

FOX FAX

Journal of the 199th Recon Airplane Company RVN 1967-70 Vol. 6, Issue 10 Oct 09

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Patch and Shirt Project	Gary Simon - Fox 16	GaryLBB@aol.com
Web Master / Commo Chief	Ray "Doc" Jennings - Fox 032A	r.jennings@KTIS.net
IBDA Liaison	Sam Givhan Fox 31	s_givhan@hotmail.com
Quad-A Liaison	Curt Herrick Fox 26	herrickcurt@verizon.net
Chaplain	Larry French Fox 35	lawrenceefrench@yahoo.com

WEB SITE www.SwampFox199thRAC.com

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. The perps this year are Don Nicholson, Sam Givhan, Woody Barnes, Hank Collins (221st)

[More on Mobile Miss](#)



My that's a lovely hole in your airplane.

Now them are guns.

Attached photos are:

1. The original "Mobile Miss" at Phu Loi AAF in Nov. 1971. Photo was taken the day it was recovered. Not sure if you can make it out, but I'm wearing my namesake T-shirt. "Bud Man" was a beer-drinking super hero used in Budweiser commercials. I'm not sure why everyone called me Bud Man. Maybe it was the red flightsuit and cape. It couldn't have been the massive consumption of Budweiser (in steel cans).

2. "Mobile Miss II" at Mtoko Forward Air Field, Rhodesia in 1976. This is an Cessna-Reims FTB-337G (French-built). The machine guns are .303 Cal. Brownings that were removed from a few old Spitfire hangar queens and main gate monuments. They had a very high rate of fire and were very accurate. We also had 18 37mm rockets and two 17 Gal. napalm bombs. I later added a reclining bathing beauty in a yellow bikini to the nose art.

I thought perhaps Curt Herrick or the Smithsonian might be interested in some documentation.

All the best

Roger Bowers
Aloft 46/Fox 25/36

[Ground Loop Information page → www.druid-consulting.com/new_page_8.htm](http://www.druid-consulting.com/new_page_8.htm)

The ground loop page has had over one hundred request since 9/01/09



Conventional wisdom seems to state that all civilian Bird dogs have been ground looped at least once if not more. Granted the old bird has a propensity to chase it's tail. However my faded recollection is that it was not common. I witness one ground loop on take off in my time and that was VNAF pilot 1968.

The "Army way" seems to be the answer to preventing most ground loops. Three point landing every time, everywhere and stick to belly button on touch down and beating the student pilot into submission with BCT349, Lesson 7, Loss of directional control.

I suspect the idea is to keep the tail wheel firmly planted on the ground as much as possible. We didn't have Giess Gear or TO-1 landing gear so how come all the crashes? Weight of the O-470 push the CG forward enough to make the tail light? I heard that O1-Gs were over gross with

the extra radio equipment from Cessna. Extra ballast keep the tail on the ground? Did Cessna ever have anything to say about this?

Your comments for the new ground loop page may help someone not to have to pay for a lot of expensive parts. Wheels and wing tips and stuff like that. Some of what I have posted there may be completely wrong. Check it out.

To loop or not to loop, that is the question!

Maj. (ret) Bobby Wooley

Army Bird dog instructor (IP) and past Pres. of the Swamp Fox Assoc.

My Views,

As IPs in the Bird Dog (transitioning Army T-41 student pilots into the O-1) we wanted the front seat pilot to touch down with no lift (full stall condition) being produced by the wings and the stick full-back to keep the tail on the ground for steering capability. The key was to have positive directional control by eliminating any drift of the aircraft to the left or right and with no yawing of the nose to the left or right.

In a tail-wheel configuration the center of gravity being behind the main gear, therefore, the pilot must maintain an acute awareness of any motion, left or right. (Riding a tricycle going backwards with your hands off the handlebar demonstrates this very well.) As the forward speed of the aircraft slows, rudder effectiveness is reduced. Maintaining directional control transfers to a combination of less rudder effectiveness, tail-wheel steering and the application of the proper brake pressure. Firm back pressure on the stick (in the gut) will keep the tail down allowing the tail wheel and brakes to their job. Crosswinds were dealt with via the wing low (upwind wing being held low with aileron control and the fuselage held straight ahead with the rudder) versus the slipping method (which requires a transition to the wing-low method). In nose wheel aircraft, awareness by the pilot (after the main wheels remain on the ground) is not as an acute a demand as in a tail-wheel aircraft. Again, a tricycle can be used to demonstrate the effect of the CG being in front of the rear wheels. The pilot must sense the beginning of reduced control, and a go-around with the application of full power is often the best solution.

