

Mike and Pris Thibodo

John Thomas

Continued on Page 5

## Attendees (from Page 4)

Guest: Sue Thomas  
 Billy and Carol Tidmore  
 Staton and Deborah Tompkins  
 Charlie Tost  
 \*John and Jan Tupper  
 Bob and Ginny Waldron  
 Roger and Tara Wayland  
 John Westman  
 Guests: Ken and Marilyn Westman,  
 Jerry Peterson  
 Gary and Restie Wever  
 \*Steve Wheeler  
 Jim "JW" Williams  
 Clyde Wilson  
 Frank Woznicki  
 Rich and Vicki Yamashiro  
 Dan and Arlene Yost  
 \*Jerry and Joyce Zierdt  
 \* denotes a first time attendee

## 2013 Reunion Attendance by Unit

457 Member/Spouse	12/7
458 Member/Spouse	13/9
459 Member/Spouse	15/7
483 Member/Spouse	4/3
535 Member/Spouse	20/10
536 Member/Spouse	15/5
537 Member/Spouse	20/11
AFAT2 Member/Spouse	1/0
908 TAG Member/Spouse	1/1
4449 CCTS	1/0
Guests of Members	28
Total	183

## 2013 Reunion Attendance by State

AK	1	KY	2	NM	1
AL	4	LA	1	NV	4
AZ	3	MA	1	NY	1
CA	11	MD	2	OK	1
CO	2	ME	1	OR	6
CT	1	MI	3	TN	2
FL	6	MN	1	TX	10
GA	2	MO	3	UT	2
HI	1	NC	2	VA	4
ID	1	NE	3	WA	14
IL	1	NH	1	WV	1
KS	1	NJ	1	UK	1

## Receptions at Reunions

Receptions on the first day of our reunions span a couple of hours, since people arrive at various times during the day. Our snacks, e.g., nuts, pretzels, popcorn, candies, sodas, beer, wine, chips, cheese, are sometimes supplemented by a few appetizers ordered by the reunion team from hotel catering.

The food we provide at these receptions is snacks, *not the evening meal*. At several recent reunions, some attendees have not treated the snacks as snacks, but treated the food as the evening meal. This circumstance left none of the supplemental items, e.g., meat balls, dip, quiche, crab cakes, spring rolls, crostini, for other attendees.

**Please, be aware of this problem and be considerate of others at future receptions. Take only an appropriate serving of items for yourself and make sure everyone gets their share.**

## MOH Hero Saves MOH Hero

by Rick Neale, *USA Today*

Under heavy gunfire from dozens of North Vietnamese soldiers, Navy SEAL Petty Officer Mike Thornton lifted critically injured fellow SEAL Lieutenant Tom Norris onto his shoulders and carried him in the darkness down the beach into the South China Sea surf.

Inflating Norris' life jacket, Thornton kept him afloat and swam for about two hours to a support boat after that October 1972 beach-landing fire-fight near the Cua Viet River (???). Norris – who had been shot in the head – later underwent surgery and three years of rehabilitation, but he survived.

Earlier, in April 1972, Lt. Norris led three patrols into North Vietnam to rescue downed airmen. His heroic actions are documented in *The Rescue of Bat 21* by Darrell Whitcomb [537, 70].

Now, this spectacular Vietnam War battlefield rescue is memorialized in a 10-foot bronze statue depicting Thornton carrying Norris on his shoulders. The statue can be seen at the National Navy UDT-SEAL Museum in Ft. Pierce, FL.

This is the only time when one Medal of Honor winner was rescued by a person who would eventually get a Medal of Honor for rescuing him.

The statue was commissioned by former presidential candidate Ross Perot. The sculptor is Paul Moore of Norman, OK who also crafted a Perot-commissioned bronze statue of Gen. Hugh Shelton, USA, Ret. (14<sup>th</sup> Chairman of the Joint Chiefs of Staff) at the Airborne and Special Operations Museum in Fayetteville, NC.

This year is the 70<sup>th</sup> anniversary of the original Naval Combat Demolition Unit "frogmen." In 1943, the military took over portions of Hutchison Island and established a training base at Ft. Pierce. Frogmen trained to penetrate enemy beach defenses. Predecessors of today's SEALs, these elite fighters trained for D-Day and other World War II amphibious assaults.

The museum was dedicated on Veterans Day in 1985 at the site of the defunct Fort Pierce Treasure Museum. Active and retired SEALs and their families gather there for annual muster.



## New Board Members



### Wayne Brunz

I was raised on a farm in south central (Oxford) Nebraska. When I graduated from Colorado State University, I had a B.S. in Agricultural Business and an ROTC commission. After spending two months at home on the farm, I went to pilot training at Vance AFB, Enid OK, and graduated with the class of 68-A. Following survival school and C-7A training at Sewart AFB, TN, I arrived at Vung Tau in November 1967.

While in the 535 TAS, I upgraded from co-pilot to instructor pilot and returned to the States in June 1969. I really enjoyed our mission and the people I worked with.

The rest of my career was spent in SAC, except for a year at Maxwell AFB. At Travis AFB, I flew the KC-135A and spent every third week on alert. This was followed by 18 months as a staff officer at 15<sup>th</sup> Air Force, March AFB, CA, but I also got to fly the T-39. Career advisers felt I needed to fly bombers, so I volunteered for Grand Forks AFB, ND and flew the B-52H that is still flying today. After more time on SAC alert and working as a controller at the base consolidated command post and three North Dakota winters, it was south to Alabama.

At Air Command Staff College, I got an M.S. in Personnel Management. At SAC Headquarters I was the KC-10 program manager, flew the T-39 again, then I was excused from flying.

From there, I went to the 2<sup>nd</sup> Bomb Wing at Barksdale AFB as chief, KC-10 operations division, supporting the

active duty and reserve squadrons, scheduling, and mission planning. This included supporting many JCS taskings around the world. This was followed by a return to HQ SAC, assigned to the Inspector General Traveling Team. I inspected operational aircraft squadrons in SAC for five years and decided to retire when they stopped my flight pay. My Air Force career ended as a Lt. Col. in 1991, after 25 years.

As a civilian again, I was a sales consultant at Saturn of Omaha for 17 years. I enjoyed meeting and helping people with their vehicle needs. This career ended in 2008 and now I do volunteer work for our church, hospital, and other charitable organizations.

My first reunion was in 2006, when I learned about the Association. Joyce and I enjoy and have attended each reunion since. Our combined family consists of five grown children and three grandsons.



### John Tawes

My father was a career Army officer and I lived in an assortment of locales, including El Paso, TX; Worms, Germany; Taipei, Taiwan; and finally Norman, OK where I graduated from high school in 1961. I attended New Mexico State University on a co-op program and graduated in 1967 with a degree and a commission as a Second Lieutenant in the U. S. Air Force. I went to pilot training at Vance AFB and graduated with class 69-04 in December 1968. My first assignment was the C-7A with the 537<sup>th</sup> TAS at Phu Cat AB. After the requisite survival schools and C-7A

school, I arrived in Vietnam on 9 April 1969 and departed exactly one year later. My subsequent assignments were flying the C-141 at Travis AFB and the T-38 at Shepherd AFB. I left active duty in February 1973 and went to work for Delta Airlines in April 1973. During my career at Delta, I flew the B-727, DC-9, B-737, B-757, and B-767. I served as an instructor and check airman on several of those aircraft and retired at age 60 as a 767-400ER captain. Since my retirement, I have worked part time as a simulator instructor for the 767 aircraft.

I met my wife, Fran, in 1968 when she was going through orientation as an Air Force nurse at Sheppard AFB. We were married in Honolulu in 1970 during my R&R from Vietnam. We have lived in Atlanta since 1973. We have two daughters, Mary Frances, who lives near us in Atlanta, and Margaret, who lives in Arlington, VA. We do not have any grandchildren so far. We enjoy traveling and seeing some of the places both inside and outside the U.S. that we have not had the opportunity to visit so far.

I am a steam locomotive aficionado and try to hit all the museums and train rides around the country where these wonderful creatures still exist. I did not know that the Caribou Association even existed for a number of years until another retired Delta pilot mentioned it to me. Shortly after that, I received a call from non-other than Clyde Wilson who told me about the upcoming reunion (Charleston, SC) and urged me to get there.

The annual reunions have become a favorite for Fran and me. We look forward to attending them every year. I am honored to have been asked to serve on the Board. The Association is a great group of individuals and I will do my best to validate your trust in me.

## New Book

Bruce Cowee [458, 68] has a new book out, *Vietnam to Western Airlines*. You can contact Bruce by email at:

B2Acowee@aol.com

## New Life Member



### Jim Meyer

I graduated from the University of Dayton with a degree in Engineering in 1959. In my home town in southern Ohio, you had two choices for employment – the steel mill or the paper mill. I chose the paper mill. It didn't take long to realize that I wasn't going to advance job wise until the draft was dealt with. So, I joined the Air Force in May of 1960 as an Aviation Cadet in Navigator Training.

Upon graduation, I was assigned to a KB-50 squadron at Langley AFB. After two years the KB-50's were finally mothballed and we phased into the C-130. We were constantly TDY, including two 89 day TDYs to Vietnam.

In 1967, I was accepted to pilot training at Williams AFB. I enjoyed being home almost every night so much that, upon graduation, I stayed on as an Instructor Pilot in UPT – the Good Life!

In 1971, I was assigned to Phu Cat as the Operations Officer of the 483<sup>rd</sup> TAW Forward Operating Location, training Vietnamese crews to fly the C-7A. The NVA had over-run northern South Vietnam and was continuing to move south. Our FOL moved South to Phan Rang, but that didn't last long.

In 1972, I was reassigned to Columbus AFB as a UPT Instructor. In 1975 a routine physical revealed degenerative spine disease, and I was permanently grounded.

I finished up my 20 years at Lackland AFB as Deputy Commander of the

USAF Security Police Academy.

I spent the next 15 years working at USAA Investment Management Company.

I now enjoy life with Julie, my wife of 52 years, our 3 kids and 6 grandchildren. Life is good!

Note: At the 2013 reunion, Jim was awarded Honorary Lifetime Member status for his service to the Association as Memorabilia Chairman for over seven years. He has developed new sources of supply, has smoothly handled the addition of new items of inventory, has negotiated competitive prices from the sources, and has improved the accuracy of our inventory reporting. Jim also served on the Board of Directors during 2013 as a Member At Large.



**Are you  
sure  
those  
mama-  
sans  
are  
friendly?**

## Time Is Running Out!!

Check the mailing label on this newsletter. If it does not show "2014" or later, then it is **TIME TO PAY** your Bou Tax or this will be the **last** newsletter you will receive.

If the year is before 2014, you may have:

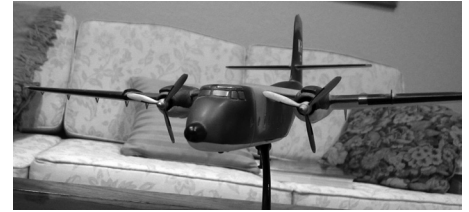
1. changed your address and the last newsletter went to an old address
2. just sent in your check
3. forgotten to send your check

**DO IT TODAY.**

Make your \$10 check to the **C-7A Caribou Association** and send it to:

Mike Murphy  
555 Couch Ave, Apt 432  
Kirkwood, MO 63122-5564

## C-7A Models



The model above was given to the Association by Nick Caramalis [535, 70] who is retired in Tampa, FL. This beautiful model was made for him by a Japanese craftsman at Tachikawa AB, Japan. The gentleman carefully filmed aircraft, right down to access panels, to ensure he got every detail just right. He delivered the finished product to Nick. Send any ideas about how we should use this model or the one below to keep alive the memory of the C-7A to the editor (pathanavan@aol.com).



The model above was made from pieces of beer cans by a friend of Fil Villareal [12 CSG, 1969] of Helotes, TX. Fil donated the model to the Association to use in whatever way the members see fit in promoting the memory of the Caribou. He suggested a raffle at a reunion, but it was not possible to take it to the Seattle reunion.

