



AIR COMMANDO ASSOCIATION

QUARTERLY NEWSLETTER

September 2004

AIR COMMANDOS GATHER TO CELEBRATE 60TH ANNIVERSARY

by ACA Staff

Air Commandos from all generations will gather at Hurlburt Field the second weekend of October to recognize the 60th Anniversary of the "birth" of the Air Commandos in World War II. The "Air Commando Spirit" dates back to the jungles of the China-Burma-India theater of operations during World War II.

Flying P-51 to P-47 fighters, L-1 and L-5 observation planes, C-47 cargo and CG-4 and TG-5 gliders, and B-25 bombers, air commandos provided airdrop and landing of troops, equipment and supplies, evacuation of casualties, and attacks against enemy airfields and lines of communication.

The special operators were designated the 1st Air Commando Group March 29, 1944. The 1st

ACG continued supply, evacuation, escort, and liaison missions throughout the war, as well as attacking bridges, railroads, barges, oil wells, and troop positions until it left Burma in 1945. The 1st ACG was disbanded with full honors October 8, 1948.

The annual memorial service hosted by the 16th Special Operations Wing and emceed by the Air Commando Association will be conducted at the Hurlburt Air Park and dedicated to all Air Commandos.

The Hurlburt Field Air Park is one of the small exhibit areas located throughout the Air Force to provide an understanding of particular areas of military aviation. Aircraft on display at Hurlburt Field are the property of the Air Force Museum and are on long-term loan to Hurlburt Field. They provide a historical perspective and a tangible representation of the aircraft used by air commandos as far back as World War II. The Air Force Museum is located at Wright-Patterson Air Force Base, Ohio, and provides the visitor with an outstanding understanding of the overall history and development of United States airpower.

In 1971, 10 years after the reactivation of the air commando force See **CELEBRATE** pg. 3



Col Cochran's C-47's were used to pull gliders to "Broadway" and other landing areas hacked out of the Burmese jungle in WWII. The Hurlburt Air Park has a C-47 "Dakota" on static display. See the time line article below.

Glider Ops 60 Years Ago in Burma

Here is a short version of the history of one of the missions that resulted in the "birth" of the term Air Commandos in WWII 60 years ago. Gliders, stationed in India, had to land in several clearings in the Burmese jungle code-named Piccadilly, White City, Broadway, Aberdeen, Blackpool, and Chowringhee.

March 5, 1944

6 GC-4A's landed with equipment by the River Chindwin to establish a bridgehead to protect the troops crossing. Operation Thursday: 37 GC-4A's landed at

night on Broadway, delivering 539 troops, 3 mules and almost 30 tons of supplies. Another 8 had landed in friendly areas and 9 in enemy-held territory. The troops immediately started to construct a runway on which the following night 63 C-47 planes landed.

March 6, 1944

12 GC-4A's were dispatched to land at Chowringhee. One of these carried a bulldozer, but the glider carrying it crashed.

March 7, 1944

Another 4 GC-4A's, one carrying a

See **GLIDERS** pg. 3

Inside This Issue

ACA Ballot.....	pg 19
Editorial	pg 2
Hap's Comments	pg 6
Letters.....	pg 7
McCoskrie T.F.....	pg 10
Nakhon Phanom	pg 24
Old Glory	pg 12
Raven Corner.....	pg 18
Reunion Info.....	pg 14 & 15
Rossel's Report	pg 16

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Editorial Comments

Of Memory and Our Democracy

Ed. Note: When the National World War II Memorial opened, the Secretary of State wrote this to explain how these public spaces help everyone better understand America.
By Colin Powell

Every Memorial Day, my sister, Marilyn, and I would put on our Sunday best and accompany our parents to Woodlawn Cemetery in the Bronx to visit the graves of family members. Like all kids, my sister and I were happy to have the day off from school, and I can't say we were in a solemn frame of mind. But taking part in that annual rite of remembrance gave me my first sense of the importance of honoring those who have gone before.

I grew up and chose a soldier's life. I lost close friends in war. Later, I commanded young men and women who went willingly into harm's way for our country, some never to return. A day doesn't pass that I don't think of them. Paying homage to the fallen holds a deeply personal meaning for me and for anyone who ever wore a uniform.

In 1990, when I was chairman of the Joint Chiefs of Staff, I took

my Soviet counterpart, Gen. Mikhail Moiseyev, around the United States. I wanted to give him a better understanding of what America is all about. We started in Washington, D.C. I especially wanted to take him to the Vietnam Veterans Memorial.

But I didn't take him there directly. First, I took him to the Jefferson Memorial. I pointed out a passage from the Declaration of Independence carved into its curved wall. All who have served in our armed forces share its sentiment. "And for the support of this Declaration," Jefferson wrote, "... we mutually pledge our lives, our fortunes, and our sacred honor." Then I asked the general to look up. Above the statue of Jefferson, in 2-foot-high letters on the base of the monument's dome, is this inscription: "I have sworn upon the altar of God eternal hostility against every form of tyranny over the mind of man."

Here, I said, you see the foundation of America, a nation where "We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights." I told the general that like Washington, Jefferson and all our Founding Fathers, Americans of every generation are ready to fight and die for those unalienable rights.

Then, to show Gen. Moiseyev the kind of sacrifices Americans are willing to make, I took him to the Lincoln Memorial, where Lincoln's words at Gettysburg are engraved.

There, Lincoln said we had fought the bloodiest war in our history so our nation "shall have a new birth of freedom" and so "government of the people, by the people, for the people shall not perish from

the earth." I wanted Gen. Moiseyev to see how sacred those words are to Americans.

I showed the general the final lines of Lincoln's second inaugural address: "With malice toward none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds; to care for him who shall have borne the battle, and for his widow, and his orphan ..."

I then walked the general part of the way down the Lincoln Memorial's steps to the place from which Dr. Martin Luther King Jr. delivered his "I Have a Dream" speech. I explained that the unfinished work of which Lincoln spoke was still unfinished a century later, so from the very spot on which we stood, King challenged his fellow Americans to make the promise of our Founding Fathers come true for all Americans.

Only now was I ready to take Gen. Moiseyev to the Vietnam memorial. We walked the short distance from the Lincoln Memorial to the Wall. I showed the general how to find someone's name on it. I looked up Maj. Tony Mavroudis. Tony and I had grown up together on the streets of New York. We went to college together. We became infantrymen together. And in 1967, on his second tour of duty in Vietnam, Tony was killed. The memorial book directed us to Panel 28 East, and there we found ANTONIO M MAVROUDIS carved into the black granite. It was an emotional moment for me, and not just for me. Gen. Moiseyev reached out gently and touched the Wall. The infantryman in him understood.

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Powell

from page 2

Thankfully, our forces no longer face the prospect of war with the Soviet Union. Today, we are cooperating with Russia's evolving democracy and with other former foes against 21st-century dangers common to us all. Today's deadly threats come from rogue powers and stateless networks of extremists who have nothing but contempt for the sanctity of human life and for the principles civilized

nations hold dear.

I do not know or care what terrorists and tyrants make of our monuments to democracy and the memorials we dedicate to our dead. What's important is what the monuments and memorials say to us. They can teach us much about the ideas that unite us in our diversity, the values that sustain us in times of trial, and the dream that inspires generation after generation of ordinary Americans to perform extraordinary acts of service. In short, our

monuments and memorials tell us a great deal about America's commitment to life, liberty and the pursuit of happiness for all.

The haunting symbolism of the 168 empty chairs at the Oklahoma City National Memorial, the heart-breaking piles of shoes in the U.S. Holocaust Memorial Museum, the carefully tended headstones bearing crosses, crescents and Stars of David standing row-on-row in Arlington and our other national cemeteries -- all speak to the value

we place on human life.

The Vietnam Women's Memorial of the three service-women and the wounded GI; the Korean War Veterans Memorial's haggard, windblown patrol trudging up the rugged terrain; and the memorial of the flag-raising on Iwo Jima do not glorify war -- they testify to the glory of the human spirit.

The Civil War battlefields and the monument in Boston to Robert Gould Shaw and his 54th Massachusetts Regiment of Negro soldiers who rode together into the jaws of death for the cause of justice tell us of the price past generations have paid so we might live in a more perfect union. They remind us also of the work our generation must do.

This Memorial Day weekend, we will join in celebrating the opening of the National World War II Memorial honoring the great generation of Americans who saved the world from fascist aggression and secured the blessings of liberty for hundreds of millions of people around the world.

Today, their descendants are fighting the global war against terrorism, serving and sacrificing in Afghanistan and Iraq and at other outposts on the front lines of freedom. The life of each and every one of them is precious to their loved ones and to our nation. And each life given in the name of liberty is a life that has not been lost in vain.

In time, lasting memorials will stand where the Twin Towers once etched New York City's skyline, near the west side of the Pentagon, and in the Pennsylvania field where doomed heroes died on Sept. 11, 2001, using their last moments to save the lives of others and most probably the Capitol or the White House -- symbols of our living democracy.

Celebrate

from front page

at Hurlburt Field, the 1st Special Operations Wing requested permission to establish an outdoor museum of air commando aircraft. The wing proposed including in the

museum the A-26 which previously had been mounted on a pedestal and had been dedicated July 4, 1970, with U.S. Congressman Robert Sikes participating. Additional aircraft identified for

airpark display were the A-1, C-47, C-123, O-1, T-28, O-2, UH-1 and U-10. These plus the C-119, C-46, CH-3E, AC-130A, B-25J, OA-37 and the OV-10 have been installed and dedicated. This park is dedicated to all air commandos - past and present. But specifically to those who gave the supreme sacrifice.

The annual Air Commando Association reunion will celebrate the heritage of the Air Commandos with its usual collection of events. A golf tournament will be held on Friday morning, October 8th followed by a fish fry that afternoon at the Quality Inn in Fort Walton Beach. The annual banquet dinner will be held at the Hurlburt Soundside Club on Saturday, October 9th. As noted earlier, the annual memorial service will be held at the Air Park on Sunday, October 10th, followed by a barbecue at the Quality Inn. The reunion will end with the traditional Air Commando Auction which includes bidding for the infamous "steel balls" of Southeast Asia.

More details can be found in the center section of this issue as well as online at www.aircommando.net. Contact Dick Geron or Executive Secretary Pete Bowman at 581-0099 with any questions.

Gliders

from front page

new bulldozer, landed at Chowinglee. Only four hours later a new landing strip was created on which C-47 could land. The gliders used for the operation on Chowinglee were snatched out.

March 21, 1944

6 GC-4A's landed at Aberdeen with bulldozers and equipment to create another dirt strip. The next day, after the C-47's had landed, all six GC-4A's were snatched out.

March 23, 1944

White City LZ came under attack and 5 GC-4A's with ammo landed there during the battle. Three gliders were snatched out with wounded soldiers on board, the other two were destroyed by the Japanese. One GC-4A landed on a sand bank of the River Irrawaddy with four folding boats on board, enabling the forces present to cross the river. Later that day the GC-4A was snatched out.

For several weeks an unknown number of gliders were sent to the jungle to resupply the troops and to



fly out wounded troops.

May 17

US and Chinese troops captured the airfield of Mykityina. As they were expecting a Japanese counter-attack, 10 GC-4A's were sent to the field, which landed under heavy fire. With the help of the native population the equipment was discharged and the strip was prepared to accept larger C-47's. That same day reinforcement troops arrived by C-47's.

The glider operations in Burma proved that gliders were the superb aircraft to deliver equipment, including bulldozers, to prepare a runway for transport aircraft, deep in hostile territory, far behind enemy lines.

Courtesy of Chip Fyn at www.fidlersgreen.net, check it out.

Membership News

In Memory of:

Orvin T. Copeland
May 2004

Michael G. Maher
May 2004

Jack E. O'Neal
August 2004

Joseph G. Wilson
June 2004

NEW ANNUAL MEMBERS

Colin Benson
Ray Edge
Leonard Francis
Bruce Hendrix
William J. Howard, Jr
Roger Johnson
Gary Knight
Lewis F. Muth III
Richard E. Neel, Sr
Donald Papp
Richard Ropski
John Witzel

NEW LIFE MEMBERS

John Avery
Patrick Farragher
Dr. Robert Fuller
David Harris
John Nicol
Bill Peterson
John Stryker
William Sweeney
Robert Vaughn
Richard Walker
Seng Y. Yang

CONVERTED TO LIFE

Richard Auclair
John Knowlton

LOST MEMBERS

Joseph Aimo
MGen Richard Comer

Donna Lee Juslin
Edwin Learnard

FOUND MEMBER

Scott Erickson
Psc 37 Box 3948
APO AE 09459

ON THE MOVE

James H. Adkins
779 Cummings Chalel Rd
Bevierville, TN 37876

George E. Akins
Psc 37 Box 1156
APO AE 09459

Charles M. Bahr
1107 Maple Dr
Alamogordo, NM 88310

Eugene V. Becker
332 East Maxwell Blvd
Maxwell AFB, AL 38113

Robert J/ Bencus
9674 E Concord Circle
Navarre, FL 32566

James A. Bissell
1911 Breezy Ln
Pace, FL 32572

Robert E. Blood
217 Sherbrooke Dr
Newport News, VA 23602

Norman Brozenick
Psc 80 Box 17411
APO AP 96367

Robert B. Carlsen
5 W Galvez Ct
Pensacola Bch, FL 32561

George J. Chambers III
12223 Stable Square Dr
San Antonio, TX 78249

Shelby D. Clay
793 County Road 2436
Mineola, TX 75773

Aaron Combs
343 Coralida Circle
Newland, NC 28657

James B. Connors
914 Highway 90 W
Holt, FL 32564

Peaches A. Deaton
10515 Balone Dr NW
Albuquerque, NM 87114

Michael E. Dehart
705 Forest Shores Dr
Mary Esther, FL 32569

Bobby J. Dixon, Sr
240 Forest Dr
Chatsworth, GA 30705

Patrick J. Dolan, Jr
4736 Horseman Dr
Fairborn, OH 45324

Brian K. Dougherty
10440 NW 48 St
Doral, FL 33178

Richard Feeser
C3801 E Pecan St
Boise, ID 83716

Walter B. Forbes
935 Roseland Ave
Kalamazoo, MI 49001

Carl D. Goembel
1288 Riverside Pl
Vero Beach, FL 32963

Wayne L. Golding
F1129 Indigo Dr #7011
Daytona Beach, FL 32114

Karen L. Graves
944 Bitterroot Pl
Twin Falls, ID 83301

Craig R. Greenwood
35 Lrs Psc 75 Box 2761
APO AP 96319

David Halasi-Kun
502 Scenic Ct
Crestview, FL 32539

Carl Halcomb
426 Cedar St
Maxwell AFB, AL 36113

Timothy L. Hale
43 Hume Dr
Hurlburt Field, FL 32544

John G. Hayes
2620 Kinsey Dr
Ayes, VA 23072

John S. Hester III
2914 Cloverfield Ln
Valrico, FL 33594

Delmar S. Hilliard
4242 Gulfbreeze #606
Corpus Christi, TX 78402

Sandra Horn
641back Brooks Rd
Monroe, ME 04951

Dennis S. Hudson
568 Beaver Dr
Mill Valley, CA 94941

Ronald H. Jackson
4306 W 112 Terr
Leawood, KS 66211

Mrs. Barbara Jansen
603 Dunlap Woods
Sidney, IL 61877

Russell T. Kaskel
4274 Calinda Ln #15
Niceville, FL 32578

Kevin G. Kersh
45-570 Awanene Way
Kaneohe, HI 96744

Karen P. Kramer
7523 Chipawa St
Panama City, FL 32404

Membership

from page 4

George Lecount 427 Roxy Ln Billings, MT 59105	James C. Slife Psc 37 Box 2507 APO AE 09458
William R. Mainord Pmb 191 1030 E Hwy 377 #110 Granbury, TX 76048	James A. Snyder 24 Brookshire Ln Camdenton, MO 65020
Paul M. Marschalk 100 Kelly Ridge Rd Bristol, TN 37620	Scott Swanson 4083 Britwell Pl Fairfax, VA 22033
Boniface J. Mayer 1639 Cermak Ct Naperville, IL 60563	Joe Syslo 1865 Glebe Rd Mathews, VA 23109
Daniel M. Mcauliffe PO Box 2365 Ft Walton Bch, FL 32549	Charles P. Tappero 5025 N Central Ave #246 Phoenix, AZ 85012
Matthew A. Powell 291 Grierson St Ft Leavenworth, KS 66027	Thomas J. Trask 1431 Clarion Dr Valrico, FL 33694
Eugene L. Raub 3900 Llyde Ln Montgomery, AK 36106	Ron Valine 16013 S Desert Foothills Pkwy #10 Phoenix, AZ 86048
Joseph Reynes 1003 Arola Dr Pensacola Bch, FL 32561	Bouacheng Vang 1961 W Appleton Ave #A Milwaukee, WI 53218
Ralph W. Schowalter 315 6 St SW Puyallup, WA 98371	Kathy Warner PO Box 560642 Montverde, FL 34756
Ronald M. Schwade 8503 W 57 Ct Tamarac, FL 33321	Chau Noi Yang 10350 Dover St #D11 Westminster, CO 80021

Lighter Side: A Guide to Being Handy Around the House

- If you can't find a screwdriver, use a knife. If you break off the tip, it's an improved screwdriver.
- Try to work alone. An audience is rarely any help.
- If what you've done is stupid, but it works, then it isn't stupid.
- Work in the kitchen whenever you can...many fine tools are there, its warm and dry, and you are close to the refrigerator.
- If it's electronic, get a new one...or consult a twelve-year-old.
- Stay simple minded: Get a new battery, replace the bulb or fuse, see if the tank is empty, try turning the switch "on", or just paint over it.
- Regardless of what people say, kicking, pounding, and throwing sometimes DOES help.
- If something looks level, it is level.