Wheel landings are used to touchdown with more airspeed and therefore allowing the rudder having more influence for a longer amount of time to maintaining directional control while the wings are still producing lift. This requires the pilot apply a small

amount of forward pressure on the stick as the wheels make contact with the ground. As airspeed is reduced, the tail is allowed by the elevator controls (reduced back pressure on the stick) to lower and make contact with the ground. If the tail lowers too fast or bounces off the ground, a gyroscopic progression force can cause the aircraft nose to begin to turn. Crosswinds can also cause the tail to be pushed left or right as the rudder loses its effectiveness. Awareness is the key; and by applying small combined corrections while the controls remain effective, directional control can be maintained. This awareness can also alert the pilot to the fact that a go-around must be initiated before directional control is lost. "Too little, too late" is where most ground loops begin.

Ground-loops can be prevented! The cause of most ground loops is usually a bounced initial touchdown (losing contact with the ground) which results in no braking action or no tail wheel steering and less rudder control due to low speed (an increase in prop speed can help). Gusting winds can also be a factor that causes the aircraft's wings to suddenly produce more lift. In both cases, all that remains to maintain directional control is the rudder (and more prop speed which allows the rudder to be more effective) and the ailerons. Again, the best option can be to make a go-around, and try again!

As I fly my 170 (for 35 years) I make three-point and wheel landings. I practice both under crosswind conditions and also during gusting winds, as well as calmer conditions, to include night landings; and I also make go-arounds. It boils down to maintaining responsive capabilities that are within the limitations of the aircraft and the pilot, at the time. All pilots do not have to have a ground loop experience, military or civilian!

Again; my views on the subject,

BJW

The Army way – from the Bark

PECULIARITIES AND CHARACTERISTICS OF THE BIRDDOG.....

this installment of these odds and ends are described in an Army publication from Fort Stewart, Georgia. This month's section focuses on ground

directional characteristics and is **very, very emphatic about stick back pressure.**

1. Directional Control -- The O-1 aircraft is directionally unstable when rolling forward on the ground. It absolutely will not roll straight ahead on its own accord. To make it roll straight on the landings the pilot must work at it. To go straight ahead on roll out, the pilot must hold the stick hard back and into the wind, while making immediate corrections with brake and rudder. This is a characteristic of all aircraft with conventional landing gear. The O-1 is no worse than most, and is considerably better than some in this respect.

2. Steerable Tail wheel -- It is absolutely essential that the stick be held hard back during the after landing roll. This is to hold the tail wheel firmly on the ground in order to increase its effectiveness. Holding the stick hard back also keeps the center of gravity behind the main wheels, which in turn makes it safe to use brake for directional control without danger of nosing the aircraft over. If the stick is not held hard back, and the tail wheel is allowed to continue bouncing, or the elevators are allowed to flop up and down, directional control during the after landing roll cannot be maintained. Students who show the slightest tendency to relax back stick pressure on the roll out should not be soloed. Solo students, who are observed to relax back stick pressure on the roll out, should be grounded for additional dual instruction.

This is a must have!!

The Army did not spend money on training for the fun of it!!

This would be a good project for someone who knows about such things.

These VHS video tapes were available from Essco but now out of print.:

ESSCO INC
426 West Turkeyfoot Lake Road
Akron Ohio, 44319

Telephone: (330) 644-7724
Fax: (330) 644-0886
Email: Esscoeast@aol.com
Email: Esscowest@aol.com
Website: www.esscoaircraft.com

BCT-349 "HOW TO FLY THE CESSNA L-19 BIRD-DOG"

"Primary Flight Training in the L- 19." A series of seven official films by the U.S. Army. You'll see flight instruction films in: Straight & Level; Climbs; Glides; Turns; Turns & Banks in Circles; Rectangles; S-Turns; Elementary 8s; Steep Turns; Stalls & Spins; Takeoffs and Landings; **Crosswind Landings;** **Ground Loops (in this Taildragger)**. Also Night Flying; Forced Landings; a clip on Flying Jeeps of World War II. Two more on Bird dogs in Vietnam.

Comments on the subject are welcome. Let us know what you think (ed).