## Ft. Hood Memorial



## Tan Son Nhut Museum

Dear former USAF advisers,

My dream of a Tan Son Nhut Air Museum will benefit:

1. Our future generations
2. Museum visitors
3. Educators
4. Veterans

It will provide the means to:

1. Preserve history
2. Reunite veterans (VNAF, USAF, and other U.S. Armed Forces)
3. Memorialize the Fallen

I hope that individuals or a group of former USAF personnel will join us as TSN Air Museum founders, or on the Board of the TSN Air Museum in Houston.

When I finish my plan for the Tan-Son-Nhut Air Museum in Houston, I will email you the first draft for your review and to help us before we introduce the plan and send it out to the other members.

We have two possible locations in Houston for the TSN Air Museum. Both locations are owned by Vietnamese businessmen. We may ask one of them for help on our Museum site. Houston's land looks like the Tan Son Nhut view, without any mountains, hills, or highlands.

Please, give me your advice before I add your names on our list. We need your involvement to help us, both VNAF and USAF, in this TSN Air Museum project.

Best Regards,

McBlair Lee

phuonglongle@yahoo.com

## New Memorabilia

Two new memorabilia items are available – a Caribou refrigerator magnet and a C-7A ID plate. Examples of both were sold at the Seattle reunion. The magnet is customized for our Association. Examples were printed in the last newsletter. See the web site for pictures of the items.

## Round Engines Reprinted from Sep 2003 From Lee Shelton [459, 67]

*Dedicated to all who flew behind round engines!*

We gotta get rid of these turbines, they are ruining aviation. We need to go back to big round engines. Anybody can start a turbine. You just need to move a switch from "OFF" to "START", and then remember to move it back to "ON" after a while.

My PC is more difficult to start. Cranking a round engine requires skill, finesse and style. On some planes, the pilots are not even allowed to do it.

Turbines start by whining a while then give a small lady-like "poot" and start whining louder. Jet engines? Just light the fire and go.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho puff of smoke or two, more clicks, a lot more smoke and finally a serious low-pitched roar.

We like that – it's a guy thing. It's kinda like starting a big ole Harley Davidson, or Indian of yesteryear. When you start a round engine, your mind is engaged and you can concentrate on the flight ahead.

Starting a turbine is like flicking on a ceiling fan; Useful, but hardly exciting. Turbines don't break often enough, leading to aircrew boredom, complacency and inattention.

A round engine at speed looks and sounds like it's going to blow up at any minute. This helps to concentrate the mind.

Turbines don't have enough control levers to keep a pilot's attention. There's nothing to fiddle with during long flights. Turbines smell like a Boy Scout camp full of Coleman lanterns.

Round engined planes smell like God intended flying machines to smell. Big round engines require "mag checks." The sound of a big round engine goosed up to about 1800 rpm at the end of the

runway and listening vicariously to the pilot completing the "mag check," and being able to tell, even from a half mile away, that the engine is good to go, is a lost art.

## Famous Quotes – Mistakes

"Man will never reach the moon regardless of all future scientific advances." – Dr. Lee DeForest, Father of Radio and Grandfather of Television

"The bomb will never go off. I speak as an expert in explosives." – Admiral William Leahy, U.S. Atomic Bomb Project

"There is no likelihood man can ever tap the power of the atom." – Robert Millikan, Nobel Prize in Physics, 1923

"Computers in the future may weigh no more than 1.5 tons." – Popular Mechanics, forecasting the relentless march of science, 1949

"I think there is a world market for maybe five computers." – Thomas Watson, chairman of IBM, 1943

"I have traveled the length and breadth of this country and talked with the best people, and I can assure you that data processing is a fad that won't last out the year." – The editor in charge of business books for Prentice Hall, 1957

"But what is it good for?" – Engineer at the Advanced Computing Systems Division of IBM, 1968, commenting on the microchip

"640K ought to be enough for anybody." – Bill Gates, 1981

"This 'telephone' has too many shortcomings to be seriously considered as a means of communication. The device is inherently of no value to us," – Western Union internal memo, 1876

"The wireless music box has no imaginable commercial value. Who would pay for a message sent to nobody in particular?" – David Sarnoff's associates in response to his urgings for investment in the radio in the 1920's.



## C-7A DVD Set #2

The current planning is to have a two disk DVD set available by the 2014 reunion. A working list of the contents follows:

### Disk 1

#### Documents

AFR-64-4-Survival, Air Base Defense, Air War Over South Vietnam 1968-1975, Army Air Facilities 1973, ATC Manuals, USAF-USA Caribou Agreement, CRB Approach Plates, DHC-4 Maintenance Manual, DHC-4 Type Certificate Indochina Atlas 1970, M-16 Comic Book Tactical Aerodrome Directory, Tactical Airlift by Bowers, T.O. 1-1-4 Aircraft Marking, USAF Combat Wings, Vietnam Campaigns, 7AFP 55-1

#### C-7A images with Squadron markings (color and b&w)

457, 458, 459, 535, 536, 537 TAS

**Videos** Gunter News Video, Aussie Bou, C-7A training, Vietnam from the Air Art

CRB, decal, Air Force Cross, SS, DFC, NDSM, AFCM, RVNMC, logos, patches, R-2000 prop stencil, Memorabilia masters NMUSAF master, DHC logo, Hamilton Standard logo, P&W logo, Caribou poster, 7AF patch, 834 AD patch, R-2000, prop diagram

#### Manuals and training materials

T.O. 1-C-7A-1, Aircraft General Test, ATC 4AMF43171A-12-1, power plant notes, propeller test, CRB Approach Plates, Indochina Atlas 1970, Vietnam M-16A1 Rifle Cartoon Manual, 4442<sup>nd</sup> CCTW C-7A Accident Summary 31Oct68, 483<sup>rd</sup> TAW C-7A Standardization Guide, 834<sup>th</sup> Air Division Manual 55-1, 834<sup>th</sup> AD SEA Aircraft Accident Reviews, Aviation Week 1 April 1957 (Caribou Article), C-7A prop operation with blade switch failures, AFA Magazine June 2005, Engine Handling Chart, T.O. 1C-7A-2-1 (ground handling and airframe), T.O. 1C-7A-2-4, T.O. 1C-7A-2-9, T.O. 1C-7A-6CF-1 FCF Procedures, TAD 1967 NOV 15, TAD 1968 DEC 15, TAD 1969 JUL 15, TAD 1970 JAN 15, TAD 1973 FEB 1, TO 1-1-4 Aircraft Marking, T.O. 1-1-4

### Disk 2

#### Maps

ONC\_K-10, Series 1301 Charts, Series\_1501\_Charts, Series\_L509\_Charts, Series\_L701\_L7014\_Maps, Tactical VFR Chart, US\_Army\_maps\_v\_16, Vietnam Country Maps

#### City Maps

Saigon 1961, Ban Me Thuot, Bien Hoa 1968, Chu Lai 1968, Da Lat 1963, Da Nang 1969, Hue 1968, My Tho 1971, Nha Trang 1968, Quang Ngai 1966, Qui Nhon, Tuy Hoa 1968, Vinh 1970, Vinh Long 1966, Can Tho 1970, Saigon City 1962, Nha Trang Tourist Map, Saigon Cholon 1964,

#### Other maps

Administrative Divisions and Military Regions, Administrative Divisions III Corps, Administrative Divisions I Corps, CTZ I Major Road Net + Airfields, CTZ II Major Road Net + Airfields, CTZ III Major Road Net + Airfields, CTZ IV Major Road Net + Airfields, Indochina Airfields 1970, Vietnam 1971, Vietnam 2001 Vietnam Airport Capability, Vietnam Government Map, Vietnam Map, Vietnam Monsoon, Vietnam War 69-75

## B-17 Navigator's Log



10-10-43 Mission #4. Hottest one so far! Munster, Germany. Secondary target was Hamm, Germany. Got up at 0330. Took off at 1130. Left England at 1330. Flew over Rotterdam, Holland and Amsterdam on the way in. Fighters caught us 10 minutes before we hit the IP and followed and attacked us for 50 minutes after we left target. P-47 picked us up after the excitement was all over. Entirely wiped out Munster. Clear and visibility good. Group ahead dropped demolition bombs on the business district and we followed with incendiary bombs. 20 minutes after we left, it was a mass of flames and smoke. Flak was thick. 2 minutes after the target, they got a B-17. We saw chutes open. 20 minutes later, they got another one and 8 chutes opened. 20 minutes later, a B-17 spun down. 5 minutes later, the fighters got another B-17 directly under us. We saw 4 B-17's go down, but think they got more. Saw four ME-109's explode and burst into flames. "Mar-



shall" claimed one. Must have been at least 100 German fighters attacking us. Hitler must really be tearing his hair out now. They seem to like to bomb on Sunday. Get them all together in churches. Our bombs hit in a beautiful pattern – all concentrated and really worth the trouble, for a change.

## Flying the Spitfire

Check out this story of a Flying Sergeant in WW II: <http://www.youtube.com/embed/ie3SrlLcUY>

## Hustler to Bou

by Darrell Schmidt [536, 70]

I joined the Air Force in 1951 via the Aviation Cadet Program, gaining my wings and 2<sup>nd</sup> Lieutenant bars in 1955.

In 1966, I received orders to go to Little Rock AFB, Arkansas for an evaluation for entry to training in the B-58 Hustler. The evaluation consisted primarily of proving I could fit into the ejection capsule, followed by an oral evaluation, plus review of my previous training records to ensure I was sufficiently competent to command the single-pilot Mach 2 aircraft, with the emphasis on flight in instrument conditions.

Part of the “lead-in” training included time at Perrin AFB, TX for instrument training in the T-33. This also embraced getting used to a stick again, rather than the control wheel of the B-47 and B-52. Then I trained in the Convair F-102 Delta Dagger, a delta-winged fighter, which provided more stick time plus familiarization with delta wing characteristics.

After Perrin, I went to Carswell AFB, TX for instruction on the nuclear weapons of the B-58, then back to Little Rock to begin training in the Hustler. This included ground school for flight systems, integrated simulator training, and actual flight training in the TB-58, the training version of the Hustler that replaced the bombing equipment and the navigator with a pilot instructor position equipped with dual flight controls behind and slightly raised above the normal pilot position.

I had a love affair with the B-58; you would take off at about 200 knots, come out of afterburners at 350 knots and climb at 425 knots until reaching Mach 0.90, at which time you’d climb to altitude, holding speed. I was surprised to find the cockpit was rather primitive after having flown the then-brand new B-52H with advanced flight guidance and auto-flight systems. The B-58 cockpit was familiar in some respects to the T-33 except for instruments for



four engines. It had some automatic flight control readouts, but, except for takeoff and landing, the auto-flight system required little if any pilot input. It had no flight director guidance and only one navigation radio with one tuner for either TACAN or ILS for instrument approaches.

The Hustler was a true delta-wing aircraft. It had no horizontal stabilizer or elevator controls. The wing trailing edge featured elevons (combined elevators and ailerons) that produced both roll and pitch. If, for example, you wanted to roll to the right while raising the nose, the left elevon would go up a little while the right elevon went up even more. It was basically a blending of the pitch and roll inputs to produce the required flight attitude.

Like all delta-wing aircraft, the Hustler had no flaps – these would have produced a nose down pitching motion. Special care was therefore essential for takeoff and landing. It was necessary to allow the aircraft to rotate nose high without scraping the tail on the runway, which is why the B-58 had such long landing gear struts.

Rapid changes of pitch on landing were to be avoided. Raising the nose too rapidly would result in the aircraft sinking too rapidly. The opposite was true if the pilot allowed the aircraft to bounce on landing and then attempted to put the nose down quickly to reduce the height of the bounce. If he shoved the stick forward, the elevons would go down, which immediately increased lift

(like flaps). Then, when he neutralized the pitch input, the elevons would go back to neutral and the aircraft would sink rapidly. This was called “elevon coupling.”

I was already aware of the Hustler’s flight characteristics from manuals and from other pilots, but I had not personally experienced them until my checkout ride in the TB-58 with an instructor. Everything went fine until the landing stage. I bounced the landing, pushed the nose down causing it to rise further, then plopped back on the runway; I began “bunny hopping” down the runway. I shoved the throttles forward and went around for another landing that was fine. I learned to move the controls slowly for landing and if it bounced a little, just accept it or take the aircraft around for another landing.