Submitted by: Joe Kittinger 608 Mariner Way Altamonte Springs, FL 32701

Air Commando Association Membership Application

- Membership is open to:**
- A. Persons who served with or supported Air Force Air Commando/Special Operations Units.
 - B. Widows of persons eligible for regular membership qualify as non-dues paying members.
 - C. Other units/interested parties may join as non-voting associate members with approval of the Board of Directors.

*Newsletter is published quarterly.
Annual Reunion held in October*

Type Membership requesting:

_____ \$ 20.00 Annual Regular	_____ \$ 20.00 Annual Associate
_____ \$150.00 Life Regular	_____ \$150.00 Life Associate
_____ Widow (No Dues)	

Name: _____ Rank: _____
Address: _____
City: _____ ST: _____ ZIP: _____
Home# (____) _____ Work #: (____) _____
E-mail: _____
Branch of Service: ☐ USAF ☐ Army ☐ Navy ☐ USMC ☐ Other
Please list: _____
AFSC/MOS: _____ Job Title: _____

Dates of Service: From ____/____/____ To: ____/____/____ Retired? Y or N

Air Commando/Special Operations Service:

From ____/____/____ To: ____/____/____	Unit _____
Location _____	Aircraft _____
From ____/____/____ To: ____/____/____	Unit _____
Location _____	Aircraft _____
From ____/____/____ To: ____/____/____	Unit _____
Location _____	Aircraft _____
From ____/____/____ To: ____/____/____	Unit _____
Location _____	Aircraft _____

Present Occupation: _____
Spouse Name: _____
Permission to provide phone # & address to other Members only? ____ Yes ____ No
Permission to publish phone # & address in ACA Newsletter? ____ Yes ____ No
Amount Enclosed: \$ _____
Signature: _____ Date: ____/____/____
Return application to: Air Commando Association
P.O. Box 7
Mary Esther, FL 32569-0007

For Office use only:

Membership Number: _____	Amount Paid: _____
Date: ____/____/____	
Entered in Mailing List: _____	Entered in Accounting Log: _____
Welcome Letter: _____	Membership File: Sponsor: _____

Hap's Comments

Hurricane Charley has wreaked veritable havoc in many, many places over our beautiful state. Some fifteen precious lives have been lost (and counting), with damage estimates from eleven to fifteen billions of dollars. The graphic images portrayed on television tell the grim story. Following an earlier campaign visit to our area, President Bush returned to survey the destruction with brother and Governor, Jeb Bush. He promised that our Federal Government would assist in rebuilding shattered lives and buildings. This gave hope to the many affected. Shirley and I phoned in some of our financial (1-800-HELP NOW) assets and hope-

fully you out there can also respond. Any amount will help. This will be a long recovery period. My trip to Thailand with companion travelers Robbye Binkley, Dee & Robbie Roberson, and Dakota & Lori Lutz was fun and exciting. We did Bangkok, Hua Hin, Chiang Mai, and Chiang Rai. Had the opportunity to have lunch with Les Strouse, MacAlan Thompson, and Dave Spurling at the Ambassador Hotel in Bangkok. It was most enjoyable to say the least. (It was during that time that Les handed me the message about Sandy Sanborn's shocking demise.) We also stayed two wonderful days with Dave Spurling in Hua

Hin. He has a beautiful home there with attending pool. In addition to meeting us at the airport at midnight with beautiful flower leis, Dave was also most helpful in obtaining our driver and vehicle for all the time we were in Bangkok. Dave took away all the uncertainties and arrival jitters. ACA Director Bob White has taken on an additional task of late. As a very active procurer for our companion McCoskrie/Threshold Foundation, his initiatives and interests have also lapped over into assisting and procuring for the "Airman's Attic," both on Hurlburt Field and Eglin AFB. Essentially, his efforts entail finding furniture and appliance items for newly arriving Air Force personnel who take or are assigned quarters that do not include these many desirable or necessary things. This includes collecting and delivering these items, often unassisted. The very recent past has also found Bob working in the "Airman's Attic" on Eglin AFB on a three day a week schedule. The volunteer performing that duty suf-

fered a heart attack and is currently in recovery on a limited duty status. Bob reflects great credit on himself, the McCoskrie/Threshold Foundation, and the Air Commando Association. About thirty five of you received your newsletter in a white envelope during the recent past. The reason is that you moved and your newsletter was not forwardable. In other words, you moved to somewhere else and our current endorsement does not include forwarding it. On a one time basis, we bit the financial bullet and sent you a copy. We did so because it is reunion time and we did not want you to miss the opportunity to sign up for that. It is also election time, and your ballot was in that issue. We are going to continue in this mode. Hopefully we will get your change of address from the PO, but correspondingly you will not receive one issue of your newsletter. The bottom line is, if you are moving or plan to, and know the future address, send it in! Look forward to seeing you in October!

Hap

Did You Know?

As you walk up the steps to the Capitol Building, which houses the Supreme Court, you can see near the top of the building a row of the world's law givers and each one is facing one in the middle who is facing forward with a full frontal view - it is Moses and the Ten Commandments! As you enter the Supreme Court courtroom, the two huge oak doors have the Ten Commandments engraved on each lower portion of each door. As you sit inside the courtroom, you can see on the wall, right above where the Supreme Court judges sit, a display of the Ten Commandments! There are Bible verses etched in stone all over the Federal Buildings and Monuments in Washington, D.C. James Madison, the fourth president, known as "The Father of Our Constitution" made the following statement. "We have staked the whole of all our political institutions upon the capacity of mankind for self government, upon the capacity of each and all of us to govern ourselves, to control ourselves, to sustain ourselves according to the Ten Commandments of God." Patrick Henry, that patriot and Founding Father of our country said, "It cannot be emphasized too strongly or too often that this great nation was founded not by religionists but by Christians, not on religions but on the Gospel of Jesus Christ". Every session of Congress begins with a prayer by a paid preacher, whose salary has been paid by the taxpayer since 1777. Fifty-two of the 55 founders of the Constitution were members of the established orthodox churches in the colonies. Thomas Jefferson worried that the Courts would overstep their authority and instead of interpreting the law would begin making law...and oligarchy...the rule of few over many. The very first Supreme Court Justice, John Jay, said, "Americans should select and prefer Christians as their rulers." How, then, have we gotten to the point that everything we have done for 220 years in this country is now suddenly wrong and unconstitutional?

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Letters to the Editor

DEAR JIM

Let me start off by saying thanks for doing such an outstanding job with the newsletter . . . you have really worked under a handicap with Jim Yealy not available. I am sure Rip Kirby, Hap Lutz, Pete Bowman and others have pitched in, but there's nothing like two "old professionals" working together. Wish I was in the area to give a hand!

In the June newsletter, Gene Rossel had an article about "Deac" Priest passing in May, and him landing in a pasture in France picking up his CO in a P-51D: Royce W. Priest was a close friend of mine and I can tell you a little bit more of his life. I first met him in 1948. We were both in the 55th Ftr-Bmr Squadron, 20th Ftr-Bmr Group at Shaw Field, South Carolina. He was the Ops officer and I was a P-84 Crew-Chief. He was my pilot for quite a period of time. About 1949 we received our first T-33-A aircraft in the squadron and I flew in the back seat with him on Functional Check Flights. He was an outstanding fighter pilot and would really wring a plane out. I'm not sure if he was checking the structural integrity of the aircraft or trying to make me barf! Over the years I lost contact with him until about 1970. I was at 9AF then and attended a conference at the LTV (A-7D) plant in Grand Prairie, Texas. "Deac" was hosting the conference as the assistant Production Manager of the A-7D program. The Production Manager was his old CO who he had plucked out of that pasture during World War II. After production ended on the A-7 he became a field service rep for LTV

Gene mentioned it must have been a snug fit in that P-51 cockpit; from my memory of the event here

is what happened. "Deac" was flying in the same flight as his CO, I am not positive but I believe he was a 2nd Lt. at the time. The CO got shot-up and bailed out "Deac" flew cover over him and saw German troops approaching him in an adjoining field. He strafed the troops, landed in the pasture, got out, threw his seat pack parachute away, put the CO in the seat and flew back to home base sitting on his lap. Now this sounds almost like an impossibility but "Deac" was a very slim guy in those days.....I'll bet he didn't weigh 130 pounds soaking wet

The moral of this saga is never leave your CO in a pasture because it could give great rewards later in life. Seriously, "Deac" was a great fighter pilot, outstanding officer and gentlemen and I mourn his passing. He will be missed by many.

P.S.

Will see you in October!

Al Gummerson
2225 Oswego Hwy
Sumter SC 29153

Dear Al,

Thanks for the kind words. What a great story involving "Deac". I'm sure our members will enjoy the story in our newsletter. Also thanks again for supplying outstanding reunion pictures for past news letters.

Sincerely,

Jim Boney

ROBERT

Just received my copy of the Association Newsletter. It seems to get better every issue. It's obvious you guys are paying a lot of attention to detail and working hard to make it what it is.

Three of the letters in this edition

came from "past employees" of the Pentagon in the Special Operations Division. Charlie Spika and Tom Shornack and then of course, me. We still correspond via email. As for my letter, you caught me by surprise by using it and thanks for editing out a few things that probably shouldn't go public

Concerning Sangat. I had heard that he went with the PL but actually don't remember where I heard it but saw the confirmation when I read the Newsletter input from Col Coney. I remember him as a Capt (if I remember correctly) in 65-66. If Sangat had the RLAF fooled you can imagine of course that I had no clue.

Nevertheless, he performed well for me and yet I am not totally surprised as intrigue and hidden and shifting allegiances was simply part of life in Laos.

Sorry about the pictures not being printable quality so I have forwarded a couple more that you might be able to use. One is of Neuphet and me on one of his tanks in GM 18 taken in 65, one is of the now infamous Sangat and me in 66 and the other was taken in Attopeu (sp?). Looks like I had a great ground crew, yes? The two women and one man were from the Ca tribe. The one in uniform was from Col Kong's Attopeu Regional command.

I would certainly be interested in learning what happened to Neuphet. Actually I often wonder what happened to a lot of the Lao who fought so hard with so little. Col Kong along with the GM 16 commander and the GM 21 commander. That however, was another lifetime ago and very few people are even aware of what went on over there and the rest are really not interested anyway. Es la vida.

Robert, Warmest Personal Regards.

Ray Dalton
2207 Baltubrol Drive
Austin TX 7847-1203

ROBERT

FOUND AT LAST

Sorry for the delay in getting back to you, but I've been rather busy. It seems like most of Idaho and half of Montana are on fire right now.

For what it's worth, you might want to post the following in the newsletter, rather than my e-mail to Heinie, which in retrospect sounds rather corny to me.

I served at Udorn RTAFB with Detachment 1 (Waterpump) of the 606th Air Commando Squadron in 1966-1967, and I consider that period to be the high point of my eight year Air Force career.

I managed to bring home a few souvenirs, a rather fragmentary diary, and roll after roll of pictures. I also brought home the memory of a lot of friendships.

As happens to most "old soldiers", the years have taken their toll. Memories fade, souvenirs disappear, and in my case the pictures were lost in a fire many years ago.

When I discovered Internet surfing, and just from curiosity, I tried looking for the 606th and the 56th Wing. Low and behold there's a whole heck of a lot of information about us out there! I've since attempted to write a short history of my Air Force career, with particular attention to my very small part in the Waterpump operation. The ACA website, and the links it contains have had a major role in my efforts. The pictures are back, and I'll hazard a guess that the history part is now much more accurate than my thirty five year old memories would allow.

Letters

from page 7

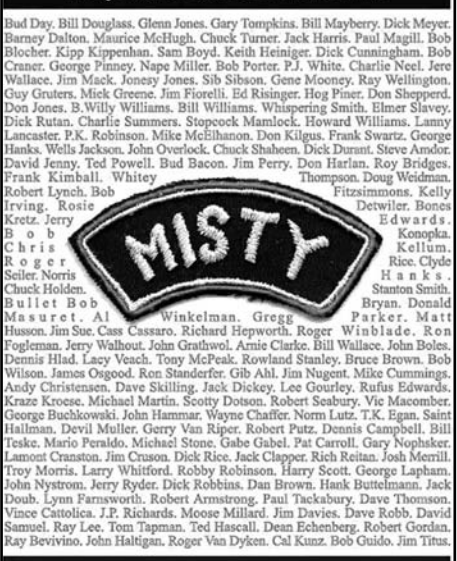
For years I've been curious about what became of two Waterpump IP's that I knew fairly well, Captains Jacobs and Feratta. I sent an e-mail to Gen. Aderholt asking if there was any way I could trace these two. The General was kind enough to refer my request to Robert Downs, and Bob apparently sent the entire association out searching for them!

I'd like to thank everyone involved. General Aderholt obviously, 83 years old I understand, and who still cares about his people. Bob Downs as well, and particularly Larry Harwood who apparently put a lot of work into tracking down my pilots.

Respectfully,
Bob Fogarty
317 N Last
Grangeville, ID 83530

Maj Gen Don Shepperd,
USAF (ret)
recently announced the publication of "Misty", a collection of personal accounts of the Misty FAC missions flown in Vietnam using the F-100.
E-mail him at:
shepdonald@aol.com or
call (520) 299-5710.

