

# FOX FAX

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WEB SITE [www.SwampFox199thRAC.com](http://www.SwampFox199thRAC.com)

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*Goals:*

*To find as many of our old friends as possible **and get them talking to each other again.***

*To build as complete a history of the unit as possible and make it available to all the members.*

*To perpetrate reunions.*

### 2011 Delta Bird Dog Reunion News

Looks like it will be **San Antonio**.

More news to follow when it becomes available.

### Letters to the editor



This is an attempt to recreate what a “typical” day was like in the life of Swampfox 19 from 24 July 1968 through 5 May 1969 flying in support of MACV Advisory Team 92 in Go Cong Province, Viet Nam. From May to July 1968 I was assigned to Ben Tre with 1LT James R. Uhl.

I was a sole pilot assigned to this airfield and to the best of my recollection I was the only single aircraft assignment of the 199 Recon Airplane Company (RAC). Go Cong was approximately 45 minutes flight time from my unit headquarters at Vinh Long.

Go Cong was due south of Saigon and due west of Vung Tau – where those 2 azimuths intersected there was I! My crew chief was SP5 Russell L. Bonner, a very able and competent mechanic in spite of the abuse I inflicted on his aircraft. A Vietnamese observer was assigned by the Province Chief (a Vietnamese Lieutenant Colonel). The observer that I had for the majority of my tour was a Lieutenant whom was a high school teacher and was fluent in French and English. As I learned from him that all high school children were required to study 4 years of English and 1 year of French or vis versa. If there ever was a word that I could not understand he would write it perfectly with a grease pencil on the Plexiglas windscreen.

A typical day would start with a visual reconnaissance (VR) in the morning any time from daybreak on. I would vary my departure, flight routes and anything else I could so as not to establish a pattern because most of my sightings were that of surprise opportunities when the Viet Cong would least expect it. My aircraft was armed with eight 2.75-inch folding fin rockets of which 4 were point detonating and 4 were variable fuse detonators. A mix of warheads included white phosphorus (WP), high explosive (HE) and flechette (nails). On days when there were ground operations I would be airborne at

a stand off distance until my services were needed – I was usually no more than 10-15 minutes away at most but always monitoring the operations radio frequency. Of course if the operation called for artillery prep my observer would need to be in position to accomplish that. Many times the US Navy would be involved with their PBRs (Patrol Boat River) and would need an overlay of the operations, these were delivered via an empty hand grenade canister well taped and dropped from my aircraft. It was exciting experience for all involved recipients, least of all me.

The province had a Naval Intelligence Liaison Officer (NILO) assigned to it and he would fly with me for intelligence on particular sites and targets. He had flown over North Viet Nam in an F-8 but never became accustomed to our flying role in the war. I would estimate that half of my missions would just involve me flying by myself on VRs or in support of American operations such as the 9<sup>th</sup> Infantry Division (US) conducting operations that would cover small portions of Go Cong. The 1<sup>st</sup> Platoon had a platoon radio net that we would monitor and go to targets of opportunity or respond to mayday calls from US aircraft and watercraft. I flew using a 1:100,000 scale maps and after a while could fly to a 4 digit set of coordinates without it. I assume that all of us could do that if we flew in one sector for any period of time

The airport at Go Cong was just a widen road with gate guards at both ends. Of course that did not keep all vehicles traffic controlled especially motor scooters. Many a time I was landing and a motor scooter would pass by me. I am sorry to say that the runway was like an interstate to the Viet nameese and fatalities occurred during my tenure.

As I said I was the only pilot there so I was the Airfield Commander but no air traffic control or lighting this precluded any extensive night operations. That also meant that I had to report monthly to Company Headquarters the status of ammunitions, petroleum, and oils, etc. This was never an easy task as first I needed the information from my 2 Vietnamese sergeants, John and Sam, I didn't name them – that's how they were introduced to me. Once I had deciphered the status report, I needed to call it back to headquarters via landline, which was infamous for not being reliable. Therefore I would have to get in my aircraft climb to altitude in order to radio the information to operations. This made no one happy - the supply officer, operations or my Platoon Leader. John and Sam would refuel and rearm helicopters that were conducting operations in the area, which would make landing and take off near impossible for a fixed wing due to the narrowness of the runway. Coordination was truly needed when these times arose as slick and gunship drivers liked to mess with bird dogs if given the chance.

SP5 Bonner and I would return to Vinh Long for 100-hour periodic inspections of the aircraft (51-04609) and company safety meetings etc. Neither of us wanted to be at Vinh Long because we had to scrounge for a bunk, our mail was going to Go Cong and plus the additional duties that were given to us, so our stays were as short as possible. However that did not mean that we disliked our compatriots it's just that our creature comforts and comfort zone were in Go Cong.