One other very slick feature of the Hustler was the auto-trim system which, in simplistic terms, enabled the pilot to maintain a constant pitch attitude. This was invaluable during air refueling during which fuel taken from the tanker caused the Hustler’s CG to change. To prevent the auto-trim system from causing the pilot to lose his “touch” and “feel” during takeoff and landing, the auto-flight system was placed in “Takeoff” and “Landing” modes. This provided 20 degrees of elevon and cut out the auto-trim feature.

I flew the Hustler with the 43<sup>rd</sup> Bomb Wing at Little Rock AFB until we delivered most of them to the aircraft graveyard at Tucson, AZ in late 1969.

## Seeing Vietnam

by Felix Herrington [535, 68]

On 27 August 1969, I was the Aircraft Commander and we were on short final at That Son (V-173) which had 2000 feet of PSP. This field was in IV Corps, near the Seven Sisters mountains. I saw an Aussie Caribou on the ramp being struck by a mortar attack. It lost seven feet of the wing and the crew was exiting the aircraft.

Talking to the choppers nearby on FM, I asked if they would relay to the crew to get to mid-field on the airfield and I would help in their evacuation. My intention was to make a short field landing, have my flight mechanic unchain the load, turn my aircraft around after landing, and LOLEX the load on the runway during takeoff. Our cargo was rockets and ammo for the troops at the airfield. The chopper crew said they would evacuate the crew.

On takeoff, leaving the cargo on the runway behind us, I did a tactical departure and turned out of traffic. Tracers from a .50 caliber burst across the windshield, sounding like popcorn. After a successful departure, we returned to base and found about 40 holes in the wing.

I was within a couple months of DE-ROS, so I changed my strategy about flying in Vietnam. The squadron leadership was pushing for every Aircraft Commander to fly missions into I and II Corps to "see all of Vietnam." Most of our crews had never flown in that part of Vietnam and those fields were tricky and unknown to us. "Seeing all of Vietnam" seemed like a "dumb" approach to me, so I took two R&Rs and a 10 day ferry trip to Okinawa instead.

My assignment back to the States was to Air Training Command at Columbus AFB, MS instead of the B-52 at Barksdale AFB, Shreveport, LA (my home town). I had listed ATC as my first choice, hoping to "force" the system to send me to SAC. Nobody ever gets their first choice, but I did! Figure that!

## Off To A Rough Start

by Gary Seymour [536, 70]

I knew I was in for trouble when the Colonel said to me, "Well, we have always done it this way!" My first mission at the 536<sup>th</sup> in Cam Ranh Bay was to sit in the back of the Bou and listen to radio calls. I tried to explain that I was a Captain with 5,000 hours and had heard plenty of radio calls, but to no avail.

I could see the letter my parents were reading, "Your son was killed listening to radio calls!"

For the next year, the "trailer bosses" would badger me about upgrading to IP, but I kept refusing.

This didn't sit well with them and the final straw came when I refused to paint the shower stalls for an upcoming IG inspection in the middle of a war zone. I could see the letter my parents were reading, "Your son was killed by a 'brown-bar' trying to upgrade to Aircraft Commander!"

I was now firmly planted on their radar for any extra missions. Thus, I was sent on a 30 day TDY to Phu Cat to supply the restricted airfields of Tra Bong, Dak Seang, and one other. All of these fields were around 700 feet elevation, on top of mountains.

After that "Mission complete," I was rewarded with the envy of all missions, or so I thought! Every crew member got one corrosion control mission to Don Muang in Bangkok for 3-5 days. Arriving on Sunday afternoon, we were told that our commercial flight back to CRB was leaving Monday evening. Everybody knows that a good pair of elephant skin golf shoes takes 2 days to make and it takes at least 3 days to visit all the high end spots! I asked the crew if they wanted to stay and got an unanimous "Yes." Having the luxury of separating from the service after returning to the States, I said I would take care of it.

I thought it strange that the Colonel would meet us at CRB on Thursday

evening, but he immediately announced we were getting a "failure to repair." I said, "Hold on, I have never scratched a person or bent metal in this theater" and he replied that we were supposed to be back on Monday.

All three of us were to give written reports by morning. I took out my typewriter and two pieces of carbon paper (if anyone can still remember what that was) and explained how cultural differences and language translations could wreak havoc on the best of intentions. I submitted one black and two blue reports, all signed and we were exonerated with disgust.

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## Flying Terms

**AIR SPEED** – Speed of an airplane. (Deduct at least 25% when listening to a fighter pilot.)

**BANK** – An institution that holds the lien on most pilot's cars.

**CARBURETOR ICING** – A phenomenon reported to the FAA by pilots immediately after they run out of gas.

**CONE OF CONFUSION** – An area about the size of New Jersey located near the final approach fix at an airport.

**DEAD RECKONING** – You reckon correctly, or you are.

**DESTINATION** – Geographical location 15 minutes beyond the pilot's bladder saturation point.

**ENGINE FAILURE** – A condition that always results when all fuel tanks mysteriously become filled with low-octane air.

**FIREWALL** – Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

**FLIGHT FOLLOWING** – 1. Formation flying 2. Bird watching.

**GLIDE DISTANCE** – Half the distance from an airplane to the nearest emergency landing field.

**HOBBS METER** – An instrument requiring an immediate emergency landing if should it fail during dual instruction.

## Dragon's Fire (Part 2)

by Col. Ron Terry, USAF (Ret.)

When the squadron of 20 AC-47's arrived in Vietnam, it was designated the 4<sup>th</sup> Air Commando Squadron and was dispersed to every corner of Vietnam, plus Thailand, from where the crews flew missions into Laos every night. In Laos, the AC-47's became truck busters.

In 1969, the AC-47's were handed over to the Vietnamese Air Force. At the time of the turnover to the South Vietnamese, the AC-47 had successfully defended more than 4,000 forts, hamlets and enclaves. In fact, history states that they never lost a group they were assigned to defend!

Meanwhile, Terry had been working on something a little larger, with more loitering capability, more technical equipment, greater standoff range, and of course, more firepower. It was to be more powerful and capable all the way around.

The chosen prototype aircraft was the 4-engine, high wing, C-130 Hercules. Support for the idea came from the White House, Secretary of Defense, and Secretary of the Air Force, but was still grudgingly accepted by the Air Staff. Nevertheless, approval was granted. Terry gathered around him the best flyers and engineers he could find, including Maj. Jim Krause, a master navigator, avionics lab engineer, and the leading infrared expert in the Air Force. Krause, plus Maj. Jim Wolverton, Test Pilot/Chief Engineer, and Royal Air Force Wing Commander Tom Pinkerton, Fire Control Systems Engineer, were Terry's closest friends. Wg. Cdr. Pinkerton was at the time on loan to the Air Force Avionics Laboratory at Wright Patterson.

The program was authorized the rather paltry budget of \$500,000 to design, build, and manage the entire project. This figure included flight-testing! Together, these men conceived, engineered, and built the next gunship, appropriately named Gunship II, in the



flight test modification shops at Wright Field.

The prototype was modified to include four GE 7.62 mm miniguns (firing at 3,000 or 6,000 rounds-per-minute) and four 20 mm M-61 Vulcan Gatling guns (which Terry fired at 2,500 rounds-per-minute, both to save ammunition and to increase reliability), plus sensor equipment, including the Night Observation Device (NOD), Side-looking Radar (SLAR), Forward-Looking Infrared (FLIR) set, and a 40 KW illuminator. These sensors were mounted on the left side of the aircraft and controlled by an analog computer, built by Pinkerton, which allowed the pilot to aim, fire, and hit the target – without ever seeing it with the naked eye.

Terry asked the Pentagon for funds to provide a beacon tracking radar for Gunship II. The Air Staff refused, so Terry "borrowed" a radar unit from the Bomarc Missile Program and mounted it on the C-130. The home-on jam feature of this particular radar was used to track small noise jammers powered by aircraft batteries and later was given to several Special Forces camps to dem-

onstrate a first-of-its-kind, very close support capability to a friendly unit under extreme adverse weather conditions. These beacons were fabricated for Terry by technicians in the Flight Test Modification Branch at Wright Patterson.

In 1967, Terry, his experts, plus volunteer C-130 ground and aircrew members headed to Southeast Asia with the new gunship. The sensors and radar worked beautifully and soon the Gunship II was in high demand. They were also able to validate the significance of the all-weather support capability by saving several Special Forces camps in near zero visibility weather conditions.

It was then decided to try a new mission, night and adverse weather interdiction over the Ho Chi Minh trail in Laos. The Gunship II test was an unqualified success. The combat evaluation "...far exceed fighter type kill ratios on enemy trucks and other equipment ... a three-fold improvement over its predecessor, the AC-47." Gunship II was so successful that by the end of 1967, Gen. Westmoreland was reluctant to let the aircraft return to the

Continued on Page 13

## Dragon's Fire (from Page 12)

U.S. for refurbishing.

Great debate took place about the actual aircraft to replace the AC-47. Secretary of the Air Force, Dr. Harold Brown selected the C-119 (the Flying Boxcar, as it was known in Korea), while others who saw the results of the Gunship II tests wanted the C-130. Finally, Dr. Brown decided on both aircraft. Controversy abounded. Gen. Momyer, now Commander of 7<sup>th</sup> Air Force in Saigon, did not want the C-119. "Introduction of another obsolete system into the theater weighs heavily against the C-119." But, the troops on the ground and their generals were screaming for more gunships.

In early 1968, the gunship idea, a concept once called, "The silliest idea I've ever heard," had evolved to where Secretary Brown asked for a force of 44 AC-47's, 26 AC-119G's, 52 AC-119K's, and 32 AC-130A's. While Terry was testing the prototype in combat, production had started on the AC-130 gunship fleet.

Without Terry's supervision, the first four AC-130A's arrived at Ubon Royal Thai Air Force Base with 3 major discrepancies and 57 less drastic discrepancies. Terry and his team were sent to make repairs and modifications while the aircraft were flying combat missions. Wg. Cdr. Pinkerton was "smuggled" into Thailand to make repairs to the fire control system, then smuggled out again. With the repairs made and the crews retrained by Terry, the AC-130 gunships patrolled the skies of Laos nightly, with resounding success.

The North Vietnamese responded to the gunships with ever-increasing anti-aircraft defenses, most notably the 23 mm and 37 mm guns, so F-4 Phantoms began to escort the gunships. While the AC-130, nicknamed "Spectre," was working the trucks, the Phantoms would attack the AAA batteries when they fired.

One crew member on the gunship,



the Illuminator Operator, would actually extend himself over the open aft ramp so that he could scan for AAA tracers and warn the pilot if they were getting too close. Although tethered to the inside, on rare occasions he would actually fall out during evasive maneuvers, so the words coming through the intercom "Request permission to come aboard" at 5,000 feet could break up an otherwise tension filled night.

In November 1968, DARPA and HQ USAF decided to demonstrate the gunships to a number of groups, including a sizeable contingent from the Army. The AC-47, AC-119G, AC-119K and the AC-130A were to do a nighttime demo at Hurlburt Field. This exercise, under the direction of then Col. Harry 'Heinie' Aderholt, took place on Range 52 during the darkest moon phase. It featured many different targets, highlighted by a Vietnamese village under mock siege and defended by the AC-130. Col. Aderholt was cautioned by the TAC Commander not to hype this demo because "platforms of this type tend to vitiate more viable weapon systems." But, the show was spectacular! Heinie was reassigned from Hurlburt five days later. The anti-gunship clique was still at work!

On May 24, 1969, the Spectre force lost its first aircraft to a 37 mm gun. The aircraft took two hits, mortally wounding the Illuminator Operator, SSgt. Jack Troglen, and severely damaging the plane. Most of the crew was ordered to bail out and the pilot decided to try and nurse the gunship back to Ubon, Thailand. The crew was rescued, but

unfortunately Troglen and SSgt. Cecil Taylor, the Flight Engineer, died in the catastrophic landing.