First Person Stories of the F-100
Misty Fast FACs in the Vietnam War



Bud Day, Bill Douglass, Glenn Jones, Gary Tompkins, Bill Mayberry, Dick Meyer, Barney Dalton, Maurice McHugh, Chuck Turner, Jack Harris, Paul Magill, Bob Blocher, Kipp Kippenhan, Sam Boyd, Keith Heiniger, Dick Cunningham, Bob Craner, George Pinney, Nape Miller, Bob Porter, P.J. White, Charlie Neel, Jere Wallace, Jim Mack, Jonesy Jones, Sib Sibson, Gene Mooney, Ray Wellington, Guy Gruters, Mick Greene, Jim Fiorelli, Ed Risinger, Hog Piner, Don Shepperd, Don Jones, B. Willy Williams, Bill Williams, Whispering Smith, Elmer Slavey, Dick Rutan, Charlie Summers, Stopcock Mamlock, Howard Williams, Lanny Lancaster, P.K. Robinson, Mike McElhanon, Don Kilgus, Frank Swartz, George Hanks, Wells Jackson, John Overlock, Chuck Shaheen, Dick Durant, Steve Amdor, David Jenny, Ted Powell, Bud Bacon, Jim Perry, Don Harlan, Roy Bridges, Frank Kimball, White Thompson, Doug Weidman, Robert Lynch, Bob Fitzsimmons, Kelly Detwiler, Bones Kretz, Jerry Edwards, B o b Konoplan, Chris Kellum, Roger Rice, Clyde H a n k s., Seiler, Norris Stanton Smith, Chuck Holden, Bryan, Donald Bullet Bob, Masuret, Al Winkelman, Gregg Parker, Matt Husson, Jim Sue, Cass Cassaro, Richard Hepworth, Roger Winblade, Ron Fogelman, Jerry Walkowi, John Gradwohl, Arnie Clarke, Bill Wallace, John Boles, Dennis Hlad, Lacey Veach, Tony McPeak, Rowland Stanley, Bruce Brown, Bob Wilson, James Osgood, Ron Standerfer, Gib Ahl, Jim Nugent, Mike Cummings, Andy Christensen, Dave Skilling, Jack Dickey, Lee Gourley, Rufus Edwards, Kraze Kroese, Michael Martin, Scotty Dotson, Robert Seabury, Vic Macomber, George Buchkowski, John Hammar, Wayne Chaffer, Norm Lutz, T.K. Egan, Saint Hailman, Devil Muller, Gerry Van Riper, Robert Putz, Dennis Campbell, Bill Teske, Mario Penado, Michael Stone, Gabe Gabel, Pat Carroll, Gary Nophsker, Lamont Cranston, Jim Cruson, Dick Rice, Jack Clapper, Rich Reitan, Josh Merrill, Troy Morris, Larry Whitford, Robby Robinson, Harry Scott, George Lapham, John Nystrom, Jerry Ryder, Dick Robbins, Dan Brown, Hank Buttelmann, Jack Doub, Lynn Farnsworth, Robert Armstrong, Paul Tackabury, Dave Thomson, Vince Catolica, J.P. Richards, Moose Millard, Jim Davies, Dave Robb, David Samuel, Ray Lee, Tom Tapman, Ted Hascall, Dean Echenberg, Robert Gordan, Ray Bevivino, John Haltigan, Roger Van Dyken, Cal Kunz, Bob Guido, Jim Titus.

DEAR ACA

I would like to invite the ACA Reunion participants to a flight line tour of the 6th SOS and to observe part of our qualification course training based on Special Forces' Robin Sage and the Air Commando's Jungle Jim course. We've got a C-47, Russian An-26 and Mi-8 hip, and 2 UH-1Ns.

Oct 1, 2004 will also be our 10 year anniversary of our re-commissioning and we would like to include our Combat Aviation Advisor/ 6 SOS Reunion in the events. Would like to discuss options.

John Alvarez
Lt Col, USAF
Operations Officer
6th Special Operations Squadron
850-884-8288 or 4180

DEAR PETE

RE: Air Commando Newsletter
Received the latest issue (June 2004) of the above indicated subject. Very interesting, and I have a few comments to make on the inside articles.

On page 11, it mentions the Air America benefits by being supported by Senator Harry Reed (D-Nev) who has introduced legislature ref subject. I would like to add my little tid-bit, in that I submitted my Air America's Personnel Manager's

letter certifying proof of my employment in SEA and the CIA Certificate of Appreciation to Air America's former personnel to: DoD C/MSRB,SAF Personnel Council, 1535 Command Drive, EE Wing, 3rd Floor, Andrews AFB, MD 20762-7002, as instructed, and received back a letter stating thank you and it is under consideration "for veterans status". This information was submitted on DoDD 1000.20, under Public Law 95-202. Just an FYI for anyone concerned. No, I haven't heard anything back since I submitted the information 2 February 2004.

Reference to two articles, pages 31 & 36, re Sky Reunion of former CIA Case Officers who served in Laos, etc. Prior to my Air America Operations Manager period (1962-65), I was TDYed & TADed to Vientiane to support the MEO tribesmen under General Van APO, and Tony Poe, his top Case Officer. I was assigned the "Green House" and drove a bullet ridden German sedan back and forth to the airfield. Jack Shirley and Tony were good friends (God rest their souls!). In addition, I worked with Heinie Aderholt (Major) operating out of Bon Tak Li, Thailand in covert air missions, which included Laos. Ask Bgen Aderholt!

I never knew there was a "Sky Reunion" in Ft. Walton Beach and glad to see that some of us old Case Officers still hold such reunions. I am a member of CIRA, but don't remember seeing anything about "Sky Reunions"

By the by, I sent to Air Commando Association, some time ago, a black & white 7x5 photo of the then Major Aderholt, me and various other AF pilots at a gathering at the "O" Club at Kadena AFB, Okinawa. I was Chief of Special Projects 1802 and supported Heinie and his outfit for clandestine operations. What is the status of the

photo? I was promised it back after lending to to Air Commando Association.

One last thing: Please change my apartment number to 501, and NOT 611. Thank you.

Best regards to all,
Jim Baker

DEAR JIM

On June 13, 2004, the Elks of Phoenix Lodge #335 celebrated Flag Day by conducting a most impressive patriotic and musical commemoration of our flag. During the ceremony, member Jim Alberts and guest speaker Lieutenant Colonel Jay Norton, USAF (Ret.) presented the lodge with the original Escape Flag (blood chit) provided by your organization. It was a moving and impressive presentation, and we are honored to display the flag at our lodge.

Thank you for choosing Elks Lodge #335 as the home for this patriotic memento.

Yours truly
Albert S. Kayal
Esteemed Leading Knight
Phoenix Elks Lodge #335


DEAR ACA

Thank you to the President, Vice President and the Board of Directors for the wonderful surprise of an Honorary Membership. I am proud to be associated with the Air Commando Association and the past and present men of the Air Force Special Operations. Thank you for the opportunity to work with you.

Joyce Harrington

CHIEF HAP LUTZ

Thank you so very much for your kind and informative letter. I am



550 Mary Esther Cutoff,
Suite 14
Ft Walton Bch, FL 32548
850-986-5555

Letters

from page 8

very proud to be admitted membership in the ACA and look forward to any contributions I can make.

Also, I appreciate your efforts in attempting to find a lithograph on the AF contribution to the Rescue Attempt. Please keep me informed if you do come across something.

Please contact me if I could be of any assistance to the ACA here in Nebraska.

As always, our mission remains-To Fly and Fight.
Many thanks.

John C. Witzel
905 Edgewood Blvd
Papillion NE 68046

HI PETE AND HAP

Enclosed is my order and check for the coming reunion. Tell Boney if he is looking for more golfers, I'll try to get a couple or three more golfers for him. They are members of the Gators Club so will have handicaps at Hurlburt.

Also, Hap that was a nice write up for Bill Conklin. As you know he had stated that donations go to the American Legion Post in California. I sent them a letter also with the contribution. Should have sent you a copy of the letter. Sorry 'bout that, but I covered about the same items that you did. Only I included that of the 300 plus sorties I flew in SVN he never missed a flight. He, Kit and I ALWAYS flew together. And as you know we were more than a "crew" we were great Friends.

Have also made the motel reservations at the Quality Inn. I had a Hernia operation July 2, so I am not back to Full Activities. Hope to play golf Wednesday. It will be my first round on the Championship course. I did play 9 holes yesterday (Friday) on one of the Exec. Courses, Did OK, so am looking

forward to Wed. I will be checking in on Thursday (probably before noon) so if you need any help I'll check in with Pete.
See You Then, Bill "Brownie" Brown

Dear Bill,
We're always in need of more golfers - Thanks!

MR. BONEY

Just received the ACA paper, as always you have done a great job as editor.

I always look forward to receiving the ACA paper, the stories are great and I'm sure you have a thankless job of putting it together.

As editor you have my proxy ballot.

Although my wife will not be able to attend this year's reunion due to her work schedule, I will be available to work the golf tournament.

I plan on arriving a few days early, Monday or Tuesday, so I will be available to assist you with last minute details.

Thanks for all your support.

Jim Alberts
PHX,AZ
602-482-8968

JIM

Sorry to hear of the passing of Bill Conklin. I sure remember his work on "Puff" the magic dragon.

I have one (1) patch from 319th TCS (1962-63) "Have Goon, Will Travel". Are there any around?

Also have a spanish "Anytime Anywhere" from Panama.

Dick Henderson
843 Crane Ave
Hastings NE 68901

Dear Dick,
Thank you for your note concerning Bill Conklin. He was a close personal friend of mine both during

and after our Air Force careers. You apparently shared the same camaraderie. His enthusiasm for his work, life, the association, and family are unheralded.

We do not maintain a collection of patches Dick. The task would be too ominous given the time and effort involved. There is an individual in the association that does however, and if you want his particulars, I'll send it on request. I remember the "Have Goon, Will Travel" patch well I always admired the craftsman, but never knew his identity. Perhaps you know.

*Best Always,
Hap*

DEAR ACA

Does anybody know how to reach Heinie Aderholt? He was a good friend of my Dad's and the phone number in Florida I had for him is no longer in service. He signed the book "From a Dark Sky" and I've met him at some of your reunions.

If you could let him know about my Dad's passing on August 9th, I'd appreciate it. I submitted a memorial on your web page, today. He'll be buried in Houston at the VA cemetery.

You can reach me at 281-794-2224, that's my cell phone #.

Thank you in advance. If you wish to reach me by email, after today, please send to: ltr3way@houston.rr.com and I'll be sure and reply.
Thanks again,

Terri Way
718 Hines Lane
Pineville LA 71360

DEAR MR. BONEY,

I would like to personally thank you for the framed Escape Flag donated to the Arizona Wing Museum, arranged by James R.

Alberts.

The Arizona Wing Museum has been developing rapidly, to portray and reflect all areas of military aviation and ground campaigns, and to maintain the memory and service of our veterans. We plan on displaying the Escape Flag appropriately to help educate our visitors.

I appreciate you taking the time to think of us! Again, many thanks!

Jim Furnari, Director
Museum Operations
Arizona Wing/Commemorative Air Force
2017 N Greenfield Road
Mesa, AZ 85215

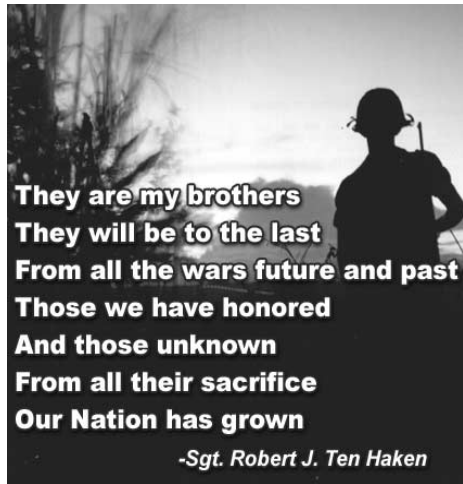


Photo:US Army Center of Military History website.

BATTLEFIELD COMMISSION

The National Order of Battlefield Commissions is trying to locate all men, WWII, Korea and Viet-Nam, who, on the field of battle against an armed enemy, received a commission from enlisted or Warrant status to commission status. It may be you or someone you know.

Contact J. Angler in St. Augustine, FL, by phone at (904) 471-7695 or email jnobc@msn.com.
For more details, please visit: www.battlefieldcommissions.org

McCaskrie/Threshold Foundation Update

MTF Joins Combined Federal Campaign CFC number is 5081

Your McCaskrie Threshold Foundation has finally gotten recognition by the Combined Federal Campaign for Okaloosa County Florida. Dick Geron, John Connors and Col Sam worked for weeks to complete the complex process and we are now approved to receive donations locally. This provides our Ft Walton area donors the opportunity to donate by payroll deduction or one time gift through the federal pay system. Your MTF/ACA staff will work to get the word out locally this year. We plan to be world wide next year.

Honduras and Your MTF

By John Grove

The United States has a strong and lasting friendship with Honduras and its people. Honduras is also one of the poorest nations in this hemisphere. Your MTF board has been supporting projects in Honduras for about 14 years and will continue to do so, as long as we can get support with distribution. Our support comes from the US and Honduran military as well as humanitarians George Mealer; Karen Hubbard, and Becka Smith of Bless the Children.

Since our last newsletter your MTF crew has been hard at work shipping 5 containers to George. Our shipping cost for each container has been about \$1500.00, this is from our storage in Florida to central Honduras. The containers had a total weight of about 100,000 pounds and held school equipment, hospital beds and equipment, clothing, toys, household items and 'stuff' too numerous to list here. The usual crew of loaders has increased

since our work has increased. The usual crew is just about all the local folks who answer the phone when I put out the call for help. You will be proud to know that we seldom get a 'no' answer when asking for help. We now rely on men and women from Hurlburt's active duty force to do lots of the heavy lifting. The 20th SOS helicopter squadron and the Special Tactics Squadron have provided volunteers on many occasions to help pack and load. Ms Jeannie Krzan, who recently retired from the 16th SOW, has helped many times also. We have cleaned up our language some!

Our storage facilities are still full of 'stuff' and George assures me he needs it all. So over the next few months we will continue at the same pace in an effort to reduce the supplies we have in Ft Walton Beach and get it to the folks who need it the most. Maybe this fall we can have one of our board members go to Honduras and get an Air Commando first hand account of the needs for the programs we support. Your support is making a small area of the world a better place.

MTF and The Airmen's Attic

By Bob White

Our support of the Airmen's Attic programs at Hurlburt Field and Eglin AFB continues in high gear. In the last two and a half months we have supplied more than 4500 pounds of needed items, everything from cribs to bread making machines. The young airmen and their wives are so appreciative of all these items.

One thankful wife recently wrote, "I love this place. My son is now able to get nice toys we can't afford. Thank you so much".

We in the MTF need your help to make this program work. Your donations of usable items will always be welcome. You can drop items off at the ACA building on highway 98 any working day between 9AM and noon, or call Bob White to arrange pickup. I am at 850-581-0661 or 850-585-4623 cell.

MTF/ ACA Supports the VA

By Bob White

Your local volunteers are now involved with a great program to help the veterans who are hospitalized in nearby VA centers. I was talking to Ray "Cajun" Borque, of Air Commando and American Legion Destin Fl fame, about some puzzles and paperback books that we had collected and had no immediate need for in other programs. His Legion is active in support of the VA hospitals and these are just what he needed. We got together this August and got the hundreds of puzzles and books to the Legion. We will continue this as an ongoing

effort. If you have not been in a VA hospital you would be surprised how under equipped they are with these type items. We will collect these at the Air Commando headquarters building on Hwy 98 throughout the year and save them until Ray is going to the VA. Look around the house before the reunion and please bring them to the reunion and we will gladly get them to the right place.

MTF and Tyndall AFB

Your MTF had an opportunity to work with some outstanding troops from Tyndall AFB in July 2004. It all started with a call received at Heinie's office about some excess hospital beds in Panama City FL. The beds, from a convalescent home, were in a parking lot near Tyndall AFB. A quick check of available containers and trucking and we were all set---except for manpower. Our contact from the Savannah Georgia Air National Guard, Lt Karen Kramer(K2), had recently been activated to the 'real' Air Force and is stationed at Tyndall. A call to her for help 36



hours before the truck was to arrive was most receptive. When Asa Stackhouse and John Grove arrived at the parking lot 55 airmen and

See **MTF** page 11

MTF

from page 10

civilians from Tyndall were ready to help. Since Asa and John are a bit long in the tooth it would have been impossible to load these heavy beds from the ground up into the container with out lots of young help. Thanks to the leadership of Lt Kramer this is another great mission in the books. The 78 beds are just arriving in Honduras and will be distributed throughout the area near El Progreso by our partner and friend George Mealer of Bless the Children.