Swamp Fox / Shot Gun DELTA BIRD DOG REUNION FWB Oct 2009



Delta Birddog Reunion 2009
199th RAC “Swamp Fox” and 221st RAC “Shotgun”
Oct. 14-19, 2009 Fort Walton Beach, FL
Contact: Woody Barnes, swampfox35@bellsouth.net
or Hank Collins, collinsrh@mindspring.com or check the
Web sites at
www.swampfox199thrac.com and www.221st.org

Ladies and Gentlemen,

The planning committee is in the final stages of preparing what should be an even greater reunion this year than the one in 2007—and that says a lot. Monte and “Doc” have been super in keeping everyone informed through the web sites, but I wanted to share a couple of things with each of you

about this year's reunion and some of the changes that have been made. First, Col. Day had an unavoidable conflict that made it impossible for him to be our Banquet Speaker this year. So we will once again depend on the "Fabulous Oratory" of our own pickings of Shotguns and Swamp Foxes that tickled our ears at the 2007 Reunion to motivate and rejuvenate us. Speaking of the Banquet, I've been asked by several what the dress code is for the Banquet-- it will be the same as the 2007 Reunion—**for men, sport coats with collared shirt-no tie required but accepted**; ladies, I'm not even going there, anything you select will be perfect.

Our day at Sky Ranch will be a little bit different this year. The Army Aviation Heritage Foundation will not be able to support us with helicopters this year, so it will be all "Birddogs" this time. Also the 219th Headhunters will be joining us for the day; 72 coming down by bus from Ft. Rucker (no Birddogs at Rucker). A list of the 219th attendees will be posted on the 221st and 199th web sites. Check the list for former comrades that you haven't seen and use this occasion to renew those bonds of friendship. The Vietnam Center and Archive at Texas Tech University will make two short presentations on their mission during our day at the airfield. And Hank's famous hamburgers have been replaced this year with the culinary delights of Sam Givhan and his band of merry men from Safford, Alabama as they prepare the best catfish dinner you have ever had. It will be a great day of Birddogs, Catfish, and Fellowship.

Shotgunners Only—A 2009 updated version of "Eyes Over The Delta", our unit history, has been produced and is First Class. It is our history and no Shotgunner should be without a copy. Since it doesn't cover our brother "Swampfoxes" the cost has been incurred by a few committee people rather than as a reunion expense. And In order to make them whole, I asking each of you when you register make a donation of \$15. 00 for one book or \$20.00 for two. These are great reading and a treasure to give to your children and grandchildren.

Finally, I want to encourage each of you to bring any memorabilia that you may have from Vietnam for display in the Hospitality Room. All of us have our own personal experiences and remembrances, these can easily be shared through any souvenirs you may have. If you haven't signed up for –

tours, golf, or fishing-- be sure to get that done as soon as possible. We will have some surprises for you this year, but I can't talk about them. **We're here, it's time!** The 2009 Reunion Committee has done a great job of planning a great time for each of you in Ft. Walton this year. We're excited about it, and we are looking forward to seeing all of our "Delta Birddogers" again.

Hank

The place is the Four Points by Sheraton in Fort Walton Beach, Florida. The Welcome Party will be held on Thursday afternoon the 15th of October and the Memorial service will be held the morning of the 18th of October.

Four Points by Sheraton Destin-Fort Walton Beach



1325 Miracle Strip Parkway
Highway 98 East
Fort Walton Beach, Florida 32548
United States
Phone: (850) 243-8116
Fax: (850) 244-3064

See the reunion page for the schedule of events.

List of attendees from the 219th RAC Reunion. They will join us at Sky Ranch.