With the loss of the first Spectre gunship and the massive increase of North Vietnamese anti-aircraft batteries, particularly in Laos, it became obvious that there was a need for the aircraft to fly at a higher altitude and standoff distance, but still have the lethal weaponry to get the job done. Terry scrounged 40 mm Bofors anti-aircraft guns from the U.S. Navy and modified one of the C-130's with two of these cannons, plus two 20 mm Gatling guns. Tom Pinkerton upgraded his fire-control system from analog to digital and the team came up with an inertial navigation system that would store the location of targets to be struck later by gunships or fighters. Also integrated into the computer system was a new "active" low-light-level TV. This new program was designated "Surprise Package."

Even the Chief of Staff, Gen. Jack Ryan, was impressed by the innovations of Terry and his team. Ryan remarked, "Your engineers are to be commended for evolving an inventive and unique proposal to counter a potentially serious threat to our gunship operations." About this time, another very serendipitous event occurred. Lt. Col. Charles Gentzel took over as the program element monitor in the Air Staff. Also, Lt. Col. Charles Spicka completed a tour of duty in gunships in Vietnam. He returned to the Air Staff and was assigned as the action officer

**Continued on Page 14**

### Dragon's Fire (from Page 13)

for the gunship program under the Deputy Chief of Staff for Operations. These two men were strong believers in the gunship program and became an integral part of the total gunship team, along with Terry and his band of test engineers.

The actions of Gentzel and Spicka in setting up proper direction and procedures for the gunship programs are nothing short of heroic. What these two men accomplished over the next four years was spectacular. An entire story could be written about their efforts. For example whenever Spicka ran into opposition about something required from the operations side, he would locate the latrine Gen. Ryan was visiting at the time and manage to be there and in the stall to the right or left. Invariably, Gen. Ryan, who was very fond of the gunship, would ask Spicka how it was going. Spicka's response would be something to the effect, "It's going great boss, but we do have this small problem.. ." and then he'd proceed to outline what really needed to be done. Shortly thereafter, direction would usually come down with the orders necessary to get it done.

As the gunship program element monitor, Gentzel was always able to secure the necessary funds and ensure

that the program had adequate direction from higher headquarter, while allowing all of the flexibility that Terry and the team needed to bring the programs in ahead of schedule, under budget, and exceeding the performance goals desired.

By February 1970, the Spectres had destroyed or damaged their 5,000<sup>th</sup> truck. John Simons had predicted the gunship would someday use a laser target designator ... and six years later, the "Surprise Package" aircraft had one installed which guided F-4's and other strike aircraft onto AAA sites and other lucrative targets with their laser guided bombs.

Because of this additional equipment, the crew size aboard the AC-130 Spectre jumped to 14. Haggling about whether to increase the number of gunships and upgrade them continued, with feuds between President Nixon's office, Secretary of Defense Melvin Laird, Secretary of the Air Force Robert Seamans, and the military. Meanwhile, Under Secretary of Defense David Packard, who was really impressed by the gunship results, asked for a plan for the gunship for the decade 1970-1980. This opened up a future for the gunship beyond the Vietnam War, allowing development to continue.

The strongest argument for more gunships was the figures that showed

they destroyed or damaged 48 percent of trucks while flying only 8 percent of the missions against trucks. Even Dr. Kissinger got into the act. Terry no longer had to advocate the system – it was telling its own story with results in combat. Terry kept up his relentless pursuit of a better gunship and in 1971 a new C-130E was modified and armed with the U.S. Army's 105 mm howitzer, the 40 mm Bofors cannon, and two 20 mm Gatlings, plus new ammunition with greater destructive power.

On August 12, 1971, Gen. Brown (Commander of Air Force Systems Command) addressed a Department of Defense symposium. To paraphrase his remarks, he stated that as a creative innovation, the first experimental gunships were delivered to combat units in Southeast Asia in record time. They were so successful that it was decided to make this a regular Air Force program and it was put into the formal acquisition system. He found it would take two years to get more gunships to the theater using the formal process. So, he took the program out of the formal system, turned it back to the original small project group and received the gunships in six months.

The North Vietnamese demanded and received from the Soviets still heavier weapons to counter the gunship's armament and tactics. They introduced the radar-controlled 57 mm and 85 mm guns ... and they were effective. Case in point: "... on March 30, 1972, during night armed reconnaissance over Laos. Capt. Waylon O. Fulk, commander of Spectre 22, and his crew destroyed or damaged three enemy supply trucks and touched off four secondary fires and explosions. While attacking the third truck to make sure it was destroyed, the gunship flew into a solid barrage of 57 mm and 37 mm AA fire. One 57 mm round slammed into the right wing and another ripped the right side of the fuselage. Fuel leaking from a pylon tank burst into flames, enveloping the right wing. The spray of burn-

**Continued on Page 15**



## Dragon's Fire (from Page 14)

ing fuel also set fires on the fuselage's right side."

Capt. Fulk ordered all emergency measures to put out the fires. Seeing the seriousness of the situation, he directed the other 14 crew members to prepare for bailout. Fulk steered the Spectre away from the intense anti-aircraft fire, while reporting the emergency to controlling radar stations and nearby aircraft. Another plane soon came along and advised the gunship crew on the extent of the damage. Steadying the wounded Spectre as best he could, the aircraft commander called for crew bailout and radioed position information. Serving as jump master, the Illuminator Operator informed Capt. Fulk that 13 of the crew had "hit the silk." Fulk engaged the automatic pilot and placed the gunship in a slight turn to insure a crash-landing heading away from friendly territory. He then joined the Illuminator Operator at the AC-130's cargo ramp. After checking parachute harnesses, both men jumped. Moments later, the fires and ammunition explosions turned the aircraft into three plummeting fireballs. The next day, all 15 crew members were picked up, the largest and most successful mass crew rescue ever recorded.

From November 1971 to March 1972 over 10,000 trucks were destroyed or damaged in Southern Laos. Gunships alone accounted for 70 percent of that destruction. The spring of 1972 saw a major offensive throughout Vietnam by the North Vietnamese and from April through June, the gunships fought in major battles, climaxing with the siege of An Loc – about 50 miles from Saigon. Spectre, along with the AC-119K Stinger, and B-52's using a "cooperative weapons delivery" technique were employed with devastating effect. They fought against tanks, anti-aircraft artillery, ground artillery, mortars, and thousands of enemy troops. The battle lasted for several weeks and, finally, a defeated force crawled away to Cam-

bodia. An Loc was saved even though the friendly forces were outnumbered more than 50 to 1.

The gunships had come full circle – defending villages and providing close air support against the Viet Cong in the 1960's and now in 1972 – defending cities and providing close air support against battalions of North Vietnamese regulars. The truce of January 27, 1973 ended gunship operations in Laos and Vietnam.

Spectre went on to fight in Cambodia for several months thereafter and its future was assured when Gen. Ryan, Air Force Chief of Staff, asserted that "One of the most successful developments arising from our experience in Southeast Asia is the gunship, and we intend to keep this capability to deliver a tremendous volume of sustained accurate firepower in the tactical force."

Finally, the war was over, at least for the United States. Ron Terry was assigned to Washington, D.C., and in 1973, he was promoted to Colonel. Ron Terry had brought a new weapons system to the Air Force – despite formidable obstacles and almost stifling opposition. He fought for constant development to keep the systems viable and surrounded himself with a team of experts who helped attain these goals.

Colonel Terry remained involved with the gunship program even beyond his retirement in 1983. He and several of the old team served as operational and technical advisers to Lockheed Ontario for the update program for the AC-130H and to Rockwell International, Inc. for the design of the latest version of gunships, the AC-130U.

Some years later, while Terry was traveling on a commercial flight in the U.S., his fellow passenger was a soldier who had survived the battle for Hue. When he found out that Terry was a gunship pilot and had been the Program Director for the Spooky and Spectre, the soldier shook his hand and simply said, "You saved my life." Terry humbly acknowledged the honor, sat back in his seat and reflected back to Nelson,

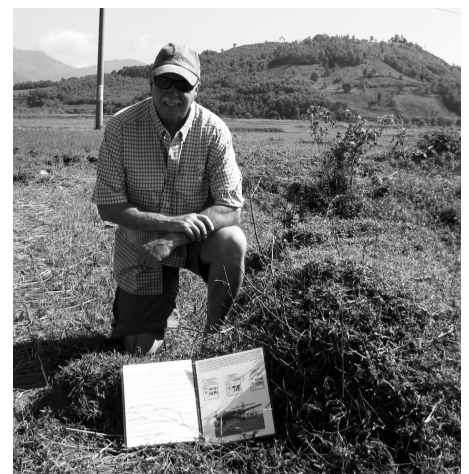
Crane, MacDonald, Flexman, and his buddy John Simons, and thought to himself, "How many more might have been saved?"

The story of Ron Terry and the gunships is really much more than a Vietnam War story. It is also a story about pursuing an idea until the breakthrough is made. If Nelson or Crane had made the breakthrough, then the story of WW II and Korea would have been vastly different. "There is nothing more difficult to carry out, nor more doubtful of success, than to initiate a new order of things. For the reformer has enemies in all those who profit by the old order." –Machiavelli

## Story on Page 24



Hill in Vietnam located by Ed Thatcher. This appears to be the hill where Ed observed the "friendly fire" shoot down of Caribou S/N 62-4161 by a 155 mm shell on 3 Aug 1967.



Ed Thatcher kneels behind the memorial he left with a villager who agreed to keep the memorial in his home. The hill where he observed the shoot down is in the background.



## Spectre on the Trail

by Pat Hanavan [535, 68]

From 1966-1967, I was assigned to the Cargo Flight Test branch of the Directorate of Flight Test, Aeronautical Systems Division, WP-AFB, OH. As the designated project pilot for all tactical reconnaissance systems being tested, I knew Maj. Jim Krause, referred to by Ron Terry in his article on the preceding pages. I flew the tests of infrared (IR), side looking radar (SLAR), photo, and visual reconnaissance of Jim's test programs on the JC-121B and JWB-50D aircraft, including the 665-A test program, *Tactical Near-Real-Time Reconnaissance*.

Jim Wolverton, also mentioned by Ron Terry, was also assigned to Cargo Flight Test at the same time. He was Naval Academy Class of 1956, two years ahead of me, in the same battalion. We both made Major in 1967 and threw a joint promotion party.

I was shocked to run into Jim at Cam Ranh Bay in the late fall of 1968 when I was assigned to the 483<sup>rd</sup> TAW as the chief test pilot and quality control officer for the Wing. Jim was coming out of the Officers' Club one afternoon when we ran into each other. He explained that he was in Vietnam flying the Initial Operational Test and Evaluation of the AC-130 Spectre.

One evening, he was flying the Ho Chi Minh Trail looking for trucks and his infrared sensor operator spotted a truck convoy on the trail. Jim reported the find to the OV-1 Forward Air Controller (FAC), whose immediate response was, "Wait one, I'll call in the

flare ships." Jim told him, "No, no, no, don't do that!" A heated discussion ensued. The FAC insisted on bringing in flare ships to illuminate the convoy for the "fast movers" to bomb and strafe.

In the middle of this argument, an Army Mohawk driver broke into the conversation, saying, "Hold off on the flare ships. Do what Spectre says. I was up here on the trail the other night and saw what they can do. Let them do their thing. It is worth seeing."

The FAC gave in and Jim and his crew used their IR and weapons to knock out the first and last trucks in the convoy. After that, the convoy was a sitting duck for the fast movers.

Unknown to me at the time, a new capability was being installed on the AC-130. The program was called *Black Crow* and was so classified in 1967, when I was the project test pilot at ASD, that only myself and the "bean counter" were cleared to know about the technical capabilities of this new sensor.

The concept of this unique sensor was developed by the Applied Physics Laboratory at Johns Hopkins University. It used power spectral analysis to "hear" electromagnetic emissions from truck engines. In 1967, that was an awesome capability! The only problem was that the sensor could be defeated easily and cheaply if the enemy knew what we were doing.

Jim Wolverton and I were nominated to work for the Comptroller of the Air Force in 1977 on a project for the Chief of Staff in preparing a response to a "hot" Congressional inquiry. Jim got off the hook and I spent the summer working for Lt. Gen. Buckingham.