MTF Provides Involvement

By John Grove

The many members and friends of the Air Commandos and Special Operations community who do not get a chance to actively participate in the heavy lifting and shipping of supplies still get to help. Our worldwide membership is often left out of the excitement of the actual packing and shipping. We know that our projects are important to you and that they are what you want us to be involved with. That is why we exist.

This is why we ask for funding from time to time. The last fund drive was for the storage building. That money is in the account and some is being used for storage building rent and other expenses that seem to keep coming our way. As you know we, all volunteers, are active in civic action programs in several countries and now will expand to others with your help.

When we ask for help you can be assured we spend it where we feel the most good can be done for the buck. Look at it as your chance to pay back for all the fun of being an Air Commando.

Air Commandos to Support Thailand

By John Grove

The Air Commandos of old have a strong tie and affection to Thailand and the great Thai people. They have been great hosts for our troops for years and have remained a strong friend of the United States as we continue our global war on terror. We have helped with a few loads of supplies in recent years but have had the usual trouble with transportation and duty free status. With this in mind, the MTF Board along with Clyde Howard, Roger Klair, Tom Green, and several others have decided to try another approach.

The US/Thailand military training exercise, Cobra Gold, is an annual event that usually involves civic action and humanitarian efforts. I have talked to the Air Force Special Ops and the Special Ops Pacific planners and they see a place for our involvement. This is just the kind of cooperative effort that the ACA/MTF have been working toward.

We will collect funds from our members and friends and use these funds to buy products in Thailand for the school children in Thailand. With the funds available we will have one or more of our retired Air Commandos go to Thailand before the start of Exercise Cobra Gold 2005. They will work buying and packaging school kits for the many children in the North East Thailand area. Schools will be selected by several folks we are working with from the TLC Brotherhood, VFW of Udorn, and other agencies. Distribution will be with the help of our active duty military and the folks mentioned above.

You will all receive a special appeal for funds in the near future.

Happy Anniversary

To all of our U.S. Air Force Members!
The U.S. Air Force was established on the 18th of September 1947.



Laotian Dam Unleashes New Debate

By Martin Sieff

VIENTIANE, Loas - Part of the Ho Chi Minh Trail soon may be under water, flooded by a hydroelectric project that will double the generating capacity of this communist country and help run the booming capitalist industries of neighboring Thailand.

But the proposed billion-dollar, 1,000-megawatt Nam Theun 2 Dam is a the center of a battle that is different from the fire fights between communist guerrillas and U.S. forces that raged across Southeast Asia a generation ago.

The plan for the Nam Theun 2 Dam on a tributary of the might Mekong River took off in November, after a decade in the doldrums, when Thailand's state electricity company signed a long-term purchase agreement with Loas. Now the project enjoys the support of communists and capitalists alike.

Thailand is hungry for a local, secure source of energy for its remote northeast region that is not vulnerable to volatile global oil prices. The People's Democrat Republic of Loas, a poor, landlocked country about the size of Great Britain and Northern Ireland, is eager to sell it to them.

Reconstructing a Veteran's File

By using alternate sources, NPRC may often be able to reconstruct a veteran's beginning and ending dates of active service, the character of service, rank while in service, time lost while on active duty, and periods of hospitalization. NPRC is usually able to issue NA Form 13038, "Certification of Military Service," considered the equivalent of a Form DD-214, "Report of Separation From Active Duty," for the purpose of establishing eligibility for veterans benefits.

Necessary Information for File Reconstruction

The key to reconstructing military data is to give the NPRC enough specific information so the staff can properly search the various sources.

The following information is normally required:

- Full name used during military service
- Branch of service
- Approximate dates of service
- Service number
- Place of entry into service
- Last unit of assignment
- Place
- Date



UNITED STATES CODE
(Display of U.S. Flag)
Title 36, Chapter 10
PATRIOTIC CUSTOMS

It is the universal custom to display the flag only from sunrise to sunset on buildings and on stationary flagstaffs in the open. However, when a patriotic effect is desired, the flag may be displayed twenty-four hours a day if properly illuminated during the hours of darkness.

The flag should be hoisted briskly and lowered ceremoniously.

The flag should not be displayed on days when the weather is inclement, except when an all weather flag is displayed.

The flag should be displayed on all days, especially on New Year's Day, January 1; Inauguration Day, January 20; Lincoln's Birthday, February 12; Washington's Birthday, third Monday in February; Easter Sunday (variable), Mother's Day, second Sunday in May; Armed Forces Day, third Saturday in May; Flag Day, June 14; Independence Day, July 4; Labor Day, first Monday in September; Constitution Day, September 17; Columbus Day, second Monday in October; Navy Day, October 27; Veterans Day, November 11; Thanksgiving Day, fourth Thursday in November; Christmas Day, December 25; and such other days as may be proclaimed by the President of the United States; the birthdays of States (date of admission); and on State holidays.

The flag should be displayed

THE LAW AND OLD GLORY

daily on or near the main administration building of every public institution.

The flag should be displayed in or near every polling place on election days.

The flag should be displayed during school days in or near every schoolhouse.

Sec. 175. Position and manner of display

The flag, when carried in a procession with another flag or flags, should be either on the marching right; that is, the flag's own right, or, if there is a line of other flags, in front of the center of that line.

The flag should not be displayed on a float in a parade except from a staff, or as provided in subsection (i) of this section.

The flag should not be draped over the hood, top, sides, or back of a vehicle or of a railroad train or a boat. When the flag is displayed on a motorcar, the staff shall be fixed firmly to the chassis or clamped to the right fender.

No other flag or pennant should be placed above or, if on the same level, to the right of the flag of the United States of America, except during church services conducted by naval chaplains at sea, when the church pennant may be flown above the flag during church services for the personnel of the Navy. No person shall display the flag of the United Nations or any other national or international flag equal, above, or in a position of superior prominence or honor to, or in place of, the flag of the United States at any place within the United States or any Territory or possession thereof: Provided, That nothing in this section shall make unlawful the continuance of the practice heretofore followed of displaying the flag of the United Nations in a position of superior prominence or honor, and other national flags in positions

of equal prominence or honor, with that of the flag of the United States at the headquarters of the United Nations.

The flag of the United States of America, when it is displayed with another flag against a wall from crossed staffs, should be on the right, the flag's own right, and its staff should be in front of the staff of the other flag.

The flag of the United States of America should be at the center and at the highest point of the group when a number of flags of States or localities or pennants of societies are grouped and displayed from staffs.

When flags of States, cities, or localities, or pennants of societies are flown on the same halyard with the flag of the United States, the latter should always be at the peak. When the flags are flown from adjacent staffs, the flag of the United States should be hoisted first and lowered last. No such flag or pennant may be placed above the flag of the United States or to the United States flag's right.

When flags of two or more nations are displayed they are to be flown from separate staffs of the same height. The flags should be of approximately equal size. International usage forbids the display of the flag of one nation above that of another nation in time of peace.

When the flag of the United States is displayed from a staff projecting horizontally or at an angle from the window sill, balcony, or front of a building, the union of the flag should be placed at the peak of the staff unless the flag is at half staff. When the flag is suspended over a sidewalk from a rope extending from a house to the pole at the edge of the sidewalk, the flag should be hoisted out, union first, from the building.

When displayed either horizontally or vertically against a wall, the union should be uppermost and to the flag's own right, that is, to the observer's left. When displayed in a window, the flag should be displayed in the same way, with the union or blue field to the left of the observer in the street.

When the flag is displayed over the middle of the street, it should be suspended vertically with the union to the north in an east and west street or to the east in a north and south street.

When used on a speaker's platform, the flag, if displayed flat, should be displayed above and behind the speaker. When displayed from a staff in a church or public auditorium, the flag of the United States of America should hold the position of superior prominence, in advance of the audience, and in the position of honor at the clergyman's or speaker's right as he faces the audience. Any other flag so displayed should be placed on the left of the clergyman or speaker or to the right of the audience.

The flag should form a distinctive feature of the ceremony of unveiling a statue or monument, but it should never be used as the covering for the statue or monument.

The flag, when flown at half-staff, should be first hoisted to the peak for an instant and then lowered to the half-staff position. The flag should be again raised to the peak before it is lowered for the day. On Memorial Day the flag should be displayed at half-staff until noon only, then raised to the top of the staff. By order of the President, the flag shall be flown at half-staff upon the death of principal figures of the United States Government and the Governor of a State, territory, or possession, as a

See **FLAG** page 13

Flag

from page 12

mark of respect to their memory. In the event of the death of other officials or foreign dignitaries, the flag is to be displayed at half-staff according to Presidential instructions or orders, or in accordance with recognized customs or practices not inconsistent with law. In the event of the death of a present or former officials of the government of any State, territory, or possession of the United States, the Governor of that State, territory, or possession may proclaim that the National flag shall be flown at half-staff. The flag shall be flown at half-staff thirty days from the death of the President or a former President; ten days from the day of death of the Vice President, the Chief Justice or a retired Chief Justice of the United States, or the Speaker of the House of Representatives; from the day of death until interment of an Associate Justice of the Supreme Court, a Secretary of an executive or military department, former Vice President, or the Governor of a State, territory or possession; and on the day of death and the following day for a Member of Congress.

As used in this subsection—

The term "half-staff" means the position of the flag when it is one-half the distance between the top and bottom of the staff;

The term "executive or military

department" means any agency listed under sections 101 and 102 of title 5, United States Code; and

The term "Member of Congress" means a Senator, a Representative, a Delegate, or the Resident Commissioner from Puerto Rico.

When the flag is used to cover a casket, it should be placed that the union is at the head and over the left shoulder. The flag should not be lowered into the grave or allowed to touch the ground.

When the flag is suspended across a corridor or lobby in a building with only one main entrance, it should be suspended vertically with the union of the flag to the observer's left upon entering. If the building has more than one main entrance, the flag should be suspended vertically near the center of the corridor or lobby with the union to the north, when entrances are to the east and west or to the east when entrances are to the north and south. If there are entrances in more than two directions, the union should be to the east.

Note Regarding Disposition of the U.S. Flag

Although not a part of the Flag Code, the VFW advises worn or torn flags should be destroyed in a dignified way, preferably by burning. Individuals should take responsibility for destroying the worn flag in their possession and burying the ashes.

GET A HAIR CUT!

A young boy had just gotten his Diver’s Permit. He asked his father, who was a Protestant minister, if they could discuss his use of the car.

His father said to him: “I’ll make a deal with you. You bring your grades up, study your bible a little more, and get your haircut. Then we will talk about it some more.”

A month later, the boy came back and again asked his father if they could discuss his use of the car. His father said, “Son, I am real proud of you. You have brought your grades up, and you have made a noticeable improvement in your bible study. However, you have not gotten a haircut.”

The young man waited a moment, and then replied, “You know, Dad, I’ve been thinking about that. In the Bible I read that Samson had long hair, and Moses, Noah, and even Jesus had long hair.”

Replies his father: “Yes, Son, and if you continued reading you would find that they walked everywhere they went.”

COUNTRY STORE ITEMS AVAILABLE

ZAP Patch	\$3.00
Original Air Commando Gp Patch.....	\$3.00
Project 404 Coin	\$10.00
ACA Bumper Sticker	\$2.00
ACA Challenge Coins (Bronze).....	\$5.00
50th Commemorative Coin (Bronze)	\$5.00
ACA Ball Cap(Navy, royal& lt blue, black ,white, gray, denim, camo, & red)ACA logo or lettering	\$9.00
ACA Lapel Pin	\$4.00
ACA Cloth Patch	\$3.00
ACA "AIR COMMANDO" Cloth Tab	\$3.00
ACA Decal (4"x 5").....	2/\$1.00
ACA T-Shirt (white only) (L,XL)	\$10.00
ACA T-Shirt (white only) (XXL).....	\$12.00
ACA Golf Shirt (misc colors, ACA logo or lettering)	\$15.00
ACA Golf Shirt (white, red, royal blue-waffle weave with pocket	\$15.00
Air Commando Bush Hat (M,L,XL)	\$20.00
Straw Hat	\$10.00
**50th Poster (full color) (20"x 24").....	5/\$1.00
Jane Fonda Poster (black & white) 11x14	\$3.00
ACA License Plate	\$10.00
Jackets - (M to XXL-tan, Navy, black, royal blue).....	\$35.00
Jackets - XXL (2 yellow/black windbreakers)	\$25.00
POW/MIA Decals	\$2.00
POW/MIA Patches	\$3.50
ACA 50th and 55th Reunion Videos (Various films of various events. Costs include S&H.)	\$5.00
Hat Bands (black, wine, royal blue)	\$5.00
Printed Plastic License Plate Holders	\$4.00
Golf Towel (24"x16" with ACA Logo).....	\$8.00

ORDER FORM

ACA, Post Office Box 7, Mary Esther, FL 32569-0007

Qty	Color	Item	Size	Unit Price

Sub Total

20% Shipping & Handling

Add \$2.50 for a mail tube

Grand Total

Please understand that we do not accept credit cards or cash through the mail.



Buy Your Tickets Early!

The 2004 banquet will feature table service with a choice of three entrees, prime rib, chicken, or amberjack. Please mark your ticket order with your choice. The banquet facility has a strict seating policy enforced by the base fire marshal. The maximum number of guest seats is 320...no squeeze-in seats for last minute space-A hopefuls. Please buy your tickets early. An accurate, early head count for planning purposes is very helpful. Thanks.

The good news is that there is plenty of space for fish fry and BBQ attendance, so bring a friend and set a spell. The agenda has lots of free time built into the schedule. Access to the base is still tightly controlled. Don't forget your ID card. If you are driving a rental car, you will be required to park at the front gate and get a base pass for the vehicle. For those without an ID card who wish to enter the base, everyone must have a picture ID and a sponsoring party who will act as their escort. At Hurlburt, when you enter the gate area, the guard will check your ID and ask you if everything is secure. He means "has your car been in your possession all day?" The answer is yes unless you want your car searched. For those visiting Hurlburt, an event pass is available for vehicles without a sticker. Everyone must have a picture ID. Check at the registration desk about the vehicle pass for use on Sunday if needed .

Were you there???

60 years ago - WWII Air Commandos formed, CBI
41 years ago - June 1963, The 1stACG was converted to the 1st Air Commando Wing.
36 years ago - July 8, 1968, the 1st ACW was redesignated the 1st Special Operations Wing.
21 years ago - May 1, 1983 - Operation BAT begins. Hurlburt Field air commandos from the 20th SOS provided rotary wing support for the South Florida Drug Task Force.
21 years ago - October 22, 1983 - Operation Urgent Fury. Gunships and Combat Talons from Hurlburt Field were used in the rescue of Americans from Grenada.
11 years ago - 1993 - Operation Continue Hope, Pave Hawks flew hazardous search-and-rescue missions to assist starving citizens enduring a bloody civil war in Ethiopia. Again, air commandos went in harm's way and paid a price, losing gunship "Jockey 14."

Directions to The ACA 2004 Reunion

Refer to the approach plate on the right side. From the Hurlburt Field front gate intersection on Air Commando Boulevard (Hwy 98), head due east through Mary Esther for 4.5 miles. Upon entering the city limits of Fort Walton Beach, the speed limit drops to 35MPH and you will need to be in the right hand lane as you are on final approach to the hotel complex. You will pass Liza Jackson Park on your right. This is your final approach fix. Transition to visual and sight the Waffle House at your one o'clock. Sight the Quality Inn at your 2:30 and the Rodeway Inn at your 12:30. Cross check gear down and locked as you pass the Red Lobster at your three o'clock. You are cleared for landing at the hotel for which your reservation was granted.