I was fortunate to have very good platoon leaders, Captains Bob Cox, Gary Simon and Bill Dunston. I have fond and lasting memories of the others I served with and was

fortuitous to be in such outstanding company! I can look back and say I would not have missed it for the world but the world would not be enough for me to do it again!

Sincerely,  
Jerry Faust  
Swamp Fox 19

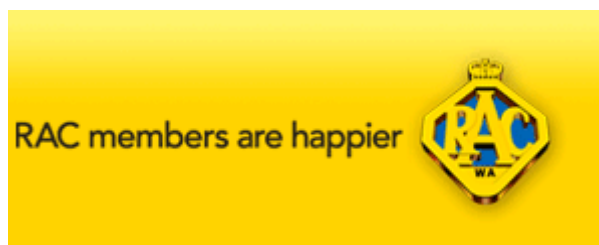
From: Bill Poor



Delta Birddog Reunion 2009 DVDs are available from Bill Poor. These are very well done indeed. Well worth the five bucks for shipping and material.

Contact Bill Poor at [wtpoor@comcast.net](mailto:wtpoor@comcast.net)

### 2011 Reunion Planning Meeting



Other RACs

21<sup>st</sup> RAC [www.geocities.com/davidwchandler/](http://www.geocities.com/davidwchandler/)  
73<sup>rd</sup> RAC see 74<sup>th</sup> RAC  
74<sup>th</sup> RAC [www.aloft74th.org](http://www.aloft74th.org)  
119<sup>th</sup> RAC [www.219headhunters.com](http://www.219headhunters.com)

183<sup>rd</sup> RAC [www.183seahorse.org](http://www.183seahorse.org)

All Bird Dog Unit Reunion hosted by The Veterans of the 183rd Aviation Company (Seahorses) Reunion, September 9-12, 2010, Cheyenne Mountain Resort, Colorado Springs, Colorado

184<sup>th</sup> RAC [www.184rac.com](http://www.184rac.com)

185<sup>th</sup> RAC [www.angelfire.com/tx4/Pteradactyl1185/index.html](http://www.angelfire.com/tx4/Pteradactyl1185/index.html) no info

199<sup>th</sup> RAC [www.SwampFox199thRAC.com](http://www.SwampFox199thRAC.com) -

203<sup>rd</sup> RAC no web site

220<sup>th</sup> RAC [www.220raccatkiller.us.com](http://www.220raccatkiller.us.com) new Home page [www.catkillers.org](http://www.catkillers.org) - 2010

221<sup>st</sup> RAC [www.221st.org](http://www.221st.org)

## DELTA REUNION

**13Th CAB (combat aviation battalion) Vietnam reunion date for 2010 (see atached)**

is **ARMED FORCES DAY WEEKEND May 14, 15, 16** early sign in on the 13th. As in the past Ft. Rucker Al. sponsored **by the current 1-13th Avn Regt. 1st Avn Bde. ft Rucker Al.**

This reunion is open to all Viet vets and their families who served in 4 Corp (delta) Vietnam regardless of MOS Rank or Service ground or air

So lets get the word out; start calling your friends, Viet brothers; get in contact with Delta unit organizations and web sites , etc., etc. All attendees would like to see a good turn out .

**The reunion** has always been a great time and event in the past and we would like to continue the tradition

Larry Castagneto  
Copperhead 34 162AHC  
70-71

All the information for the 13<sup>th</sup> CAB Delta reunion are here on this link.

<http://shieldofthemekong.com/>

Other stuff –

**[Birddog Store](http://www.druid-consulting.com/bird_dog_model.htm)** - [www.druid-consulting.com/bird\\_dog\\_model.htm](http://www.druid-consulting.com/bird_dog_model.htm)

from Corky's -

[www.cafepress.com/corkysstudio/3000315](http://www.cafepress.com/corkysstudio/3000315)



### **WEB SITES of INTEREST**

Canadian flying saucer

<http://www.youtube.com/watch?v=cmPiZv4q4Ms>

FireFox Browser – Free!!

<http://www.mozilla.com/en-US/>

Dog Pile Browser – Free

Searches Google, Yahoo, Bing and Ask in one browser.

[http://download.cnet.com/Dogpile/3000-2379\\_4-10746199.html](http://download.cnet.com/Dogpile/3000-2379_4-10746199.html)

## ***Publisher's description***

From [Infospace](#) :

Dogpile's Metasearch searches multiple engines--this means that instead of getting the best results one search engine has to offer, you'll be getting the best combined results from a variety of engines, and not just any engines, but industry leading engines like Google, Yahoo Search, Live Search, Ask.com, About, MIVA, and LookSmart.