## 7<sup>th</sup> AF DFC Citation S.O. G-1450, 19 Sep 1967

Major Robert S. Hopkins, II. distinguished himself by extraordinary achievement while participating in aerial flight as a C-7A Pilot near Hammond Army Airfield, Republic of Vietnam on 22 January 1967. On that date, Major Hopkins was flying a combat support mission against unfriendly ground forces. During the course of this hazardous mission Major Hopkins was forced to fly low level beneath an extremely low overcast, being subjected to continuous, hostile ground fire throughout the flight, in order to successfully deliver a desperately needed load of hand grenades to Army units fiercely engaged with hostile forces. With great determination, courage and superior airmanship, Major Hopkins completed this extremely dangerous mission which resulted in complete destruction of the unfriendly forces engaged, and resulted in the saving of many lives of friendly forces. The professional competence, aerial skill, and devotion to duty displayed by Major Hopkins reflect great credit upon himself and the United States Air Force.

## TacE To Hammond

by Robert Hopkins [458, 66]

The weather was terrible with low ceilings and poor visibility, which was normal for that time of the year. However, for the Caribou, it was normal. During my entire year in Vietnam, I never checked the weather since we were under the so called "Controlled VFR" and we just flew regardless of the conditions.

That day started as usual – pick up and drop off at different locations until I landed at Pleiku and off-loaded our cargo. We were approached immediately by an Army Colonel who identified himself as a Battalion Commander and stated that he was commandeering this aircraft for a "Tactical Emergency."

Continued on Page 17



## TacE (from Page 16)

He stated that a new camp that they had recently developed had discovered a massive underground complex at their location and were unable to gain access or destroy it. The only effective weapons approach was the use of white phosphorus grenades and he had a pallet of the grenades ready to be unloaded. He also stated that this was so critical a mission he was going along with us to the location which was a new camp named Hammond, located just north and west of Qui Nhon.

We flew from Pleiku over the top of the weather until we passed Qui Nhon and then spiraled down thru the overcast while looking out the window for the whitecaps of the South China Sea. The ceiling was less than a hundred feet and once we crossed the coastline I "hacked" the time and flew west for the time we allowed to turn north up the valley.

Flying up the valley, I looked out the pilot's window while the copilot (Lt. Edward E. Suranyi) looked out his side since we were at tree top level. I realized that our turn north was too soon and we were flying up a blind canyon. Applying full power and a steep climb, we cleared the hills and trees. Once on top, we flew back out over the ocean and repeated our approach allowing extra time to make sure we were in the correct valley.

Low ceilings and poor visibility made it impossible to see the camp at Hammond until we were on top of it. A steep cliff to the left made it impossible for me to fly a left turn. I told the copilot "You have it. Watch that the wing tip doesn't strike the trees and make a 360 degree turn and I will monitor the compass and take it at the last moment." We put the gear down and full flaps. At the rollout onto final, I took over and landed.

After the flight mechanic (TSgt. John A. Gartee) off-loaded the pallet of grenades, we took on several Army personnel and security dogs that they

had used in trying to penetrate the underground complex and departed without any further complications.

Several months later, I was called in and told to get into a uniform and go to the Wing Commander's briefing room. The Chief of Staff of the Air Force was on an inspection tour of Vietnam and I was to be present.

When I arrived, General John P. McConnell was present and speaking. After his address, his aide called out "Major Robert S. Hopkins, come forward." He then read the citation to accompany the award of the Distinguished Flying Cross. I was totally unaware that I had been put in for the award. It was a great privilege to have it pinned on by the CSAF.

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### **7<sup>th</sup> AF DFC Citation S.O. G-0393, 14 Feb 1972**

First Lieutenant David A. Sutton distinguished himself by extraordinary achievement while participating in aerial flight as a C-7A Aircraft Commander at Tay Ninh, Republic of Vietnam, on 20 October 1971. On that date, Lieutenant Sutton and his crew were off-loading vitally needed supplies when the airstrip was subjected to an enemy rocket attack. Alerting his crew, Lieutenant Sutton immediately off-loaded the supplies and then made a tactical departure through the hostile enemy fire preventing damage to his aircraft or injury to his crew. The professional competence, aerial skill and devotion to duty displayed by Lieutenant Sutton reflect great credit upon himself and the United States Air Force.

### **No Tickee, No Laundry** by David Sutton [458, 71]

Paul Phillips and I were flying out of Bien Hoa for 7 days. Our last sortie of the day was cargo to Tay Ninh. There was about a 10 knot wind out of the north, so we landed to the north and taxied back to the cargo ramp. There was no one there to get the cargo. There was no one around except a couple of

Army personnel, so I did something that I rarely did at a forward base.

I shut down both engines and chocked the wheels. I forget who the flight mechanic was. Paul and I disembarked and we were standing in the shade of the wing. Then, 122 mm rockets came out of the west. The first ones hit maybe 200 yards on the other side of the strip. They started walking toward us. There were two bunkers right on the east edge of the cargo ramp – CONEX boxes with sand bags stacked on the sides up about chest high and sand bags covered the flat tops. They were side-by-side, with hardly enough room to walk between them.

I suggested that we take cover and I picked the bunker on the left or northern one and led the crew in. The two Army guys jumped in behind us with their M-16's. We took up firing positions at the firing ports. I figured there would be a ground attack following the barrage. Rockets kept walking in and two hit between us and the Bou. One hit the bunker next to us – a deafening roar and the air was full of sand.

By then the artillery was firing from inside the wire toward the west in a low trajectory. I realized that the rockets were targeting the Bou and told the crew that we were going to take off. We made a mad dash for the Bou with the grunts right on our heels. I started firing up the engines. Paul reminded me to turn on a fuel boost pump that I had overlooked. We speed off-loaded the cargo and moved quickly to the strip.

Artillery was firing across the strip, so we had about 700 feet with a 10 knot tail wind, but we were empty and the rockets kept coming. Full flaps, and away we went – just enough runway to get off. The flight mechanic reported that two rockets bracketed the runway where we took off. The cargo was pallets of finished laundry – fatigues.

The next day our first frag was back to Tay Ninh. We asked the folks there if they got their laundry and they said no. It belonged to grunts at Katum and had disappeared in the night!

## Troops to Kontum

by Dan Yost [537, 68]

On 20 Aug 1968, the 537 TAS diverted three of its missions to support movement of an ARVN battalion located at LZ English. The destination of these troops was Kontum (V-15). The special mission was Combat Essential and consisted of the movement of 470 passengers, involving 15 C-7A sorties and one C-123 sortie.

I was mission site commander at LZ English (V-232) for this operation. The airlift was successfully completed in one day. The performance of the crews was outstanding as shown by the minimum ground times for both loading and refueling of the aircraft. Minimum enroute times were kept despite adverse weather conditions in the Kontum area. All of the aircrews demonstrated exemplary professionalism in this tactical airlift operation.



The airlift operation was described in some detail in my Mission Commander's Report submitted on 23 August:

"The performance of the assigned aircrews was outstanding. Aircraft turn-around times were minimal indicating a high level of efficiency of the crews. Several crews accomplished refueling at alternate bases (Pleiku or An Khe) with minimum ground time to avoid causing ramp congestion at Kontum (V-15). Minimum enroute times were maintained in spite of adverse weather

conditions in the Kontum area. All of the aircrews demonstrated exemplary professionalism in this tactical airlift operation.

The Kontum Airfield Commander, Capt. Charles S. Kupp, made available all of the facilities of the 321 Aviation Support Detachment for this mission. He supplied the Kontum mission commander with an FM radio to provide direct communication and control of all airlift aircraft arriving at Kontum. He instructed the Kontum tower and GCA personnel to expedite the airlift arrivals. The Kontum GCA provided precision approaches to four aircraft during the periods of marginal weather. Aircrews stated that the approaches were excellent and, without them, their arrivals would have been delayed until weather conditions improved. GCA also offered their radar service to departing aircraft to insure the continuing flow of the tactical airlift.

The limited ramp space at Kontum was further restricted by the presence of Air America and Air Vietnam aircraft during this operation. Although there were times when as many as three tactical airlift aircraft were off-loading, the orderly flow of airlift was maintained by the efficient marshalling and off-loading assistance provided by a Detachment of the 15<sup>th</sup> Aerial Port Squadron. SSgt. Kenneth G. Berg, NCOIC of the Detachment, provided full support of his Detachment making possible the rapid turnarounds and preventing ramp saturation that would have resulted in mission delays.

Fuel service was continuously available to any tactical airlift aircraft requiring it. This was particularly important because of the lack of refueling capability at LZ English and the marginal weather conditions existing throughout the Central Highlands. The 219<sup>th</sup> Aviation Company maintained a fuel truck and driver at the off-load ramp throughout the operation. The efficiency of their support is illustrated by the 19 minutes off-load and refueling for *Soul 462* between 1616 and 1635

hours. Three of our aircraft used this refueling service during the operation."

I was the training officer and chief IP for the 537<sup>th</sup>. If I wasn't flying I was at the squadron working. I always had a ton of paperwork (training, Stan Board records, etc.) to take care of. The 537<sup>th</sup> and 459<sup>th</sup> (next door) kept an airplane (one between them) on alert. Just about every time something came up like a broken airplane somewhere in the boonies they knew I would be in the squadron working and give me the mission, over and over. I knew just about all the 459<sup>th</sup> fields. That's why I got the mission at English LZ.

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### 7<sup>th</sup> AF DFC Citation S.O. G-2658, 27 Aug 1968

First Lieutenant Ronald S. Lester distinguished himself by extraordinary achievement while participating in aerial flight as a C-7A pilot at Thuong Duc and Hill 52 Special Forces Camps, Republic of Vietnam, on 16 May 1968. On that date, Lieutenant Lester participated in three Emergency Resupply ammunition airdrop sorties to Thuong Duc and one to Hill 52 while both areas were threatened by unfriendly forces. It was necessary for his aircraft to be escorted by helicopter gunships on all four sorties. Lieutenant Lester made four extremely accurate airdrops in spite of adverse winds and the presence of hostile fire. The professional competence, aerial skill, and devotion to duty displayed by Lieutenant Lester reflect great credit upon himself and the United States Air Force.

Note: Maj. Kenneth C. Barnes was also involved with these Emergency Resupply missions to Thuong Duc.

## Help!!!

Check your email address on our web site, <http://www.c-7acaribou.com/>. Send any change to:

[pathanavan@aol.com](mailto:pathanavan@aol.com)

## THE MARINE

by Cpl. Aaron M. Gilbert, USMC  
U.S.S. Saipan, Persian Gulf

We all came together,  
Both young and old  
To fight for our freedom,  
To stand and be bold.

In the midst of all evil,  
We stand our ground,  
And we protect our country  
From all terror around.

Peace and not war,  
Is what some people say.  
But I'll give my life,  
So you can live the American way.

I give you the right  
To talk of your peace.  
To stand in your groups,  
and protest in our streets.

But still I fight on,  
I don't bitch, I don't whine.  
I'm just one of the people  
Who is doing your time.

I'm harder than nails,  
Stronger than any machine.  
I'm the immortal soldier,  
I'm a U.S. MARINE!

So stand in my shoes,  
And leave from your home.  
Fight for the people who hate you,  
With the protests they've shown.

Fight for the stranger,  
Fight for the young.  
So they all may have,  
The greatest freedom you've won.

Fight for the sick,  
Fight for the poor  
Fight for the cripple,  
Who lives next door.

But when your time comes,  
Do what I've done.  
For if you stand up for freedom,  
You'll stand when the fight's done.

## LRRP Drop At ???

by Ron Lester [459, 67]

The pilot was Maj. Walter A. Thomas [459, 66], whom we referred to as the Old Major, because he was **really** old. The mission was to drop a LRRP (Long Range Reconnaissance Patrol) team at night in a river valley southwest of Da Nang. I don't remember if they were Army or USMC. Earlier in the day, with clear visibility, we flew the route with the team leader to identify the drop area and determine the heading and time from Da Nang to the Initial Point (IP) and IP to the drop point.

It was a dark, dark night. I don't remember when we took off, but I would say around 10 PM. There was no moon and no star light. Once we left the Da Nang area, I could not pick out any terrain features. Maybe the Old Major could see something, but I couldn't.