Schedule of events - October 7-10, 2004

- Thursday, October 7**
1600 - Hospitality Suite open at the Quality Inn
1600-2000 - Early registration and check-in
- Friday, October 8**
1000-1600 - Registration at the Quality Inn in FWB
1200-??? - Hospitality Suite open at the Quality Inn
0645-0745 - Golf Tournament registration
-- Hurlburt Gator Lakes Course
0800 - Golf Tournament shotgun start
1230 - Awards ceremony in clubhouse
1600-??? - Fish Fry at the Quality Inn in FWB
-- Poolside musical entertainment
-- Dancing on the deck
-- Libations served and stories embellished

- Saturday, October 9**
0900-1030 - Annual Business Meeting
-- Conference Room, Quality Inn
- Air Commando Seminar to follow Business Mtg
1200-??? - Hospitality Suite open at the Quality Inn
1800-1900 - Hurlburt Soundside Club - Cocktail hour
1845-1855 - Early entry for assisted seating
1855-1900 - Doors Open to Banquet Hall - general seating
1900-2130 - Hurlburt Soundside Club - ACA Banquet
-- Hall of Fame Presentation Ceremony
-- Guest Speaker - TBA
-- Awards presentations
2130-??? - Dance band after dinner

- Sunday, October 10**
1200-1300 - Memorial Service at Hurlburt Field Air Park
1300-1630 - BBQ at the Quality Inn in FWB
1430-1530 - Commando Auction in Hospitality Suite
1630 - Reunion ends



Hurlburt Field lies 6 miles west of Brooks Bridge and downtown Fort Walton Beach (shown above). The Rodeway Inn is the old HoJo's motel.

Register early and get a 10% discount. Don't pay more at the door...REGISTER EARLY!

2004 Reunion Ticket Order Form	Ticket Price*	Nbr of Tickets	Total Cost**
*NOTE: Advance Purchase Pricing. After 10/1/04, add 10% to ticket prices.			
Reunion Package (includes all meals)	\$50.00	_____	_____
Friday Golf Tournament	\$45.00	_____	_____
Friday Fish Fry ONLY	\$10.00	_____	_____
Saturday Banquet ONLY	\$30.00	_____	_____
Sunday BBQ ONLY	\$10.00	_____	_____
ACA Widow Package*	N/C	_____	-0-
*Widows of ACA members may attend all the functions of the reunion at no charge.			
**NOTE: After 10/1/04, Reunion Grand Total package is \$55, Banquet is \$33, & Fish Fry and BBQ are \$11 each. No change to golf price.			
Please Note: The Fish Fry and BBQ will be held at the Rodeway Inn-Quality Inn (old HoJo's/Soundside) hotel complex on Miracle Strip Parkway in FWB. The HOF Banquet on Saturday will be held at the Hurlburt Soundside Club at Hurlburt Field. The Fish Fry will start at 4:00PM on Friday. The BBQ will start around 1:15PM on Sunday.			
Indicate status: <input type="radio"/> ACA Member <input type="radio"/> ACA Widow <input type="radio"/> Separate Guest Registration			
For separate guests, please list host name on separate piece of paper and attach.			
The above order is for <input type="radio"/> myself, <input type="radio"/> my spouse, and ____ (# of) guests			
Please list host and guest names on separate piece of paper and attach			
FOR GOLFERS: My handicap is _____.			
Important: Banquet seating is strictly limited to 320 people by the base fire marshal. Get your tickets early!			
Name: _____ Spouse Name _____			
Address: _____			
City: _____ ST: _____ ZIP: _____			
Phone: _____ ACA # _____ Email: _____			
I will be staying at: _____			
Signature: _____			
Banquet Meal Selection: <input type="checkbox"/> Prime Rib <input type="checkbox"/> Chicken Wellington <input type="checkbox"/> Grilled Amberjack			
SPECIAL RESERVATION REQUEST: If possible, please seat me with members of _____ (print group name)			
SPECIAL BANQUET NEEDS REQUEST: Please indicate if you need assistance with:			
_____ Wheelchair _____ Seating near an exit door across from the rest rooms			
_____ Early Seating _____ Special Dietary Requirements (Please call us)			

2004 Ticket Order Form: This ticket order form and more details about the menu are available at www.aircommando.net

MAKE YOUR RESERVATIONS EARLY
The Quality Inn serves as headquarters for Reunion 2004. The Rodeway Inn is the overflow hotel. Room rates are \$55 for both hotels, first come, first served. Call 850-275-0300 to make your reservation. We have 136 rooms reserved until September 15, after that, no guarantees, so make your reservation early!

Rossel Report

FAC Day at the Chino’s Planes of Fame Museum 3 July 2004

The four FACs and one Marine FAC from the Korea War gave an outstanding performance at the Planes of Fame Museum. The weather was a little chilly and the sky was overcast and due to this the crowd wasn’t as big as usual and the kids who are so enamored by the tales of old fliers did not attend in numbers. There were eight O-1s on display and no OV-10s or O-2s. An attempt was made to get the OV-10 & O-2 but the 4 July weekend probably didn’t help. All of the O-1s were in Army colors except one O-1 which was painted in USAF colors.

Frank Mormillo, the Master of Ceremony, started with an introduction of the history of FACing which started with the French using balloons. This was followed with balloons being used in our Civil War locating enemy forces and artillery spotting.

Dick Wood, woodrh@ix.netcoim.com, the author of “Call Sign Rustic” was the first FAC to speak. He originally came into the FAC program during the Korean War through the aviation cadet program. He was being trained on the T-6 as a Mosquito FAC and was to go to Korea at the end of the training. The Korean War ended before his training was finished and so when they graduated from the program they were sent to teach the Army to fly. The Rustic FACs later decided to write a book on their exploits but it was rather large and not too salable. Dick decide to condense this and wrote a book called “Call Sign Rustic” which is selling good and sold well at the Museum. He indicated that 75% of the profit goes to Cambodian charities that they support.

John Kerr john_kerr@eee.org was an O-2 FAC in Cambodia and Vietnam 1971. John went to pilot training with George Henry Albrecht who was KIA 19Nov 1964.

Walter Want nail21www@aol.com was a Nail FAC and flew SOG missions over Laos and China.

The show ended with a question and answer period which was followed by a flyover of 7 of the O-1s. One attendee won a ride in a 2 seater P-51, lucky stiff.

There is an excellent CD FAC Book which has over 4000 pages of FAC history in Vietnam by the FAC themselves. It is an excellent book and was sold at the FAC day at the Planes of Fame. Recommend it for reading and it can be bought for \$15.00 from “Al Matheson”citabri-air@yahoo.com.

Glass Nosed A/B-26C/K in the Air Commandos from 1961-1970

I received an email from Roy Colding, rcold36@aol.com, on the glass nose B-26s we had in the Air Commandos from 1961 until 1970. There were not a lot of the glass nose B-26s and the first one I could recall was a B-26K aircraft we had with the 605th ACS in Panama which crashed in Puerto Rico supporting the 8th Army Special Forces, Ft Gulick, Canal Zone in a joint Counterinsurgency (COIN) warfare training exercise. I am now trying to find were we had the other glass nose B-26s in air Commando units and if anyone has data on them please email me.

This is Leif Hellstrom, home e-mail is leif@leifhellstrom.com, who co-authored the book *"The Foreign Invader"* who included the following on glass noses on the A/B-26C/K and some of it is unpublished notes that he sent me (see <http://home.earthlink.net/~aircommando1/>):

This is what Harry Bishop, HarryIBishop@aol.com of the 605th ACS in the Canal Zone had to say about the B-26:

Gene,
I remember it, but not sure of exact date. Probably 1965 time frame. As I understood it, he was in the glass nose when the A-26 crashed. I have an 8 x 10 photo of the A-26 with glass nose, in front of our Panama Hanger.

Note: The B-26 nomenclature was changed to A-26 after the On Mark Corp., Van Nuys , Ca. They modified the acft. so it could be interchanged from hard nose to glass nose (from guns in nose to KA-1 or K-38 camera with 36" lens cone that would be operated by the Navigator.

USAF Accident Report
B-26K #64-17633
605th Air Commando Sq, Howard AFB, Canal Zone
23 April 1965 Friday
Caribbean Sea, 5 NM SE of Buracoa, Puerto Rica, 12 NM SW of NS Roosevelt Roads
3 USAF Crewmembers
Pilot Capt James A. Kostan Major Injuries
Liaison Off Capt John Shaw Minor Injuries.
Nav Capt Ronald E. Suladie Killed in Crash.

James Kostan, 711 East Wesley Av, Portage, PA 15946 Tel 814-736-3737. James was one of the original Jungle Jim/Air Commandos in 1961 coming into the program with Ben King and Bob Gleason. He was a cool, collected and fine B-26 pilot. He was in Vietnam in 1962 flying B-26s and was involved with the Black Watch aircraft. Billy Chancelor was his navigator.

His best USAF assignments were in Air Commando units. The Air Commando men and aircraft were the greatest group he associated with in the Air Force. He missed the old outfit, his fellow pilots and aircraft.

This conversation took place on 5 August 2004. Jim and I served in Vietnam together in 1962, at Hurlburt and with the 605th ACS in Panama.

AC-47 Chief Master Sgt Luther L. Rose MIA Identified from Vietnam War

A serviceman missing in action from the Vietnam War has been identified and returned to his family for burial with full military honors. He is Chief Master Sergeant Luther L. Rose of Howe, Texas.

On June 23, 1966, Rose was serving as a gunner on an AC-47 Spooky gunship on a nighttime armed reconnaissance mission over southern Laos. At about 9:25 p.m., the aircraft radioed “we have a hot fire,” and another radio transmission was heard to order “bail out.” Witnesses reported the aircraft was on fire, then crashed into a heavily wooded area 30 miles northeast of Tchepone, in Khannouan Province, Laos. No parachutes from the six-member crew were observed and no emergency beepers were heard. An aerial search of the site found no evidence of survivors.

Rossel

from page 16

Looking for some of my 1961 Orders in the Air Commandos

From: "D.Husher" dhusher@tcainternet.com

Have had a lot of folks who don't believe me when I tell them how our TDY orders were issued: i.e. "items 1 thru 23 on reverse apply" (bearing of personal firearms, etc.) Haven't heard from anyone else so will appreciate anything you can send. Scanned & e-mailed would be fine, but would like to have copies of both sides if possible. Thanks, Dave Husher

M16A2 5.56mm Rifle Infantry weapon

Background: The M16A2 rifle is a product improvement of the M16A1 rifle.

Air Commando Hats

Williams Patrick A SSgt 1 SOS/DOBM Patrick.Williams@kadena.af.mil

Dear Sir,

I am currently assigned to the 1 SOS at Kadena AB, Japan. Of late, there has been much discussion as to bringing back the tradition of the Air Commando hat. The problem we are running into is that while still listed as official head wear for Commando units, the Air Force doesn't maintain a NSN or any ability to purchase these hats. Similarly, internet searches have yielded little. Are you aware of any company or organizations that still manufacture these hats? Any direction or insight to our problem would be greatly appreciated.

V/R

"Jack Cook", www.geocities.com/jackscorner2001/index.html, jcook@neark.com. Is there a source to purchase the old style Air Commando Cowboy hats? I may be interested in purchasing a few of them.

Jack Cook

P.S. I worked directly for Heinie Aderholt as the Liaison NCO for Supreme Command Forward.

Where to buy Bush/EBF/Air Commando/Digger/SEA/ANZUS/Vietnam ETC Hats

I have located sources for the Bush/EBF/Air Commando/Digger/SEA/ANZUS/Vietnam Hat. They are as follows:

1. Government Surplus Hq is located in Minneapolis, MN and is a sportsman Guide company. On page 7 of their recent catalog they have 4 different styles of these hats. They have a web site at www.sportsman-guide.com Currently they are having a sale on the hats, until 22 Aug 2004, for \$7.97. There is a \$5 shipping charge.
2. ACA Hq, Mary Esther FL 850-581-0099, email aircomando@aol.com and talk to Joyce Harrington (Country Store Manager) or send \$25.00 (\$20 for the hat and \$5 for shipping) to Hq ACA, Attn Country Store, PO Box 7, Mary Esther, FL 32569.

"James Sizmore", j_size58@bellsouth.net. A-26A men

My name is James Sizmore, son of USAF Major James E. Sizmore. Dad flew with the 609th at NKP Nimrods from Jan to July 08, 1969. I have two photos, the one taken of the men at NKP prior to July 8th, '69 and one taken, I believe in '91 at the NKP Nimrod Reunion at Hurlburt Field.

I need help identifying the men and more help knowing who may have photos of dad from that time he was with the Nimrods. Tell me if they ever heard Dad's story of how Major Howard Andre left the Navy and became an Air Force pilot? Dad and Howard were at GA Tech together. I have added the photos and story to www.acig.org/artman/publish/article_413.shtml

Sincerely,

James Sizmore

2910 Buford Drive NE

Apt. 1620

Buford, GA 30519

(678) 546-5365

Gen. Joseph G. Wilson; Bomber, Fighter Pilot And Allied Commander

Gene-

Many played a hugely important part in the development and leadership at the beginning of Special Ops - all the way back to Burma in WWII. Lt Gen Wilson was a part of that history that we enjoy the fruits of today. As you know, AFSOC as a Command was formed in May, 1990--so we track commanders from there. But along with Gen Wilson, Brig Gen Aderholt, Hugh Cox, all the 23rd AF commanders and others-all have a share and a "claim" as a first commander of commandos.

You would have been pleased that at Gen Wilson's funeral service here in Ft Walton, the 16 SOW had its own section full of current commandos to pay their respect. The Honor Guard performed full military honors and I was privileged to present the casket flag "on behalf of a grateful nation."

Cheers-Paul Hester

Les Strouse, loongles@netscape.net.

Please add to ACA Email list. Strouse, Lester D. Jr. U-10, O-1, Air America, CASI. inseetong1934@clickta.com. Thanks, Les

Etteinne B. Thomas, Etteinnebthomas@aol.com AC-47 Crash 23/03/67

I'm seeking information on the crash of an AC-47 which was shot down during take-off out of Bien Hoa/4th ACS on 23 Mar 1967. My father, then Capt Charles A. Boatwright, was Aircraft Commander. I'm interested in whatever data you might have and may be able to fill in



RAVEN'S CORNER

2004 REUNION

Welcome to Reunion 2004. All events are still at Randolph. The recommended hotel is again the CLARION SUITES in Universal City. This was the Texas Guestel, where we stayed in 1988 or 1989, for those who made that reunion. It's at the intersection of I-35, Loop 1604, and Pat Booker.

Info is on their web site at www.clarioninn.com/ires/hotel/tx34

33rd Raven Reunion 21-24 Oct, 2004

Schedule of Events (Draft--All times approximate)

THURSDAY - 21st

1200-1600 Bird Dog, O-2, T-28 flights. New Braunfels Airport. Cost = Help with gas, especially for T-28/O-2. POC = Ed Gunter
1800 Dinner on your own with a non-sponsored trip to the NKP (UC Pub) bar for those interested.

FRIDAY - 22nd

0800 Golf at Randolph. Cost \$20.00 per with a cart. Rental clubs are available. POC = Vinny Pastore
1000-1500 Bird Dog/O-2/T-28 flights. POC = Ed Gunter
1730 Daedalian Room at the O'Club (transportation available from Comfort Suites to O'Club and return from 1700- closing.)
1800 Buffet in the International Room
2030 (or earlier—your option) Impress the kids who are flying jets (and now, PROPS again!!) and doing acro with your tales of daring-do. Dancing available for the strong. Oxygen available for the rest.