	HAMPTON	
NAME(S)	INN	ARRIVAL
Adessa, Tony & Susie	yes	15th
Adams, William	yes	15th
	W/friends Ft.	
Ashley, Cleveland	R.	15th
Baker, Dick & Jeannie	no (local)	Have arrived
Backhaus, Gerry	yes	15th
Barnes, Charlie & Phyllis	yes	15th
Brewster, Bob & Ruth	yes	14th/15th
Butler, Steve and Becky	yes	early 16th
Carroll, Toby & Kathy	yes	15th
Cary, Bob & Bev	Ft. Rucker	15
Cercy, Orville	no(local)	here
Deaton, Arlie	yes (Rm 122)	15th
de Bord, Tim & Rose	yes	15th
Dempsey, Jim & Dudd	yes	15th
Duckworth, Clarence & Caron	yes	15th
Estill, John	yes	15th
Fahrenbach, Dave	yes	15th
	no /with	
Gilles, Jim & Penny	friends	15th (?)
Gray, Bobby & Nancy	yes	15th
Grisham, Richard	yes	15th
Holmes, Lance	yes	15th
Jackson, Bob	yes	15th
Kurley, Joe & Noria	yes	15th
Lee, Don & Jenoral	yes	15th
Maffett, Fletch	yes (Rm 124)	15th
Malambri, Lee	yes	15th late
Maynard, Jay & Diane	yes	14th
Matney, Carl & Susan	yes	15th
McCarty, Edward	yes	15th
Meyers, John & Alvilda	yes	14th
Murphy, Jim	yes	15th
Miller, Dave & Penny	yes	15th
Nauman, Dave, Kirsten	no (local)	Have arrived
Pappas, John & Stella	yes	15th
Penny, PJ & Mary	no (local)	Have arrived
Phillips, Bob & Diane	yes	15th
Pinao, Rance & Diane	yes	15th
Piper, Paul	yes	15th
Principe, Vince & Marie	yes	15th
Ricks, Don	yes	16th
Ritz, John & Pat	yes	15th
Rodriguez, Arturo	yes	15th
Savani, George & Patricia	yes	15th
Scarpa, Louis & Bettie Jo	yes	15th
Segal, Bob	yes	15th
Shipp, Don & Ruth /Callie Patton	Yes	15th
Slimowicz, Charles & Carolyn	yes	15th

Sutherland, Cameron & Margene	no M/H	15th
Taylor, Robert and Mark (son)	no/Newton, AL	15th
Tremethick, Martin & Mary Jane	yes	14th
Unverzagt, Stan & Allison		
Hainsfurther	yes	15th
Vollmer, Lynn & Mary	yes	15th
Young, Greg	yes	15th
Wilhite, Billy	yes	15th
TOTAL	89	

List of attendees from 199th RAC and 221st RAC.

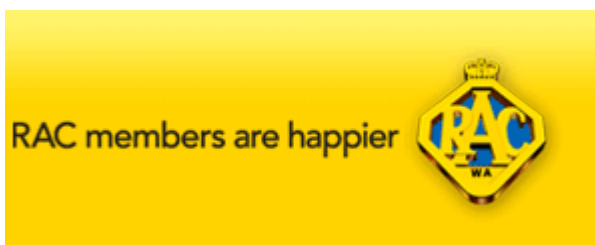
Unnamed Table

Last Name	First Name	Address	E-Mail Address	Call Sign / Duty	Guest Name	Total in Party
Agee	Damon	2504 Napoleon Bonaparte Dr, Tallahassee, FL 32308	damonagee@comcast.net	SG 3 Pilot / XO	Ann Agee	2
Alexander	Gene	3616NW Arrowood Cir, Corvallis, OR 97330	birddog837@comcast.net	SG 21 Pilot		1
Baker	Charles	11804 Bigonia Ct, Laurel, MD 20708	cbkb@verizon.net	SF 46/3 Plt Ldr / Ops Off	Katherine Baker	2
Barnes	Woody	953 Grand Canal St, Gulf Breeze, FL 32563	swampfox35@bellsouth.net	SF 35 Pilot	Dee Barnes	2
Beltz	Robert	10154 W. High St, Orrville, OH 44667	rbeltz@zoominernet.net	SG Acft Rep / Co Clerk		1
Bowling	Brian	301 Magnolia Dr, Metairie, LA 70005	bowliba@bellsouth.net	SF 27 Pilot		1
Bozeman	Rick	PO Box 85, Brooks, GA 30205	ricb@fbgc.org	SF 30A Crew Chief	Jean Bozeman	2
Brinkerhoff	Timothy	28 Meriden Ave, Meriden, CT 06451	tbrinkerhoff@sbcglobal.net	SG 34A Crew Chief		1
Calvert	Richard	5415 County Line Rd, Algonquin, IL 60102	rcal3@comcast.net	SG 32 Pilot	Jean Collins	2
Capps	Richard	3591 Lone Wolf Trl, St Augustine, FL 32086	rcapps1@bellsouth.net	SF 36 Pilot		1
Cates	Boyce	4301 Mambrino Hwy, Granbury, TX 76048	shotgun-33@yahoo.com	SG 33 Pilot	Darlene Cates	2
Caylor	Monte	3018 Jeff Rd, Harvest, AL 35749	mecalo@mchsi.com	SG 36A / Co Clerk	Pauletta Caylor	2
Clayton	Robert	913 Birdie Way, Apollo Beach, FL 33572	bob.clayton . . . ? (inc listing)	SG 36 Pilot		1
Collins	Hank	750 Ridge Lake Rd, Columbiana, AL 35051	collinsrh@mindspring.com	SG 46 Pilot	Irene Collins	2
Conner	David	1022 Spring Creek Dr, Sunrise Beach, MO 65079	dconner@yhti.net	SG 13 & SF 13 Pilot	Donna Conner	2
Cook	George	HC 65, Box 6001 Vida Nueva Rd, Concho, AZ 85924	corkydriun@aol.com	SG 7A Crew Chief	George Cook	2
Crites	Hal	5175 State Route 730, Wilmington, OH 45177	hal903@hotmail.com	SG 34 Pilot		1
Dannelly	Bill	4725 Yacht Harbor Dr, Pensacola, FO 32514	bipadann@bellsouth.net	SF 18 Pilot	Pam Dannelly	2
Davis	Al	2790 45th St South, Gulfport, FL 33711	cgoebell@tampabay.rr.com	SG 18 Pilot	Cindy Davis	2
Dodds	Stan	5500 Blue Sage Dr, Littleton, CO 80123	standodds@earthlink.net	SG 36 Pilot	Elaine Dodds	2
Donohoo	Donald	530 Coldwell Spring Rd, Ramer, AL 36069	dho1pilot@yahoo.com	SG 28 Pilot	Theresa Donohoo	2
Doran	Dennis	4209 S.W. 266th St, Newberry, FI 32669	dadoran@netzero.net	SG Armorer / Mail		1
Drake	Edward	4227 S. Stayton Ave, Independence, MO 64055	eddrake47@yahoo.com	SF 34A Crew Chief	Connie Drake, Larry & Carol Moss	4
Dreffs	Virgil	8327 Main St, Whitmore, MI 48189	kvdreffs@sbcglobal.net	SG ???	Kathleen Dreffs	2
Easley	Ronald	3115 Dorais Dr. NE, Grand Rapids, MI 49525	rpeasley68@comcast.net	SG 44 Pilot	Phyllis Easley	2