We made the drop based purely on heading and time. I remember that we dropped a three man team. I have no idea where we dropped them. It could have been within 100 yards of the drop point or it could have been a mile or more off. For all I knew, we could have been one valley over from the desired drop area. Over the years, I have wondered from time to time where we actually dropped that team and if any of them ever made it back.

## Silence Over Cheo Reo

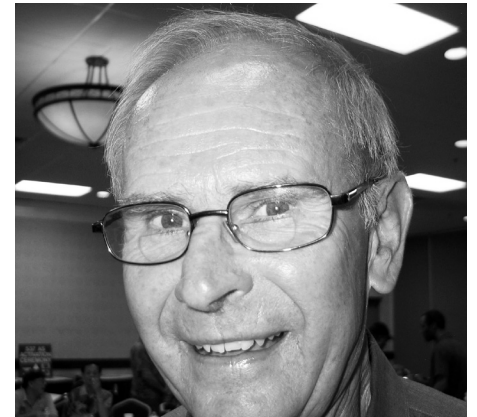
by Jon Drury [537, 68]

We took off from An Khe on a sunny day in the Spring of 1969 on one of my new missions as an Aircraft Commander. We took off to the north, on runway 03, then turned crosswind to climb around Monkey Mountain, scarred by aircraft crashes because it rose so abruptly from the high plain.

We headed south, climbing over jungle, then leveling at 4,000 feet, going south over Cheo Reo, a V-shaped airstrip that we serviced periodically. Getting to altitude was always one of the nicest parts of the flight. Details of

loading in the daytime heat, preparations for takeoff in a hot airplane, and the takeoff were past.

"Whoosh!" All of a sudden, both engines quit and it was like we hit a wall of air as we decelerated quickly with neither engine pulling. "What in the fat!" We both jerked into action, reaching for controls, trying to solve a double engine failure. Looking over at my copilot, I realized that he had pulled back both mixtures to shutoff. That is exactly what the engines did!



When we got to altitude, we always ran the cruise checklist in which we moved the mixture levers overhead to auto lean. My first mistake was doing the checklist silently.

My copilot, thinking that we had not done the cruise checklist, quietly did it himself. Then, wanting to move the mixtures to auto-lean, instead of moving them one at a time per the checklist, he pulled both back at once to the next stop – idle cutoff! Both engines dutifully did what he commanded.

All I could think to do was say "Put them back in," then moved the mixtures back to auto-lean myself and the engines were running again. At the time, I did not remember that I needed to retard the propeller levers, to be sure we did not get an overspeed. Thankfully, we did not, and again we were flying.

As the old saying goes. "What's flying like?" "Answer: Hours of boredom, interspersed with moments of stark terror!" The moments sometimes come suddenly.

## U.S. Military Language Conversion Chart (Obviously written by a *Swabbie* or a *Grunt*)

USN	Army	USAF
Head	Latrine	Powder Room
Rack	Bunk	Single with ruffle and duvet
Mess Deck / Chow Hall	Mess Hall / Mess Tent	Dining Facility or 'The Cafe'
'Cookie', stew burner	Mess Cook	Contract Chef
Coffee / Mud	Cup of Joe	Vanilla Skim Latte
Bug Juice	Kool-Aid	Shirley Temple
Utilities / Digitals	BDUs / ACUs	Casual Wear
Seaman / Private	Private	Bobby / Jimmy
Chief / Gunny	Sergeant	Bob / Jim
Captain / Skipper	Colonel	Robert / James
Captain's Mast	Article 15	Time Out
Berthing / Barracks	Barracks	Apartment
Skivvies / U-Trau	Underwear	Undies
Thrown in the Brig	Put in Confinement	Grounded
Zoom Bag	Flight Suit	Business Casual
Cover / Head Gear	Beret	Optional
Ship's Store / NEX	PX (PX Trailer)	AAFES Shopping Mall
TAD	TDY	PCS with family
Cruise / Afloat	Deploy	Huh?
Ground Grabbers	Athletic Shoes	Flip-Flops
Die for your Country	Die for your Battle Buddy	Die for Air Conditioning
Shipmate / Marine	Battle Buddy	Don't Ask, Don't Tell or Honey
Terminate / Kill	Take Out	Back on Base for Happy Hour
Boon Dockers	Jump Boots	Birkenstocks
Low Quarters	Low Quarters	Patent Leather Pumps
SEAL	SF/Ranger	Librarian
Shore Patrol / MPs	MPs	SF
Oouh-Rah!	Hoo-ah!	Hip-Hip hurray!
MRE	MRE	Happy Meal To Go
Salute	Salute	Wave
Obstacle Course	Confidence Course	Class 6 Parking Lot
Grinder / Drill Field	Parade Field	What?
Ge-Dunk	Snack Bar	Chuck E. Cheese
PT Test	APFT	'No conversion available'
Dept. Of the Navy	DoD	DoD Lite
Midshipman	Cadet	Debutante
Hard-Core	Strak	'Way Too Serious'

**Explanation** – The reason that the Air Force, Army, Navy, and Marines bicker amongst themselves is that they don't speak the same language. For instance, take the simple phrase  
"secure the building".

The Army will post guards around the place.

The Navy will turn out the lights and lock the doors.

The Marines will kill everybody inside and set up a headquarters.

The Air Force will take out a 5 year lease with an option to buy.

## New Airdrop Method

The 772<sup>nd</sup> Expeditionary Airlift Squadron in Afghanistan executed the first combat Extracted Container Delivery System, or XCDS, airdrop April 29, successfully demonstrating the increased accuracy that this new technology (first tried in 1969 with the C-141A) provides.

The new airdrop method is designed to pull the bundles out of the aircraft at a faster rate than the current airdrop process, which improves the overall accuracy of the drop itself.

Normally a bundle falls out of the aircraft due to gravity, with the speed mostly dependent on the deck angle of the aircraft. With XCDS, there is an additional parachute attached to a group of bundles, that pulls them out of the aircraft together and at a faster speed, resulting in a smaller dispersion area on the ground.

For the loadmasters working with the CDS bundles, the new method adds more complexity to the rigging inside the aircraft.

Because of the added complexity, Powers and her fellow loadmaster on the mission were very thorough in their preparations.

Senior Airman Marisa Powers, 772<sup>nd</sup> EAS loadmaster commented: "We needed to seriously hit the books more than usual, get in there and read everything a million times and understand."

Crews with the 772<sup>nd</sup> EAS received some XCDS training back at home station before deploying. The training included one flight back in the States, plus ground qualification. The loadmasters came qualified, but the new procedures still had a learning curve.

"It was definitely a little more complicated of a drop," Powers said. "Because it was the first time in theater we obviously didn't want to mess it up, but we went line by line, sentence by sentence to double, triple check that every tie was made right, that every knot was in place."

In the end, it's the mission crews look

toward. It's the safety of the guys on the other end receiving it. It's all about helping the guys downrange.

Seeing the bundles pulled out of the back of the aircraft, rather than trickling out as usual, was an unusual sight. After the bundles landed, however, the accuracy of the XCDS drop was proven – the dispersion of the bundles on the drop zone was about two-thirds smaller, highlighting the value of the XCDS method in having the best placement for the soldiers.

The goal is to get the people on the ground what they need, where they want it. A more accurate airdrop method reduces the risk of a stray bundle damaging collateral objects on the ground.

## Help For Vets

The vet was only three months removed from a devastating combat injury. Confined to his wheelchair, he was scared to death of leaving the hospital, let alone getting lifted onto the deck of a boat and motoring out on Monterey Bay.

"In the morning he was so worried, you could see it on his face," says Chet McAndrews, co-founder of the *Monterey Bay Veterans Sportfishing Rehabilitation Center* on Cannery Row. "That afternoon when he got off the boat, he was grinning ear to ear."

McAndrews and the Rehab Center are in the business of restoring hope and dignity to veterans with a simple and time-proven method – fishing. For those who have had their lives violently and irretrievably torn apart, the ocean is a salve. The act of dropping a line into the water alongside men who can understand them is soothing. The thrill of landing a big salmon or rockfish is a reminder that there's still a lot of beauty left in life.

It's an idea that began first as a courageous claim, and then as a dare, according to McAndrews.

"I had this friend up in Palo Alto with a spinal cord injury who was an avid sport fisher," McAndrews said. "While

he was in the hospital he was telling everybody he would fish again when he was out of there and they all kind of laughed at him."

In 1986, McAndrews organized a fishing trip for eight of the physically challenged vets at the hospital, including his buddy with the spinal cord injury. "It was kind of a dare," McAndrews laughs. "The guys in the V.A. said, 'How are you going to put us on a boat? It's crazy.' Well, we did it and it worked well."

It worked so well that, 20 years later, McAndrews and the *MBV Sportfishing Rehab Center* put well over 300 physically challenged vets on sport fishing boats a year, launching from the specially designed wheelchair-accessible ramp they helped install at Breakwater Cove in 2005. It's the only one of its kind on the West Coast.

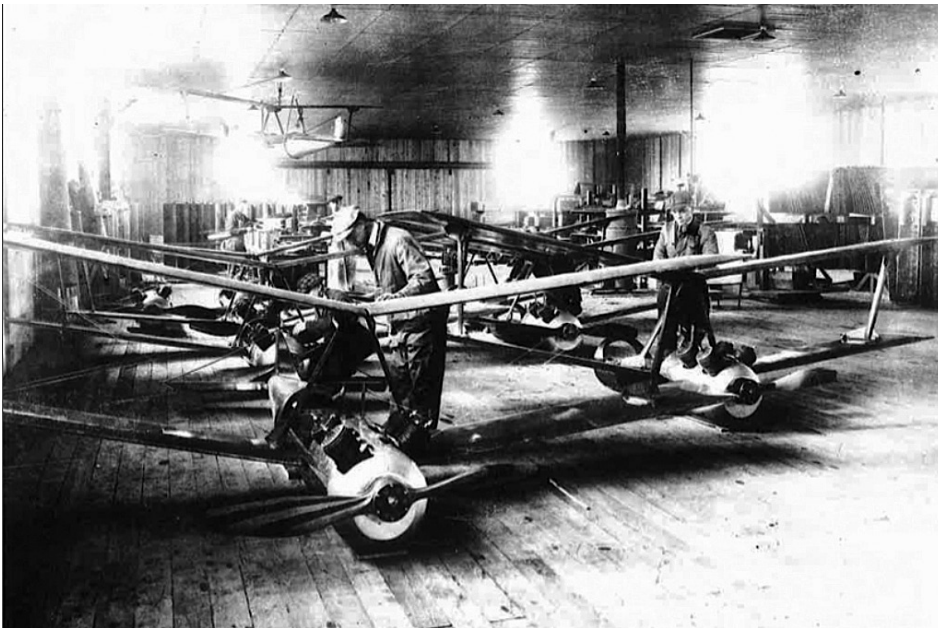
Of course, an operation of this kind isn't cheap. It is totally funded out of the goodness of other peoples' hearts. Money comes from Disabled American Veterans, the American Legion, Veterans of Foreign Wars, private donors, and corporations.

They've also found ways to generate some money themselves. McAndrews and his crew developed special stretch golf carts to ferry the physically challenged around large events like the Salinas Air Show, the Concours d'Elegance, the Monterey Jazz Festival, and races out at Laguna Seca in exchange for a fee from event organizers.

The fishing trips can look like a scene in *One Flew Over the Cuckoo's Nest* where, against all odds and common sense, the main character Randall Patrick McMurphy takes a bunch of institutionalized guys out halibut fishing and in the process reinvigorates their spirit.

McAndrews is a six-year veteran of the U.S. Air Force who served in Vietnam in 1967 and 1968, He operates a bulldozer for a living and volunteers his time to the MBV when he can.

"It's worth it just to see the look on their faces at the end of the day."



## Langley Aerodromes

The Remotely Piloted Aircraft actually got its start as early as 1896, when something called aerodromes (see picture above) at the time, were used to test the capabilities of new flying devices and to test if it was even possible for a heavier-than-air craft to achieve sustained flight. In May 1896, Dr. Samuel Langley proved that mechanical flight was possible with his Aerodrome No. 5. From that point on, the shape, design and technology structure of the unmanned aircraft evolved over the years, improving each time.