## **EAA calendar**

<http://www.eaa.org/events>

<http://www.eaa.org/airventure/> **OSHKOSH**

## **IBDA**

## **This is the sixtieth Anniversary of the Bird Dog**

The additional information regarding our event is as follows:

- 1.Dates - Wednesday, September 15 to Sunday, September 19
- 2.Location - T-8, Gillespie County Airport, Fredericksburg, Texas
3. Hotel -- Hangar Hotel, \$99 a night, call 830/997-9990 be sure to tell them that this reservation is with the IBDA or Birddog Association. We have the whole hotel blocked.
- 4.Registration -- go to the IBDA website and either register on-line or print out a registration form. The on-line registration should be functional sometime during the first couple of weeks in April, so please continue to try.

If you can't print out the form contact Carol Mulvihill at [av8trx@ktc.com](mailto:av8trx@ktc.com) or by snail mail at 46 Eagles Nest, Kerrville, Texas 78028/

- 5.Fuel Discount -- yes, to be determined when we get closer

6. Miscellaneous -- goody bags upon arrival, parts is parts sale, IBDA PX open, flight instruction, rides for hire, South Sea Island Pacific Showroom banquet, LBJ Ranch fly-in, CAF Museum visit, Tech panels, Ladies safety seminar, CAF Museum, SEA veterans panel, 7 meals included in registration and much more.



**IBDA Olive Color Hat With Birddog Logo**  
**Adjustable Size**  
**\$17.95 ea**  
[www.ibdawebsite.com/merchandise.htm](http://www.ibdawebsite.com/merchandise.htm)



[www.ibdawebsite.com](http://www.ibdawebsite.com)

**IBDA has been very supportive of Birddog Unit Reunions and deserves our thanks. We can show it by joining up. It's only a few bucks (\$30). Well worth it for the magazine alone. - editor (RJ)**

### **Rant Ring**

The Rant Ring is an e-mail list for joke spammers etc. Since I receive mountains of the stuff I decided to take a line from our present commander and chief and share the wealth. Everything I receive from the Rant Ring I forward to everyone on the Rant Ring. If you are feeling neglected and would like your in-box to overflow with everything from politics to pictures of little birdies or just feel like having a good Rant just drop me an e-mail. No one gets on the list without asking. No porn please. I don't screen the forwards.

### **SWAMP FOX NETWORK**

## **Welcome Home**

### **Daniel Trudeau**

I was in Vinh Long Mar 68 to Jun 69. I was a Vinh Long sector Crew Chief my first ship was 748 Brian Kinderman SF 22 Double Duce. We had 4 rockets and a M60 gas operated cocking Machine Gun on each side of 748. Later I moved to 721 and Crew for Ralph McRae SF 26 I found and installed the XM158 7 shot rocket pods on 721 and that was a lot of fun with that much fire power on a O-1G. It really fooled "Charlie" 14 rockets not 4 or 8. I' am living in Houston, Texas, and my e-mail is [Daniel.Trudeau@comcast.net](mailto:Daniel.Trudeau@comcast.net)

### **Erik Frantz**

I was a transferred mechanic/aircraft inspector from the 245 SAC (OV-1 Mohawks) near DaNang in the spring of 1970. I worked in the Maintenance section as Maintenance Clerk until October '70.

I was a SP5 and my name is Eric Frantz. My MOS was 67H4H. My email is [vonzipbhs@yahoo.com](mailto:vonzipbhs@yahoo.com)

**I sign Fox ?? means I don't have your call sign.**

Drop me an e-mail and I will fix that.

If you have a change of phone number, address or especially e-mail address.  
Let me know so we don't lose touch with you,

Thanks, editor

## Site News

Note that the Fox Fax can be viewed in pdf format on the Swamp Fox web site. Adobe reader is required.

[http://www.druid-consulting.com/news\\_letter.htm](http://www.druid-consulting.com/news_letter.htm)

Adobe Reader is available as a free download from Adobe.

<http://get.adobe.com/reader/>

*Established June 6, 2002      D-Day!*

Status quo

If you have something to add to the Fox Fax, I need it before the fifth of the month.  
I try to publish the weekend following the fifth. Sometimes I am even on time.

NOTE: NEW e-mail address below

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O.K., so they both still work [r.jennings14@verizon.net](mailto:r.jennings14@verizon.net)

And this one too. [SwampFox@Druid-Consulting.com](mailto:SwampFox@Druid-Consulting.com)

Cheers Y'all

(EOM)