SATURDAY - 23rd

1030 LEON's - Carta Blanca & TexMex at your own expense. Relive those thrilling days of yesteryear. One of the last traditions. Ranks right up there with "BRING ME MEN" Non-Zoomies: Never mind.
1230 Business Meeting, EAPLS—Hospitality Suite.

RAVENS only

1400-1600 Auger Inn—General meeting.
1600-1830 Geddafukouttadeaugersodecangetitreadyfordinner
1830 Cocktails in the Auger Inn (Transport available from the Comfort Suites to the O'Club, and return from 1830-closing)
2000 Memorial Ceremony
2015 Dinner is served. Rolls included at no extra cost.
2200 Aircraft carrier turns into the wind

SUNDAY - 24th

0930-1330 Randolph Room--Farewell Champagne Brunch at the O' Club.

2 or call direct. Phone: (210) 655-9491 Rates: Includes complimentary breakfast each morning.

1 Bedroom suite: \$65. Queen in B/R, Queen in L/R. Sleeps 4.

2 Bedroom suite: \$85. Queen per B/R, Queen in L/R. Sleeps 6

There is no additional per person charge for the rooms. So, if you want to share a suite, let Ed know. I'll try to match you guys up. But I ain't gonna' match up Shawjack & Carlos again (as they lived at Savannakhet). Haven't heard such bitchin' since I left the ex.

When you call, let them know you are with the Ravens, and they will try to get us in the same area.

PLEASE MAKE RESERVATIONS WITH THE HOTEL AND WITH ED GUNTER TO ENSURE YOU HAVE A ROOM AND ARE INCLUDED IN ALL ACTIVITIES!!



Some old ones, some you haven't seen before. . . .Even some funny ones!

- No matter what else happens, fly the airplane. Forget all that stuff about thrust and drag, lift and gravity; an aeroplane flies because of money.
- It's better to be down here wishing you were up there, than up there wishing you were down here.
- If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.
- A check ride ought to be like a skirt, short enough to be interesting but still be long enough to cover everything.
- Speed is life, altitude is life

You MUST call in reservations 3 weeks prior to ensure a room in this area. After that, you will be space available.

Transportation: Jim Kellogg has, again, agreed to provide our transport. Contact him at: raventrans-jimkellogg@yahoo.com for transport.

Leon's: Again, a pay-on-your own deal. PLEASE let me know if you want to do some Carta Blanca & Huevos there.

There is again a possibility of flying - Bird Dogs, an O-2, and maybe a T-28 on Fri or Sat. Let Ed Gunter know if interested.

insurance. No one has ever collided with the sky.

- Always remember you fly an airplane with your head, not your hands.
- Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
- Don't drop the aircraft in order to fly the microphone. An airplane flies because of a principle discovered by Bernoulli, not Marconi. "Unskilled" pilots are always found in the wreckage with their hands around the microphone.
- If you push the stick forward, the houses get bigger; if you pull the stick back, they get smaller. (Unless you keep pulling the stick back-then they get bigger again.)
- Hovering is for pilots who love

Fodder

from page 18

to fly but have no place to go.

- The only time you have too much fuel is when you're on fire.
- Flying is the second greatest thrill known to man.....Landing is the first!
- Everyone already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing. It's one after which you can use the airplane another time.
- The probability of survival is equal to the angle of arrival.
- IFR: I Follow Roads.

- You know you've landed with the wheels up when it takes full power to taxi.
- Those who hoot with the owls by night, should not fly with the eagles by day.
- A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion.
- Helicopters can't really fly - they're just so ugly that the earth immediately repels them.
- Pilots believe in clean living. They never drink whiskey from a dirty glass.

- Things which do you no good in aviation: Altitude above you. Runways behind you. Fuel in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.
- If God meant man to fly, He'd have given him more money.
- What's the difference between God and fighter pilots? God doesn't think he's a fighter pilot.
- Flying is not dangerous; crashing is dangerous.
- A good simulator check ride is like successful surgery on a corpse.
- Asking what a pilot thinks about the FAA is like asking a tree what it thinks about dogs.
- Trust your captain but keep your seat belt securely fastened.
- An airplane may disappoint a good pilot, but it won't surprise him.
- Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold Niagara Falls.

- The friendliest flight attendants are those on the trip home.
- Good judgment comes from experience and experience comes from bad judgment.
- Being an airline pilot would be great if you didn't have to go on all those trips.
- Aviation is not so much a profession as it is a disease.
- The nicer an airplane looks, the better it flies.
- There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
- It's a good landing if you can still get the doors open.
- Passengers prefer old captains and young flight attendants.
- The only thing worse than a captain who never flew as copilot is a copilot who once was a captain.
- It's best to keep the pointed end going forward as much as possible.
- If an earthquake suddenly opened a fissure in a runway that caused an accident, the FAA would find a way to blame it on pilot error.
- Any attempt to stretch fuel is guaranteed to increase headwind.
- A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.
- It's easy to make a small fortune in aviation. You start with a large fortune.
- A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.
- A fool and his money are soon flying more airplane than he can handle. (JFK, Jr.)
- The last thing every pilot does before leaving the aircraft after making a gear up landing is to put the gear selection lever in the 'down' position.

AIR COMMANDO ASSOCIATION
OFFICIAL 2004 BALLOT

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☐ ROBERT DOWNS

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George W. Bush and the Air National Guard

by BG Duke Schneider, USAF

The Real Story

George W. Bush's military service began in 1968 when he enlisted in the Texas Air National Guard after graduating with a bachelor's degree in history from Yale University. The aircraft that he was ultimately trained to fly was the F-102 Delta Dagger. A number of sources have claimed that Bush sought service in the National Guard to avoid being sent to Vietnam, and that the F-102 was a safe choice because it was an obsolete aircraft that would never see any real combat. However, those perceptions turn out to be incorrect, as will be seen shortly.

F-102 Delta Dagger

The F-102 was a supersonic second generation fighter designed in the early 1950s for the US Air Force. The primary mission of the aircraft was to intercept columns of Soviet nuclear bombers attempting to reach targets in the US and destroy them with air-to-air missiles. The technologies incorporated into the aircraft were state-of-the-art for the day. The F-102 set many firsts, including the first all-weather delta-winged combat aircraft, the first fighter capable of maintaining supersonic speed in level flight, and the first interceptor to have an armament entirely of missiles.

The F-102 made its first flight in 1953 and entered service with the Air Defense Command (ADC) in 1956. About 1,000 Delta Daggers were built, and although eventually superseded by the related F-106 Delta Dart, the F-102 remained one of the most important aircraft in the ADC through the mid-1960s. At its peak, the aircraft made up over half of the interceptors operated by the ADC and equipped 32

squadrons across the continental US. Additional squadrons were based in western Europe, the Pacific, and Alaska.

As the 1960s continued, many of these aircraft were transferred from the US Air Force to Air National Guard (ANG) units. By 1966, nearly 350 F-102s were being operated by ANG squadrons. A total of 23 ANG units across the US ultimately received the fighter.

One of the primary ANG units to receive the F-102 was the 111th Fighter Interceptor Squadron (FIS) at Ellington Air National Guard Station, which operated the aircraft from 1965 through 1974. It was here that George W. Bush was stationed following his enlistment in May 1968.

It is a common misconception that the Air National Guard was a safe place for military duty during the Vietnam War. In actuality, pilots from the 147th Fighter Interceptor Group, as it was called at the time, were actually conducting combat missions in Vietnam at the very time Bush enlisted. In fact, F-102 squadrons had been stationed in South Vietnam since March 1962. F-102 squadrons continued to be stationed in South Vietnam and Thailand throughout most of the Vietnam War. Delta Daggers would make attacks on Viet Cong encampments in an attempt to harass enemy soldiers. Some missions were even conducted using the aircraft's heat-seeking air-to-air missiles to lock onto enemy campfires at night. Though these missions were never considered to be serious attacks on enemy activity, F-102 pilots did often report secondary explosions coming from their targets.

F-102s stationed at Okinawa that later saw service in Vietnam. A total of 15 F-102 fighters were lost over Vietnam. Three were shot

down by anti-aircraft or small arms fire, one was lost in air-to-air combat with a MiG-21, four were destroyed on the ground during Viet Cong attacks, and the remainders were lost in training accidents.

Even in peacetime conditions, F-102 pilots risked their lives on every flight. Only highly-qualified pilot candidates were accepted for Delta Dagger training because it was such a challenging aircraft to fly and left little room for mistakes. The F-102 claimed the lives of many pilots, including a number stationed at Ellington during Bush's tenure. Of the 875 F-102A production models that entered service, 259 were lost in accidents that killed 70 Air Force and ANG pilots.

Nevertheless, we have established that the F-102 was serving in combat in Vietnam at the time Bush enlisted to become an F-102 pilot. In fact, pilots from the 147th FIG of the Texas ANG were routinely rotated to Vietnam for combat duty under a program called "Palace Alert" from 1968 to 1970. Palace Alert was an Air Force program that sent qualified F-102 pilots from the ANG to bases in Europe or Southeast Asia for periods of three to six months for frontline duty. Fred Bradley, a friend of Bush's who was also serving in the Texas ANG, reported that he and Bush inquired about participating in the Palace Alert program. However, the two were told by a superior, MAJ Maurice Udell that they were not yet qualified since they were still in training and did not have the 500 hours of flight experience required. Furthermore, ANG veteran COL William Campenni, who was a fellow pilot in the 111th FIS at the time, told the Washington Times that Palace Alert was winding down and not accepting new applicants.

After being accepted into the

ANG, Airman Basic Bush was selected to attend pilot training. His six weeks of basic training was completed at Lackland AFB in Texas during July and August of 1968. Upon its completion, Bush was promoted to second lieutenant. He spent the next year in flight school at Moody AFB in Georgia from November 1968 to November 1969. The aircraft Lt. Bush trained aboard were the T-41 Mescalero propeller-driven basic trainer and the T-38 Talon primary jet trainer. He also completed two weeks of survival training during this period.

Bush then returned to Ellington in Texas to complete seven months of combat crew training on the F-102 from December 1969 to June 1970. This period included five weeks of training on the T-33 Shooting Star and 16 weeks aboard the TF-102 Delta Dagger two-seat trainer and finally the single-seat F-102A. Bush graduated from the training program in June 1970. The previously mentioned Maurice Udell was a flight instructor for Lt. Bush who was interviewed by the Associated Press in February 2004. MAJ Udell recalled that Bush was one of his best students saying that, "I'd rank him in the top five percent."

TF-102 TRAINER

As he was completing training and being certified as a qualified F-102 pilot, Bush's squadron was a likely candidate to be rotated to Vietnam. However, the F-102 was built for a type of air combat that wasn't seen during that conflict, and the plane was withdrawn from Southeast Asia in December 1969. The F-102 was instead returned to its primary role of providing air defense for the United States. Lt. Bush remained in the ANG as a certified F-102 pilot who participated

Rossel

from page 17

a few "holes" as well.

Many thanks in advance, Etteinne B. Thomas 229-257-0704

Loadmaster. Dana Kelley had been assigned to the Armament Shop at HUrlburt and I knew him and Lonny very well.

You may not be aware of it but there is an All Vets Memorial on Eglin

See **ROSSEL** page 22

Tom Wickstrom, A26NIMROD@aol.com

Gene, the last address I have for Lief is several years old, Leif.Hellstrom@era.ericsson.se I do not have one for Hagidorn, but he is with the Air Museum in D.C. You should be able to contact him through Air and Space Magazine. As far as soft nose 26's go, in the farmgate era it would have been any C model, they were all soft nose. B models were mainly hard nose. Of the On Mark birds, any one of them from 640 to 679 would have had the capability because they had interchangeable noses. I never saw one with the soft nose on but I have seen a picture. The guns were too important to not have available, plus the Nav never would have gotten out at the altitudes we worked at. Tom

Roy C Dalton, roydalton@juno.com

As you know I arrived there in June 62. We had (one or maybe more) glass nosed 26s at that time and used them for photo missions.

They had all the other hardware the others did, just didn't have the 50s in the nose.

At one time we talked about trying to install a bomb sight in the nose for level bombing.

Gen Pete Piotroski. JPiotro461@aol.com.

I was at Bien Hoa in 1962 and in Tainan prepping the B-26s that went to Bien Hoa in 1961. They were all B-26s with hard noses and fifty calibers in that hard nose. If there was an RB-26 there I never saw it so could have been a transit, would have known it as I flew RB-26s in Korea and Japan in 1955-1957, weather, ECM, and photo birds out of the 67TRW, 11th and 12ths Squadrons.

Cheers, Gen Pete Piotroski

Paul M. Marschalk, a26nimrod@charter.net

I had to move to Tennessee to get an O in nimrod and this is my new address. a26nimrod@charter.net

Paul

"Doug Blair", dblair@gnt.net A/C 47 Crash.

Read your article on page 26 of the recent ACA Newsletter. I was at the Bein Hoa Det of the 4th ACS at the time. As I recall the story we got was that they got a tracer in the Flare box and it set off all the flares, he set the ac down and the box broke loose and came forward and they burned to death.

Right after that we all were trained on how to use a high pressure fire bottle to separate and flame from the candle of exposed flares and put them out. I did it in practice a couple times and it was possible, however that was under the best conditions. One would not have that in the air.

Lonny Mitzel was a Gunner; the other fellow most likely was the

PRESIDENT BUSH

from page 20

in frequent drills and alerts through April of 1972.

By this time, the 147th Fighter Wing was also beginning to transition from the F-102 to the F-101F, an updated version of the F-101B used primarily for air defense patrols. Furthermore, the war in Vietnam was nearing its end and the US was withdrawing its forces from the theater. Air Force personnel returning to the US created a glut of active-duty pilots, and there were not enough aircraft available to accommodate all of the qualified USAF and ANG pilots. Since USAF personnel had priority for the billets available, many of the Air National Guard pilots whose

enlistments were nearly complete requested early release. The ANG was eager to fulfill these requests because there was not enough time to retrain F-102 pilots to operate new aircraft before their enlistments were up anyway. Bush was one of those forced out by the transition, and he was honorably discharged as a first lieutenant in October 1973, eight months before his six-year enlistment was complete. Bush had approximately 600 flight hours by the time he completed his military service. In the fall of 1973, Bush began coursework at the Harvard Business School where he received an MBA in 1975.

George W. Bush During His Service With The Air National Guard

The point of this discussion is that the military record of George W. Bush deserves a fair treatment. Bush has been criticized for avoiding service in Vietnam, though the evidence proves that the Texas Air National Guard and its F-102 pilots where serving in Vietnam while Bush was in training. Bush has been criticized for using his family influence to obtain his assignment, but the evidence shows that he successfully completed every aspect of the more than two years of training required of him. Bush has been criticized for pursuing a safe and plush position as a fighter pilot, but the evidence indicates the F-102 was a demanding aircraft whose pilots regularly risked their lives. Bush has also been criticized for deserting the Guard before his enlistment was complete, but the

evidence shows he was honorably discharged eight months early because his position was being phased out.

This is not to say that there exist no points of contention in Bush's record worthy of criticism. There are indeed some irregularities from April 1972 to May 1973 that indicate he may not have completed his responsibilities as a National Guardsman. However, these allegations have been fully investigated in the past and were found to lack credibility. Both the New York Times and the Boston Globe investigated Bush's military service and concluded that "Bush logged numerous hours of duty, well above the minimum requirements for so-called 'weekend warriors.'" *Submitted by - Gene Rossel*

Rossel

from page 21

about 3/4 of a mile inside the west gate. I paid tribute to Dana Kelley having a Brick with his name on it placed there. Would have liked to remember more of my friends but it got pricey so only did 4.

I really enjoy your work on the newsletter and hope to see you again this year at the Reunion.

Doug

"Barbara Wickenhagen", barbarawpo@sbcglobal.net Skyraider manuals.