## Shot Down

by Lt. Col. A. J. D'Amario

On my first solo flight at K-13, Suwan, Korea, in June 1952, I took off in an F-80 Shooting Star. It was not a combat mission. All I had to do was go up and have fun boring holes in the sky for about an hour and a half.

Immediately after takeoff, I felt the left wing was heavy and determined that the left tip fuel tank was not feeding properly, or at all. Afraid it might fall off and rupture during landing, potentially melting asphalt on the runway, the tower would not let me land with

the full tank. I was instructed to make a bomb run and drop the whole tank.

Arriving at the bomb range, I set up my bomb-release switches to release the tank. Flying over the impact area, I pushed the button, but nothing happened. I tried a second time and again there was no response. On my next pass, I tried the manual release handle, but to no avail. Making one final run, I used the button we called the "panic button" because it allegedly released everything hanging on the airplane. It worked as advertised and dumped everything, save my errant left tip tank.



The tower control officer advised me that if I couldn't get rid of the tank or its contents, I should give them my location, eject, and await pick up. Well, pilots really hate to punch out of a perfectly flyable airplane, and I figured I still had one option worth trying.

The canopy of an F-80 can be opened

in flight up to about 220 mph. So, I opened the canopy and unholstered my G.I.-issue Colt M1911. Now, liquid fuel will not burn, at least not like vapors, so I aimed for the part of the tank I was sure would be full of liquid. Firing my first shot, I had no idea where the bullet went – perhaps airborne, high-speed physics were at work, or maybe just my nerves. But, my next three shots punctured the tank, passed through the fuel, and exited cleanly out the far side of the 24"-wide tank.

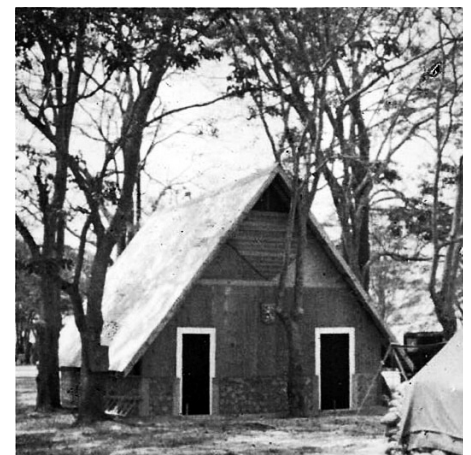
For the next 30 minutes, I flew with the left wing down in a series of circles to drain the fuel and slowly return to base. By the time I got to the airstrip, the tank was empty and I made a routine landing. As far as I know, I am the only pilot in the Air Force who ever shot down his own plane to correct a malfunction.

Thank goodness for my .45.

## Honorary Life Members

If you know of an active member who should be recognized for "outstanding service to the Association," please submit his name to the Board for their consideration. Include the member's accomplishments (over an extended period of time) that you think make him worthy of the honor and distinction of being an Honorary Lifetime Member of the Association.

## Caribou Inn at An Khe



## Leadership Lesson

by Command CMS David Duncan  
319<sup>th</sup> Air Base Wing  
Grand Forks AFB, ND

What was the most important leadership lesson you learned during your career? This question has been asked of me quite a few times as I get the awesome opportunity to speak with our Airmen around base. I have been asked this question from such groups as the First-Term Airmen Center, Airmen Leadership School, and the Senior NCO Induction class this past July.

I think they are expecting me to come up with some incredible quote or leadership principle from one of a hundred authors we have the chance to read during our times in professional military education. When answering this question, I usually set people back a little by telling the story of what I think was my biggest mistake as a young NCO.

Back in 1990, when I was a brand new Staff Sergeant, I thought the world revolved around me. Up to that point, I had been named the Squadron Airman of the Year, I was promoted to Senior Airman below-the-zone, and made Staff Sergeant in the second cycle of my first year eligible. Anyone with such an impressive resume was all that and a box of chocolates. I fell into the trap of believing my own press.

One day, a young airman 1<sup>st</sup> class who worked on my engine crew came to work with a very strong body odor. Everyone on my crew was complaining to me about this situation.

Being the straight forward person I am, I sat him down and discussed this issue with him. My intent was to straighten this Airman out and make things right. It turned out the neighborhood he, his wife, and four-month old daughter were living in was being torn down to allow for the construction of a new highway overpass just outside of the base. Theirs was actually the last house being occupied in this particular area. As a result, they had no electricity and no water. He had a house to move

into in base housing, but wasn't able to get the key for another two weeks. However, he and his wife came from very poor families deep in the woods of Louisiana and they were quite content to "camp" for a few weeks until they could move to their new house.

I quickly realized just how bad I was at this whole leadership thing. Not only was I unaware of where my Airman even lived, I was unaware of this entire situation until this very discussion. In short, I failed my Airman and his family in a very big way. To make matters even worse, I was still selfishly only interested in taking care of his body odor condition only, mainly because I couldn't see the bigger picture that was put before me. I am embarrassed to admit all I could come up with was that he and his family begin using the fitness center for taking showers. There, problem solved.

When I let my supervisor, Tech. Sgt. Miller, know of my "brilliant" solution to this problem, he said something that sticks with me to this very day.

He said, "Staff Sgt. Duncan, that is the most stupid thing I ever heard come out of your mouth and you did not earn your pay today."

Then, he quickly proceeded to ask me some very basic questions concerning their ability to do laundry, wash dishes, provide healthy food, and even baby formula for their new daughter. I remember we had a very long and informative discussion about helping agencies and how it was my job as an NCO to know them and know how to use them. He was very disappointed in my performance that day. Long story short, Tech. Sgt. Miller, my Airman, and I walked out of the housing office less than one hour later with a set of keys to his new house and the rest of my crew and I moved his family into their new house by the end of the day.

So the most important leadership lesson I ever learned in my career is very simple. Being an NCO or Leader is not about you. Rather, it is about everyone around you. Surely, it is about

the Airmen and their families whom the Air Force trusts you to care for. It is not about having the right answer all the time. But, it is about being smart enough and humble enough to admit that you don't know the right answer and you might be in over your head. It is about having situational awareness and knowing you have resources and helping agencies all around you which are available to assist you in *taking care of your people*.

To be an effective leader one must know their people. A leader knows not just where their people live, but under what conditions they (and their families) are living. A leader is not concerned with building their resume. They are concerned with developing their subordinates to become the best Airmen our Air Force deserves. Where are your Airmen in terms of Career Development Courses, their Community College of the Air Force degree, physical fitness? How is your Airman's family doing? What is their spouse's name? What are the names of their children? What school does your Airman, their spouse, their children attend? How are their parents doing? What about their brother who has been sick lately, how is he doing?

The word Sergeant means servant. NCOs are expected to serve the sons, daughters, nieces and nephews of our country. Those very moms, dads, aunts, and uncles send their most precious gifts to us and expect us to be good stewards of these gifts. Be the good Sergeant they expect you to be.

In the end, this Airman thanked me for taking care of his family and for the lesson I taught him about taking care of people. Tech. Sgt. Miller is the one who deserved all the credit for the final outcome of this situation. Truth be known, I should have been thanking both my Airman and my supervisor for the lesson they taught me that day – a lesson which has stuck with me for the rest of my career.

**Editor:** This a good lesson for all leaders, regardless of position or career.

## Good Book

by Pat Hanavan [535, 68]

There is a new book out which is a compelling story of leadership, vales, commitment, and teamwork. It is *Swinging for the Fences* by Carl Maggio.

“In 2008, the surviving members of the Crenshaw Post 715 American Legion team gathered in Sedona, Arizona, to honor the memory of Billy Consolo. Stories of their fallen teammate opened a door to cherished memories of time spent together in childhood, learning the game of life through the game of baseball. With no adults to supervise them in the playgrounds and sandlots, Carl Paul Maggio and his friends grew to understand the principles of fair play. As teenagers, they thrived under the eccentric guidance of Benny Lefebvre, a gentle but fiercely determined coach who transformed the untamed boys, including future Hall of Famer Sparky Anderson, into a band of skillful, resourceful ballplayers. And when they competed with more than sixteen thousand teams for the 1951 American Legion World Baseball Championship, they discovered the greatest prize of all: a lifetime of enduring friendships. *Swinging for the Fences* will transport you to a simpler place and time in our country’s history, when kids were allowed to be kids, and baseball was a game of integrity and simplicity.”

## STOL Takeoff

by John Seines [536, 68]

After landing at a Special Forces camp and off-loading, I started the engines and, with a little throttle, the Bou started to move. I made a STOL takeoff and returned to the resupply point (1500 feet of hard runway) for another load. Upon landing, it become “very” clear that I had not released the parking brake before departing the Special Forces camp. Tire/wheel/brake change. My crew chief hated me!

## Return To Vietnam

by Ed Thacher [MACV Team, 67]

This is the follow-up story to my November 2012 story regarding the friendly fire shoot down of Caribou tail # 62-4161, resulting in the deaths of Capt. Alan Hendrikson, Capt. John Wiley and TSgt. Zane Carter. I planned to return to the site and place a memorial to their memory. I did on April 20, 2013. One of the things about the Vietnam War that has troubled me over the years is that so many men perished in those far off and unknown battlefields and that no one would remember them. This trip allowed me to make sure that at least these men are not forgotten. My sons and grandchildren will remember this long after I am gone as I have made a point to them to remember. My hope is that any relatives or friends of these men will get some solace from this and know that they are not forgotten.

In August 1967, I was told that I was being helicoptered out near the Son Ha Special Forces camp for a week long operation. Over forty years later, I learned the names and actual location. It was in the hills near a little village by the name of Ha Thanh, Son Ha District, Quang Ngai Province, about 35 km. south-west of Quang Ngai City by road.

When I arrived, I found that I would be the radio operator for two U.S. Marine advisors to a Vietnamese artillery battery, providing indirect fire support for the 101<sup>st</sup> Airborne conducting OPERATION. What happened two days later became the reason I returned to Vietnam after almost 45 years.

In the afternoon of August 3, I heard a plane approaching. It was preparing to land in the valley below. I walked to the edge of the hill and saw a C-7A Caribou coming in to a little dirt strip near the Special Forces camp. I was a little surprised that a plane that size could land on that little strip, not knowing that the Caribou was designed for that. As the plane was making a pass from right to left, I heard the artillery battery fire a salvo. This was a U.S. battery

assigned to assist on the operation as well. Within a second, one of the shells hit the Caribou in the rear fuselage and blew the tail off. The plane crashed into the ground within seconds and all three USAF crewmen were killed. This was a “friendly fire” incident.

Long after returning to the States, I found a picture of the shoot down. and began to research the incident. I contacted a group called Vietnam Battlefield Tours, run by Vietnam veterans. I got old military maps of the area, including the Son Ha map grid and a copy of the after-action report filed by the 101<sup>st</sup> Airborne, with a hand drawn map of the area. By comparing the maps, I was able to narrow down the coordinates for the incident. I also confirmed with former Sgt. Greg Plumb, who went on the recovery mission, that the village was Ha Thanh. Some of his photos assisted in locating the area. I was also able to find some old photos from 1970 taken from the air of the old Special Forces camp and adjacent dirt strip used for resupply. I felt that we had an excellent idea of where and how to get to the site of the incident.

Our group of 12 veterans, four women, including my wife, one non-veteran and two guides, met at LAX and flew to Taipei. Then, we flew to Hanoi International Airport and spent two nights in Hanoi. We flew down to Phu Cat Airport, one of few remaining U.S. built fields left intact and took a bus north on Highway 1. We stopped for lunch in Duc Pho, near the site of the old base. There are no visible signs of the base, but one long straight street is apparently the site of the old strip. We headed to Quang Ngai and made a stop at an old fire base that I was assigned to called Nui Dep or Hill 61.