I am a spinal cord nurse at a VA Hospital in California (ex TWA) one of my patients was a pilot in Viet Nam. He is now a tetraplegic (quadriplegic).

He needs to find an operations manual, maintenance, or parts manual for a AD-6 Sky raider redesignated in the 60's as an AIE. The Sky raider last produced in 1957. Any leads or help is appreciated. The operations manual is the one he is most interested in.

Please help if you can - or pass this along to someone who might know. Data was sent out and just got a call from an old Skyraider pilot who was being treated at the Redland, CA VA Hospital.

"John Witzel", witzco@cox.net ACA Membership

I request your assistance in advising me whether I would be eligible for membership in the ACA.

In 1979 through 1980, I deployed with the 1st SOW during the Iran Rescue Attempt as a navigator in a RT-135 Refuel able Tanker. I was very proud to have worked with such dedicated and professional crewmembers.

If eligible, I would like to apply for membership in the ACA. If you need to contact me, please use my email address or call me at 402-597-1175. My home address is:

Lt Col. John Witzel
905 Edgewood Blvd.
Papillion, NE 68046

Bob Clifton, BClifton@sport.rr.com

AC-47 first operational unit in Vietnam late 1965.

Back in the early 90's I had occasion to travel to Somalia doing a job for one of the govt. agencies. While there I noticed that the "agency" was flying a modified C-47 in and out on a regular basis. It was one of the turbo equipped ones. On my trip out, that was my ride. Talk about a hot C-47! That was it! Would have been nice to have had a couple of squadrons of those "back then".

Regards,
BC

GunshipII@aol.com USAF Project Gunship II

Here's an excellent source of information on AC-130 Spectre/SpookyII Gunships.

www.theaviationzone.com/factsheets/ac130.asp

Iwo Kimes, "Ikimes" iwobarb@cox.net

Iwo Kimes tel # 623-935-4127

Gene-I got your name & tel #s from BG Carl Schneider awhile back but have not made contact. I go in for knee replacement surgery Friday so will not be on the computer after today (Wed). I will call you when things settle down- have lots of Q's re former air commandos - thanks for the e-mail - Iwo Kimes

"Paul Tobey" ptobey@comcast.net

I was in the 327th FIS at Thule Airbase, Greenland (volunteered, what else?) in 1959 where we were equipped with F-102's. We never lost one, but they were broke a lot. Our commando T-28's (2 ea-50's and 6 hard stations) had more firepower than the F-102 (24 ea. 2.75 " FFA rockets and 6 ea. air-to-air Falcon missiles). Can't imagine the F-102 being used in a ground support role although I saw them at Tan Son Nhut in 1962 and knew they where being used in an air defense role in case MiG's showed up. Regards, Paul

"Burt Berrettini" burt@pennmarketing.com

Operation Jungle Jim

Would you please provide me with Colonel Gleason's email address.. I would appreciate it.

My wife went searching on the internet for my name, Burton C. Berrettini, and came across your 40th anniversary web page for the USAF Air Commando/Special Operations Forces.

I have very fond memories of the 4400th Combat Crew Training Squadron and all of the officers and enlisted men. Colonel King set an outstanding example of everyone to follow and there was an enormous amount of pride in the entire unit.

James Dezso, jameswdezso@yahoo.com

Hello again, Gene. My name is Jim Dezso. We've talked a couple times regarding the VNAF Sgt. in charge of back-seaters, and my slide collection from the early days. I've now scanned 200 slides of Viet Nam into my computer. Many are really nice flying shots. I've sent an overhead of Soc Trang to you. I have many T-28 shots as well. These were taken while on board Farm Gate C-47's. Mostly in the Delta. If anyone's interested in these slides, I'd be glad to share them. A few are of T-28's that came up out of Soc Trang for cover. I also have some 2nd FS VNAF from Nha Trang. Let me know if there's any interest. If not, I'll stick 'em back in my footlocker where they've been for the last 40 years.

Thanks, Jim Dezso ACA# 2013

Darrell W. Fisher, Mesa, AZ, dwilsonf@aol.com

Fulton Recovery pilot with the 319ACS/SOS 1968/69. Numerous airshows at Hurlburt Fd. Sure could use a picture of C-123 nose equipment. Any patches available?

ACA Member yes, #3606

MSGT BILLY R LYNCH, RET, OSAWATOMIE KS, spookybird66@hotmail.com

Comments: I was in the Air Commandos from May 61 to Oct 72. I flew on C47, AC47. I flew with Captain Lattin.

Sky Raider Corner



Capt Russ Everts stands in the monzombus hole in the left wingroot area caused by an in-flight fire due to battle damage. The Skyraider most likely was working Steel Tiger and was in need of a foamed runway which would not have been available at Pak Se, which would have been the closest suitable landing field from the Bolovens Plateau area of Southern Laos. The question was posed...who flew this mission?...and Jon Ewing answered the mail. Courtesy of Skyraider.org

Belly Landing at Ubon

By Jon Ewing

I'm Jon Ewing and I was flying that airplane as Sandy 2 on 20 Dec, 1968. I remember thinking I was going to miss the Bob Hope Show and Ann Margaret, which was 22 Dec. I did make the show, in fact I was invited back stage to interview with Bob Hope. I have a slide of me with one of the "Gold Diggers" sitting on my lap. Her name was Sandy.

We were trying to rescue a Navy A-6 crew that had been shot down the night before. Ray Shrum was Sandy 1, Jack Watts was three, and I think Ron Furtak was four. Ray was trying to locate the RIO visually, but he was in a fog bank by a major road. This was in southern Laos. As Ray flew low over the survivor I would watch for ground fire. I saw a quad ZPU site open up on him and rolled in to mark it. My WP rocket went into the fog bank and Ray couldn't spot it. He made two more passes while I rolled in with guns, rockets, and CBU-25 on the pull off.

On the third pulloff a 37mm nailed me in the left gearwell. The canopy was blown ajar and the cockpit filled with smoke. I pulled the five red handles and then blew the canopy off. I saw the fire in the left wing and started heading for the nearest karst. I then realized the engine was still running. Nobody would answer my calls so I figured the radios were out. I then looked back and saw the FM antenna blown to pieces, switched to VHF and saw Jack joining up.

The fuel gauge read zero and the fire was still burning, but the engine was running and I got the fire out by slipping the aircraft away from it.

The Mekong was my next objective and then Ubon. I tried the gear, but we already knew that it wasn't going to work so I landed gear-up using the tail hook on the approach end barrier.

I was awarded the Silver Star for the mission and the invincible Skyraider was class 26.

Rossel

from page 22

Brenda Freel, Remius MI, brenda4182001@yahoo.com

My son will be flying the AC-130 gunship and I was just trying to find information about the plane. He is a 1st Lt Jonas Freel. Thank you for having this site.

**Bill Junkins, Wisconsin, www.pedroairrescuechopper.net
HH-43 "Pedro" Crash Rescue - Air Rescue**

Comments: Haven't surfed the net for a while. Thought I'd stop in, check things out, and say "Hello".

**Dave Husher, Siloam Springs, AR,
dhusher@tcainternet.com**

Comments: Does anyone have a copy of TDY orders from the old days, (62-63) with my name on them? They could include orders to Det2A in early 62 (2nd rotation) or either of two, 6 mo. tours to then Det3 in Panama. I would love a copy of any TDY order that said, "Items 1 through (if I remember right) 23 on reverse apply)! If so, would appreciate an e-mail. I was an A1C in the Ground Comm Shop at the time. ACA Member #3651

The Hurlburt Field Air Park - a great site for all Commandos & Special Operators is one of the small exhibit areas located throughout the Air Force to provide an understanding of particular areas of military aviation. The Air Force Museum is located at Wright-Patterson Air Force Base, Ohio, and provides the visitor with an outstanding understanding of the overall history and development of United States airpower.

Aircraft on display at Hurlburt Field are the property of the Air Force Museum and are on long-term loan to Hurlburt Field. They provide a historical perspective and a tangible representation of the aircraft used by air commandos as far back as World War II.

In 1971, 10 years after the reactivation of the air commando force at Hurlburt Field, the 1st Special Operations Wing requested permission to establish an outdoor museum of air commando aircraft. The wing proposed including in the museum the A-26 which previously had been mounted on a pedestal and had been dedicated July 4, 1970, with U.S. Congressman Robert Sikes participating. Additional aircraft identified for airpark display were the A-1, C-47, C-123, O-1, T-28, O-2, UH-1 and U-10. These plus the C-119, C-46, CH-3E, AC-130A, B-25J, OA-37 and the OV-10 have been installed and dedicated.

This park is dedicated to all air commandos - past and present. But specifically to those who gave the supreme sacrifice. See the aircraft www.hurlburt.af.mil/basewide/airpark.shtml See the memorials www.hurlburt.af.mil/basewide/memorial.shtml

Eugene D. Rossel
Tel 909-930-5700 Work, 909-591-7342 Home, Fax 909-930-5710
E-mail aircommando1@earthlink.net
ACA Home Page Web site <http://home.earthlink.net/~aircommando1>

The Secret Is Out

Ed. Note: This story was released by the Washington Post on Wednesday, September 25, 1968

The secret is out: U.S. Base isn't secret any more.

By Robert Kaylor

NAKHON PHANOM, Thailand (UPI) - The U.S. Air Force is waging a secret and unconventional phase of the air war in Southeast Asia from this base across the Mekong River from Laos.

The American pilots involved wear midnight-black flight suits and fly camouflaged twin-engine A-26 bombers without identifying insignia. One of the seven U.S. bases in Thailand, theirs alone is cloaked in secrecy.

Inquiries about the mission of the US 56th Special Operations Wing at Nakhon Phanom are met with a terse "no comment" from U.S. official.

The base is less than 30 minutes flying time from areas of technically neutral Laos where there has been fighting between Laotian

forces and Communist North Vietnamese and Pathet Lao forces.

U.S. officials have disclosed that American pilots fly "armed reconnaissance" missions in Laos at the request of the Laotian government to prevent Communist infiltration over the Ho Chi Minh trail, which meanders several hundred miles down Eastern Laos. These flights are permitted to shoot back if fired upon.

There never has been any official admission of U.S. warplane support for ground troops in the country.

But ground support is the mission for which most of the aircraft at Naichon Phanoni are best suited.

Despite the secrecy at the base, it's activities are impossible to hide from the local populace. U.S. Commanders are certain that the Communist guerrillas have passed on word of it's operations.

The scope of combat in Laos has never reached the level of that in South Vietnam, but the nation, about the size of Idaho, is strategically vital for both sides.

Intelligence officers at the U.S.



Situated in extreme Northeast Thailand, known as Isaan, NKP was adjacent to central Laos and the town of Takhet which means "ferry crossing" in Lao. Nakhon Phanom "The City of Hills" was affectionately known as "Naked Fanny" or NKP by the Americans and referred to as the "End of the line at the edge of the world." Photo and caption courtesy of ACA member, John Sweet

Embassy in Bangkok said there are about 40,000 North Vietnamese troops in Laos assisting a force of about 29,000 Pathet Lao guerrillas, the Laotian equivalent of the Vietcong in South Vietnam. Laotian officials give the same figures.

The number of troops in the Laotian army is about 75,000. In addition there are about 10,000 neutralists now fighting on the government side.

Control of the Ho Chi Minh trail running down Eastern Laos is the centerpiece of the Laotian war because of it's importance to North Vietnam as a lifeline, to it's troops in South Vietnam.

The trail network winds south from the Mu Gia pass in between North Vietnam and Laos. Some routes follow Highway 9, a major east-west road across Laos leading to Khe Sanh and other areas just below the demilitarized zone. Other routes run east from the province capitols of Saravane and Attapeu in southern Laos to South Vietnam's central highlands. In addition, arteries of the Ho Chi Minh trail wind south out of Laos into

Cambodia where they reach the Saigon area provinces of Tay Ninh, Phuoclong and Binhlong.

U.S. Commanders take the position that missions by the men of the 56th Special Operations Wing are an important counter-move against North Vietnamese infiltration's and military intervention in Laos.

The pilots are proud of their elite status.

"Yep, that's an A-26," one of the fliers told a reporter touring the Nakhon Phanom flight lines where rows of World War II type attack bombers stood with bomb bay doors open, awaiting loading crews.

Clusters of machine guns bristled from the noses of the unmarked bombers covered with swatches of green and black camouflage paint.

The A-26 is a relatively slow and easily maneuvered plane, making it ideal as a close-in support aircraft.

In addition to the A-26's, the wing is equipped with unmarked T-



D-Day As Covered By Today's Media

By: William J. Tobin

Here's how today's media might have covered D-Day, 60 years ago.

On the coast of France, June 6, 1944.

Hundreds of paratroopers have fallen wide of their target zone. (In Washington, the Senate Armed Services Committee is demanding an explanation. The Army chief of staff may be called to testify.)

The French village of Cerville has been destroyed by mortar fire from a U.S. infantry platoon. Four civilians were killed, including one elderly great-grandmother. German defenders had retreated hours before the American attack. Army intelligence failures are cited.

NBC Exclusive: Four bombs dropped by 8th Air Force raiders failed to explode when they fell in an empty field close to the village of Le Challimond. An examination indicates the duds came from an Iowa munitions factory. An unidentified Army corporal said additional defective bombs may already be aboard other U.S. bombers heading for France.

Thousands of American casualties were suffered today as troops poured on shore at Omaha Beach. (In Washington, a Nebraska congressman charged that many GI's were unprepared for what they encountered during the invasion. "Somebody needs to be held accountable," he said.)

Heavy Navy shelling from battle-ships and cruisers had little effect on Nazi gun emplacements raining fire on U.S. forces, several correspondents at the scene reported. (In Washington, a World War I veteran interviewed by a reporter questioned the value of troop support by warships, saying "the days of naval involvement in battles is long past.")

CBS Exclusive: Bombs falling on the tiny French village of Entierier killed all four cows on which residents depend for milk and cheese. Severe shortages are feared unless U.S. forces can replace the animals by next week.

A 411-year old church in the village of Marsuiles was destroyed by Army artillery fire after a German sniper was detected shooting from the bell tower. The Vichy French government mayor of the town protested to advancing GI's, saying the sniper surely would have ceased firing had the American soldiers asked him too do so. He demanded an apology from Gen. Omar Bradley.

NBC Exclusive, in a report from Paris: Residents here fear the Eiffel Tower might be destroyed by advancing American forces. "They probably do not appreciate the beauties of the City of Light," said Pierre Mutrand, the mayor appointed by occupying German forces. His sentiments were echoed by a number of Parisians and several Nazi SS officers, interviewed while sipping aperitifs at sidewalk cafes along the Champs-Elysees.

A river near the French coast has been contaminated by fuel leaking from two disabled tanks that advancing GI's pushed over the side of a bridge. French puppet civic leaders questioned the need to clear the bridge by such drastic action, saying it appeared soldiers could have climbed over the wreckage had it been left in place. Correspondents were denied an interview by the young Army captain commanding troops in the area.

CBS Exclusive: American forces bogged down in the hedgerows of the French countryside have been calling for reinforcements to help escape withering German fire. Communication problems, however, have left commanders on the

beach unaware that some of their troops are in a desperate situation. It makes you wonder whether their training was adequate - or even if there was any training at all.

On the home front:

As first battle reports indicated heavy casualties on Omaha Beach, a Republican leader addressing a Republican rally in Bloomington, Ind., told a group of somber Hoosiers that the invasion losses are evidence that President Roosevelt is incompetent. The Indiana congressional delegation responded by saying it would begin bipartisan hearing to see whether Roosevelt had concealed information that the invasion would be more costly than expected.

In a panel discussion broadcast by NBC Radio, four White House correspondents provided illuminating insight into the difficulties being encountered by Allied forces in France. Jeremy Jeffords,

Washington Bureau chief of a small Midwest newspaper, said, "The decision to start the invasion this early in June is open to severe criticism. Gen. Eisenhower and his planners apparently failed to take into account that delaying this assault until August would have found much of the French population on a holiday and thus removed from the path of the fighting."

In Chicago, the Rev. Blakely Elmera, a noted peace activist, deplored the violence taking place on the French battlefields.

"Apparently our government in Washington gave no thought to the possibility of negotiating with German leaders in an effort to resolve their differences," he said. "We seem to be blindly following Churchill's affection for war." In London, the British prime minister lit a new cigar and declined to respond.

William J. Tobin is an editor of the Anchorage Times.

Save The Montagnard People, Inc.

The Montagnard bracelet, a prestigious symbol of friendship and respect, was given to U.S. Army Special Forces soldiers ("Green Berets") and others during the Vietnam War.

John Wayne received his bracelet in Vietnam from a Montagnard Strike Force led by a U.S. Special Forces A-Team. "Duke" never took it off and now wears it eternally.

Only two of the 3,000 Montagnard refugees in the U.S. possessed the ancient free-hand engraving skills that adorn our bracelets. In 1994 the most elderly of the two had a stroke so there's only one left. We have not been able to find any in Vietnam who survived the post war years.

The \$40 Bronze bracelet pictured above promotes our Longhouse Project which, except for the 1.5" stamp, bears the traditional hand markings.

To order a bracelet, please visit our web site: www.montagnards.org

or call Sgt Major (ret) Jack Clemens, Treasurer & Bracelet Program Manager at (910) 428-9888 from 9:00 AM to 5:00 PM Eastern Time.
Mail to: STMP, Inc., PO Box 844, Star, NC 27356.



A Hero's Recognition

A recent presentation to Robert Downs, ACA President, featured a photo montage of SSgt Percy C. Vaughan receiving the Distinguished Flying Cross that will be added to the ACA "Hall of Memories Museum." This was the first DFC in the Vietnam War presented to an enlisted man.

The citation reads in part: SSgt Percy C. Vaughan distinguished himself by extraordinary heroism while participating in aerial flight as an instructor-crewman on a RB-26 aircraft in South Vietnam, on 27 December 1962. On that date, while on a training mission, Sergeant Vaughan conducted himself with exceptional bravery, perseverance, and skill. Even though his aircraft had experienced extensive damage from hostile fire and weather conditions were extremely hazardous, Sergeant Vaughan and crew successfully accomplished their training mission, returned fire and inflicted heavy damage on opposing hostile forces. The courage, airmanship, and professional competence exemplified by Sergeant Vaughan in the accomplishment of this mission have brought great credit upon himself and the United States Air Force.

Memories" is long overdue. Special thanks to Don Maxwell who gathered most of the data and photos and to Jim Ifland who designed the finished product, cut the mattes and frames for this presentation. It is interesting to note that Sergeant Vaughan was one of several Aerial Photographers/Maintenance personnel that worked for Jim Ifland in the early "Jungle Jim" program at the Farmgate detachment at Bien Hoa Air Base, South Vietnam.

Sergeant Vaughan was born in the British West Indies in June 1937 and is married to Ordean Vaughan who was also born in the British West Indies. Sergeant Vaughan entered USAF service in October 1956 and except for extensive TDY, had not served in any foreign countries. That all changed when he volunteered for duty with "Jungle Jim," a forerunner to the Air Commando/AF Special Operations units that exist today. Sergeant Vaughan remained in the Air Force as a career NCO and retired as a Chief Master Sergeant. He and his wife Ordean and their children reside in the British West Indies.

Notice: Hopefully this montage will be on display at the Quality Inn Hospitality Room.

ACA Reunion Advertisement

One of a number of publications where it has or will appear.
Dear Mr. Rossel,

Thank you for your phone call earlier today, concerning a reunion that seemed to have been overlooked. After we talked, I looked through our back files and back issues.

As it turns out, your Air Commando Association reunion announcement was received here through an e-mail on Dec. 31, 2003.

The information published in our February issue, on page 85. Hope this reassures you that your announcement went out to the readers.

Authentic Blood Chits

Genuine USAF issue Blood Chits are available. To obtain a Korean War Blood Chit, all you have to do is recruit a new member. If that is too hard for you to handle, it will cost you \$15.95 to purchase one of these authentic 1951 Korean War issue Blood Chits.

There are three varieties of Blood Chits available. The Korean War vintage was issued in 1951. The S.E. Asia vintage was issued in 1963 and costs \$29.95. The East European and Middle Eastern vintage was issued in 1951 and costs \$49.95.

These authentic Blood Chits are ideal for framing. Your satisfaction is guaranteed or your money back.

To order a Blood Chit, write to the following address:

Blood Chit
25 Miracle Strip Pkwy SE
Ft. Walton Beach, FL32548

or call (850) 243-0442 and ask for Rose.

If you are recruiting a new member, make sure you indicate on the application that you recruited the new member so that Pete can give



you credit for your Korean War Blood Chit. Get busy today so you can get your chit together!

Official Korean War Blood Chit
1951 issue from survival kits

Cell: (850) 582-6201
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**The Thailand-Laos-Cambodia
Brotherhood (TLCB)**

**Vietnam War veterans will hold their annual reunion on
September 24-26, 2004 in Ontario, CA**

Hotel Doubletree at the Ontario Airport
800-222-8733 or www.doubletree.com.

Anyone who served in these countries during the war is eligible.

Call Les Thompson at 714-557-0776
or email "Les Thompson" Les21@ix.netcom.com.

NKP

from page 24

28 fighter-bombers and C-123 transport craft without insignia.

There are 02 "Birdog" spotter planes, also unmarked. These craft are used extensively in South Vietnam to direct artillery strikes on Communist units.

U.S. airmen are careful to obey the "classified" status of their mission here, but Laotian troops across

the river in Laos itself make no secret about the support they have received from American aircraft.

One sergeant from a Laotian volunteer battalion, which fought a battle August 16 south of the village of Muong Phalane at the western edge of the Ho Chi Minh trail, credits U.S. planes with killing almost all of the 58 North Vietnamese and Pathet Lao Troops who died.

In addition to the unmarked planes, there are other U.S. aircraft that are clearly identified as American and fly more conventional missions.

These include A-1E Skyraiders used for air cover in search and rescue operations for downed pilots in North Vietnam and Laos and "Jolly Green Giant" helicopters which make jungle pickups.

Selling Cheap

Author unknown

One day down in Mississippi, a guy sees a sign in front of a house "Talking Dog For Sale." He rings the bell and the owner, Bubba, tells him the dog is in the backyard.

The guy goes into the backyard and sees a black lab just sitting there.

"You talk?" he asks. "Yep," the lab replies. "So, what's your story?" the man asks.

The lab looks up and says, "Well, I discovered this gift pretty young and I wanted to help the government, so I told the CIA about my gift, and in no time they had me jetting from country to country, sitting in rooms with spies and world leaders, because no one figured a dog would be eavesdropping. I was one of their most valuable spies eight years running. The jetting around really tired me out, and I knew I wasn't getting any younger and I wanted to settle down. So I signed up for a job at the airport to do some undercover security work, mostly wandering near suspicious characters and listening in. I uncovered some incredible dealings there and was awarded a batch of medals. Found me a wife, got a mess of puppies, and now I'm retired."

The guy is amazed. He goes back in and asks Bubba what he wants for the dog.

"Ten dollars." The guy says, "This dog is amazing. Why on earth are you selling him so cheap?" "He's a liar. He didn't do any of that stuff!"

Statistics for Operation Enduring Freedom/ Operation

Iraqi Freedom at 1000 casualties:
(where numbers do not add to 1000 - information is undetermined/pending)

Killed in Action: 540
Died later of
Combat Wounds: 129
Died while Missing in Action: 8
Died while Captured: 3
Deaths by Accident: 205
Illness: 33
Self-inflicted: 34
Homicide: 6

Deaths by Paygrade:

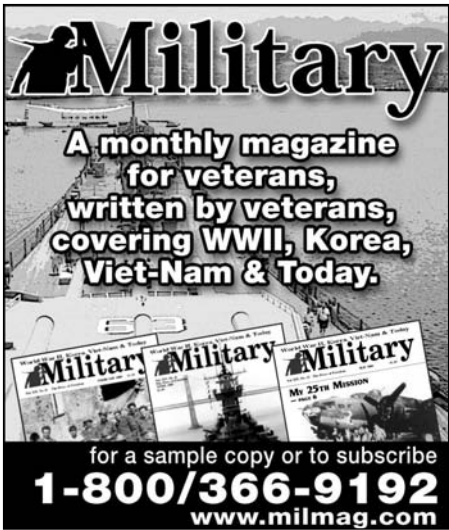
E1	1	W1	1
E2	64	W2	22
E3	184	W3	6
E4	282	W4	5
E5	163	O1	15
E6	119	O2	19
E7	38	O3	43
E8	14	O4	10
E9	8	O5	6

Total Enlisted _____ 873
Total Warrant Officer _____ 34
Total Officer _____ 93
Active Duty _____ 812
Total Reserve _____ 188
White _____ 699 (71.4%)
Black _____ 120 (12.3%)
Hispanic _____ 114 (11.6%)
Other _____ 46 (4.7%)
Male _____ 977 (97.7%)
Female _____ 23 (2.3%)

Active Duty Home Stations
(top 10):

Camp Pendleton, CA:	105
Fort Hood, TX	86
Fort Campbell, KY	77
Fort Bragg, NC	58
Fort Carson, CO	44
Fort Stewart, GA	42
Camp Lejeune, NC	40
Fort Riley, KS	38
Twentynine Palms, CA	34
Fort Lewis, WA	25

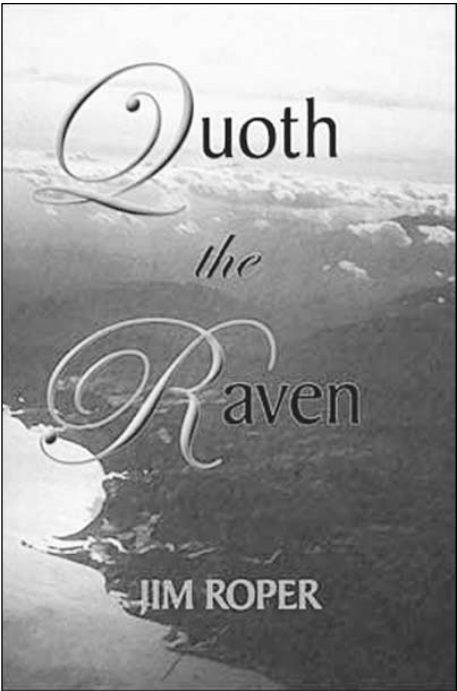
- Almost half of the first 1,000 to die have been either E-3s or E-4s.
 - Nearly three-fourths of the deaths have been Army.
 - Two-thirds of the deaths have been caused by enemy action or devices.
 - Reserves/Guardsman makes up 18 percent of the deaths.
 - More than 70 percent of those who have died were white.
- Despite fears that an all-volunteer force would end up putting minorities at greater risk than whites, the military death toll is distributed proportionately among America's racial and ethnic groups.
- Submitted by Gene Rossel



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A monthly magazine for veterans, written by veterans, covering WWII, Korea, Viet-Nam & Today.

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Quoth the Raven

By Jim Roper

A no-nonsense memoir of Covey nights over the Trail and Raven days around Luang Prabang. This great read can be purchased on the internet at www.PublishAmerica.com or phone 877-333-7422.

If you want a signed copy of his book, you can call Jim Roper at 703-250-6233 or email him at jproper3531@aol.com. You can write him at 11200 Robert Carter Road, Fairfax Station, VA 22039. The book sells for \$18.95 plus \$2.85 S&H.



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September 2004

PRESIDENT'S MESSAGE

by Dick Geron

Due to President Downs' unavailability I have assumed the office of President until the Reunion Business Meeting.

Now on to the Reunion. Be sure to make your reservations early. The earlier you do this, the easier it is for your volunteers to plan for the various events.

REUNION SPEAKER:

B/Gen (Ret) Robert Cardenas

Early in General Cardenas' career, while flying a B-24 during World War II, he was shot down over Europe. He escaped and evaded to Spain, which led him eventually to England and on to the United States. Following this series of events he was selected for assignment to the Flight Test Division at Wright-Patterson AFB, Ohio for training as an Air Force Test Pilot. He carried out many missions on the prototype jets of the 1950's. He was the Chief Test Pilot on the famous Northrup Flying Wing Project.

At the onset of the war in Vietnam, General Cardenas was assigned to Kadena Air Base, Okinawa as Commander of the 51st Fighter Squadron and the 18th Tactical Fighter Wing, engaging in F-105 Combat Operations over Southeast Asia.

Later in 1968, General Cardenas was selected to command the Special Air Warfare Center, one of his most prestigious assignments. With the war in Vietnam, and other worldwide commitments, this represented an awesome responsibility. He proved to be more than equal to the task. Under his leadership and guidance, the Special Air Warfare Center had its greatest growth in history, expanding to two Special Operations Wings, comprising 268 aircraft of 16 varieties. The Special Operations School provided some 15,000 academic "pipeline" students with Southeast Asia orientation and over 3200 Aircrewmembers with their aircraft training for Southeast Asia deployment.

General Cardenas' outstanding leadership, operational experience and expertise proved invaluable in activating two tactical squadrons, 1 Combat Control Squadron, and detailed planning for the formation of four Special Operations Fighter Squadrons. Under his diligent command and supervision, Special Air

Warfare personnel participated in numerous joint and unilateral exercises, all with exceptional success.

During General Cardenas' tour as Special Air Warfare Commander, one of his other positive and lasting initiatives was creating the Air Commando Hall of Fame. He did so to forever recognize the achievements to those selected to this high and noble honor. It stands as a monument to those inducted and reflects General Cardenas' very caring attitude for his fellow airmen.

General Cardenas has had many honors bestowed on him and he is presently Chairman of the Flight Historical Foundation. He is remembered as one of the "Men of Mach 1," only one of six key people responsible for breaking the sound barrier. He flew the launch vehicle.

We are indeed honored to have such a famous Aviator, Commander, and Special Operator as General Cardenas for this Reunion. Be here and enjoy it.

We have a welcome addition to all of the regular events listed in the center section of the newsletter. The 6th Special Operations Squadron at Hurlburt has invited the ACA Reunion participants to a Flightline Tour of the 6th SOS to observe part of their course training. They have a Turboprop C-47, Russian AN-26, Mi-8 hip, and 2 UH-1N's. This kind offer will take the place of a seminar following the Saturday Business Meeting.

"THE REUNION"

By Rachel Firth

*Autumn leaves rustling, together to the appointed place, the old warriors come.
Pilgrims drifting across the land they fought to preserve.
Where they meet is not important any more.
Greetings echo across the lobby.
Hands reach out and arms draw buddies close.
Embraces, that as young men they were too uncomfortable to give, to shy to accept so lovingly.
But deep within these Indian Summer days, they have reached a greater understanding of life and love.
The shells holding their souls are weaker now, but hearts and minds grow vigorous, remembering.*

ACA Reunion Oct. 8-10 2004



This statue is currently on display outside the Iraqi palace that was home to the 4th Infantry division. It will eventually be shipped to Fort Hood, TX and shown at the post memorial museum. The statue was made by an Iraqi artist named Kalat, who for years was forced by Saddam Hussein to make the many hundreds of bronze busts of Saddam that dotted Baghdad. This artist was so grateful to the Americans liberated his country that he melted 3 of the fallen Saddam heads and made a memorial statue dedicated to the American soldiers and their fallen comrades. Kalat worked on the statue night and day for several months.

To the left of the kneeling soldier is a small Iraqi girl giving the soldier comfort as he mourns the loss of his comrade in arms.

Why don't we hear more about the gratitude of free Iraqis in the news? Because it does not have the shock effect of a flashed breast or the controversy of a political race.