Nothing looked the same, but I knew this was the place. After spending the night in Quang Ngai, we headed out to the village of Ha Thanh, taking road 58 to the site. This day was the most emotional of all – why I made the decision to return to Vietnam. When

**Continued on Page 26**



## Memorabilia

### MEMORABILIA ORDER FORM

**Contact Jim Meyer at [jsmeyer3019@sbcglobal.net](mailto:jsmeyer3019@sbcglobal.net) to check availability of items.**

Fill out this form and mail with a check to: **C-7A Caribou Association, c/o Jim Meyer, 3019 Oneida, San Antonio, TX 78230.**

1. Polo Shirt*	Size - Please Mark: M L XL XXL	Qty. _____ @ \$18.00	Total: _____
2. Colored T Shirt	Size - Please Mark: M L XL XXL	Qty. _____ @ \$15.00	Total: _____
3. Round Engine (R-2000) T Shirt	Size - Please Mark: M L XL XXL	Qty. _____ @ \$12.00	Total: _____
4. Denim Shirt (short sleeve)	Size - Please Mark: M L XL XXL	Qty. _____ @ \$25.00	Total: _____
5. Denim Shirt (long sleeve)	Size - Please Mark: M L XL XXL	Qty. _____ @ \$30.00	Total: _____
6. Denim Hat	One size fits all	Qty. _____ @ \$13.00	Total: _____
7. Baseball (white) Hat	One size fits all	Qty. _____ @ \$13.00	Total: _____
8. 457 <sup>th</sup> Replica Patch		Qty. _____ @ \$3.00	Total: _____
9. 458 <sup>th</sup> Replica Patch		Qty. _____ @ \$3.00	Total: _____
10. 459 <sup>th</sup> Replica Patch		Qty. _____ @ \$3.00	Total: _____
11. 535 <sup>th</sup> Replica Patch		Qty. _____ @ \$3.00	Total: _____
12. 536 <sup>th</sup> Replica Patch		Qty. _____ @ \$3.00	Total: _____
13. 537 <sup>th</sup> Replica Patch		Qty. _____ @ \$3.00	Total: _____
14. 483 <sup>rd</sup> Replica Patch		Qty. _____ @ \$3.00	Total: _____
15. Caribou Lapel Pin		Qty. _____ @ \$3.00	Total: _____
16. Caribou Poster (12" x 18")		Qty. _____ @ \$5.00	Total: _____
17. Caribou Challenge Coin		Qty. _____ @ \$8.00	Total: _____
18. Caribou DVD – 1:10 long		Qty: _____ @ \$5.00	Total: _____
19. Caribou decal (outside)		Qty: _____ @ \$3.00	Total: _____
20. Caribou data plate (new)		Qty: _____ @ \$3.00	Total: _____
21. Caribou refrigerator magnet (new)		Qty: _____ @ \$3.00	Total: _____
*Polo shirt colors: White, Gray, Yellow, Red, and Light Blue (please specify)		<b>Total:</b> _____	

Note: Each amount above includes cost of purchasing item and domestic shipping. Any excess funds are a donation to the Association.

Photos of items can be seen on the web site: <http://www.c-7acaribou.com/memorabilia/memorabilia.htm>

## Air America C-46 at Vung Tau

by Jay Baker [535, 66]

I came to work early one morning and I was briefed by CMSgt Ted Zacceschi, Maintenance Superintendent, and SMSgt Roy Gatliff about the Air America C-46 that was parked on our flight line. As best I can remember, it was a real hard landing and the gear folded – thus the propeller damage. Arrangements were made for us to be caretakers of the aircraft, which we did, but not much was said about it. There were boxes on the aircraft, but contents were unknown. I believe I rotated back to the CONUS and the aircraft was still in place.

Lt. Col. Gerry Ottem, the Chief of Maintenance, probably did the negotiating for the Air Force. Organizationally, I worked for the 535<sup>th</sup> squadron commander as did Capt. Don McClave,

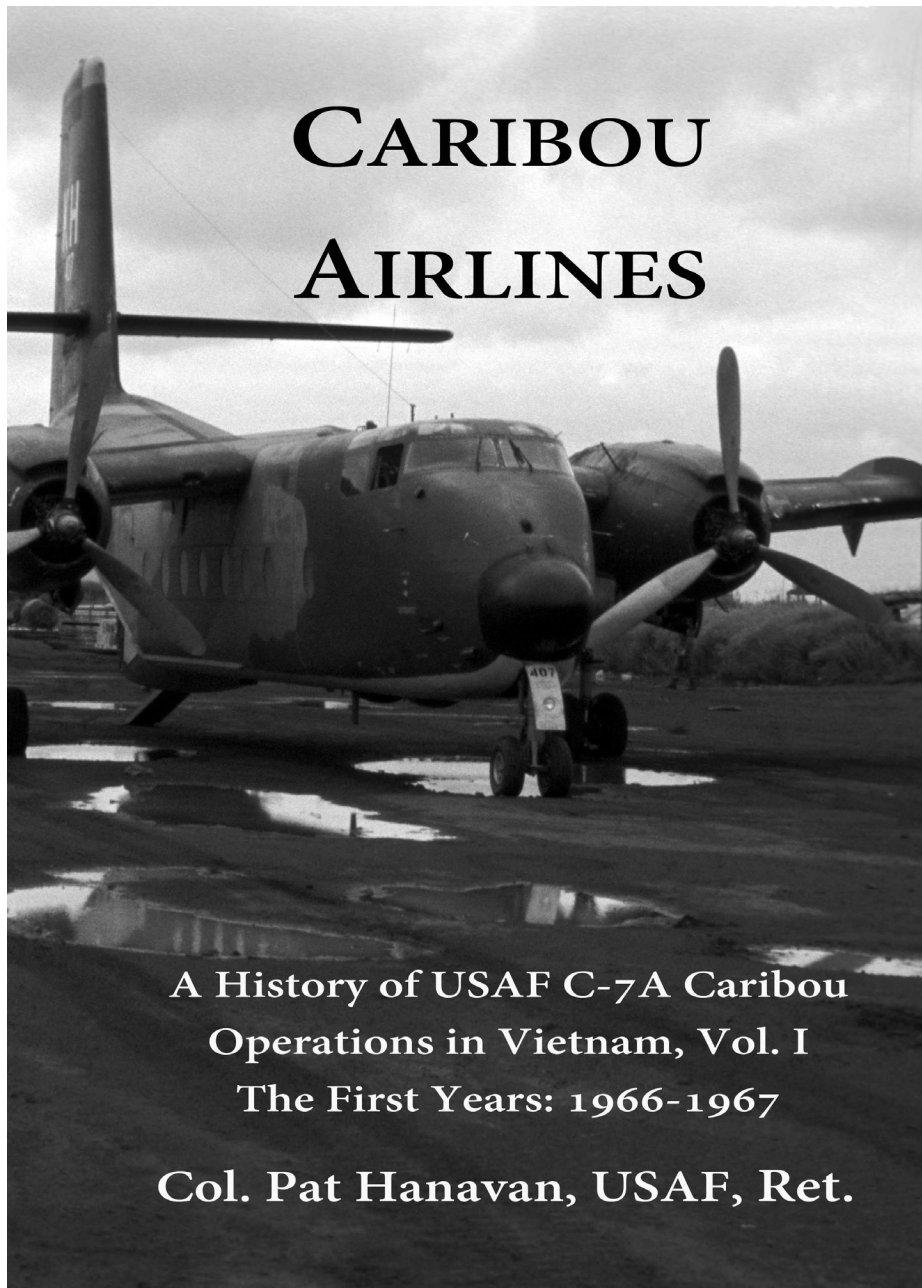
the 536<sup>th</sup> maintenance officer.

Gerry Ottem was in charge of Maintenance Control and Field Maintenance, although the Field Maintenance Squadron guys were administratively assigned to the 536<sup>th</sup>. At least, that was

the way I remember it. Unfortunately, this organizational setup created some friction and personnel difficulties.

Editor: Picture below from George Embrey [535, 66].





# CARIBOU AIRLINES

A History of USAF C-7A Caribou  
Operations in Vietnam, Vol. I  
The First Years: 1966-1967

Col. Pat Hanavan, USAF, Ret.

## Return ... (from Page 24)

we reached the village of Ha Thanh, Dave Macedonia of Vietnam Battlefield Tours used his hand held GPS and the old tactical maps to verify the location. We left the bus and headed down a trail to an open rice paddy field and found our site. I placed my simple memorial, consisting of the poem "The Caribou" written by Capt. Hendrickson, information from the Virtual Wall about the men, a picture of a Caribou in Vietnam, and an explanation of my involvement with this incident. I believe the hill in the background of one of the photos

(on page 15) was my vantage point of the incident. The three Vietnamese men remembered the shoot down. The older man, 21 at the time, described it to our interpreter by using his hands to show two parts of the plane coming down. The two younger men were 6 and 8 at the time and remember the plane on the ground. I asked one of them to place the memorial in their home to honor the three men killed in the incident. One of them, Nguyen Van Le, agreed to do it.

The road out to Ha Thanh goes through some remarkably beautiful land. The area is completely different

*Caribou Airlines* is a comprehensive history of USAF C-7A operations in Vietnam. It is about aircrews, crew chiefs, maintenance officers, line chiefs, maintainers, phase inspection personnel, specialty shop personnel, supply personnel, personal equipment specialists, administration and operations personnel, commanders, staff personnel, etc. They made it possible to deliver the troops, guns, ammunition, rations, beer, soda, equipment, animals, etc. to hundreds of bases on the battlefields of Vietnam.

The 483<sup>rd</sup> Tactical Airlift Wing and its squadrons were not an airline, per se. They were tasked with supporting Army and Marine units and other customers with air landed and air dropped supplies using pre-defined, emergency, and opportune sorties to front line locations where the supplies were needed.

The history of the Military Advisory Command, Vietnam (MACV); C-7A Caribou Association newsletters; and personal stories of those involved in C-7A operations provide the context for the books.

Volume II – 1968: Tet Offensive is also available now on Amazon.com. The planned publication date of Volume III: 1969 is the fall of 2014.

Signed copies of the books can be ordered from the author for \$20: Pat Hanavan, 12402 Winding Branch San Antonio, TX 78230-2770

now, as is most of modern Vietnam. The hills are covered by trees and vegetation and the village is larger, but still a very rural, hilly area. As I tried to explain this to our group, I became very choked up. As I placed the simple memorial that I made on a small knob near a rice paddy, curious villagers began showing up. They very, very rarely see Americans out there.

I am glad I made the trip. It is a personal decision to go back and it is not for everyone, but for me, it was. The veterans on the trip had similar reasons for returning and I think we all gained some kind of solace by returning.

To: All Active Voting Members of the C-7A Caribou Association  
From: The C-7A Caribou Association Board  
Subject: Proposed Change to the By-Laws

The current wording of Paragraph 4.a of Section 6 of the By-Laws states:  
“The Nominating Committee shall be appointed by the Board and shall consist of three active members who have previously served on the Board, but are not currently serving on the Board. One of the committee members shall serve a two-year term and the remaining members shall serve a one year term. No member of the Nominating Committee shall serve consecutive terms.”

It has become increasingly difficult for the Board to follow the requirement that all members of the Nominating Committee be “members who have previously served on the Board” and “no member of the Nominating Committee shall serve consecutive terms.” The available pool of such members has decreased due to several deaths among the eligible active members. Since institution of the Nominating Committee procedure in 2007, all slates of candidates proposed by the Nominating Committee have been elected by acclamation at the Business Meetings, indicating a job well done by each committee.

The Board considered the history and details of appointments to the Nominating Committee over the years and concluded that a change is necessary and feasible. Wording of the needed change was approved unanimously by the Board and approved by vote of the active members attending the 2013 reunion is:

**“The Nominating Committee shall be appointed by the Board and shall consist of three active members. One of the committee members shall serve a two-year term and the remaining members shall serve a one year term. At least one member of each Nominating Committee shall have previously served as a Board member, but shall not be a current Board member.”**

To get the greatest participation of the active members in approving the proposed change and in *strict compliance* with the wording of Paragraph 2 of Article 7 of the By-Laws, the Board submits the revised wording, in **bold print above**, for your consideration and vote. Please, record your vote on the back of this page, remove the page, and mail to Al Cunliffe.

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Please, clearly check your preference on the amendment.  
There should be **only** one check mark.

Amendment	Vote in favor of amendment	Vote against amendment
Nominating Committee change	<input type="checkbox"/>	<input type="checkbox"/>

# Vote Now!!!

Please, remove this sheet of the newsletter, vote on the amendment to the By-Laws described on the back side of this sheet, then fold and mail to Al Cunliffe.