Gallimore	Roger	10027 Arbor Ridge Trail, Orlando, FL 32817	rgallimore1@cfl.rr.com	SG Crew Chief		1
Gee	Bobby	12215 Interlaaken Dr SW, Lakewood, WA 98498	bob@gee2enterprises.com	SG 22 Pilot		1
Givhan	Sam	6900 Al Highway 5, Safford, AL 36773	s_givhan@hotmail.com	SF 31 Pilot	Lynne Givhan	2
Harper	Harry	1218 Waverly Rd, Tallahassee, FL 32312	harper1926@yahoo.com	Delta 6 / Bn Cmdr		1
Hartman	Dell	4229 State Rd 9 N., Anderson, IN ?????	ddhartmn@comcast.net	SG Crew Chief	Donna Hartman	2
Hill	Bruce	21890 47th Dr, Lake City, FL 32024	nc6917h@aol.com	SG Crew Chief	Diane Hill	2
Jennings	Ray (Doc)	12277 county Rd. 4003, Tebbetts, MO 65080	r.jennings14@verizon.net	SF 32A Crew Chief	Joanne Jennings	2
Johnson	Emmett	15946 Paces Point Rd, Dadesville, AL 36853	johnsef@business.auburn.edu	SG 16 Pilot / Plt Ldr	Pat Johnson	2
Kinderman	Brian	2521 Volusia Ave, Panama City, FL 32405	kinderb@doacs.state.fl.us	SF 22 Pilot	Fay Kinderman	2
Kirby	Kevin	441 Vicksburg Ct, Jonesboro, GA 30238	kevin.kirby1@us.army.mil	SF 23 & SG 15 Pilot	Donna Kirby	2
Kramlick	Milt	1705 Broadmoor Dr, Billings, MT 59105	n58225@msn.com	SG Crew Chief	Bobbi Kramlick	2
Leonard	James	CMR 418, box 1122, APO AE 09058 (Germany)	jimleo_3a@hotmail.com	SG Airframe Repairer	Francesca Leonard	2
Leonard	John	5302 Winfree Dr, Orlando, FL 32812	captturtle@aol.com	SG 6 Pilot	Judy Leonard	2
Lewis	Charlie	515 North Broad St, Thomasville, GA 31792	clewis@thekingdomgroup.net	SG 32 Pilot	Fran Lewis	2
Lewis	Robert	929 Hwy 98W, Frostproof, FL 33843	???	SG Maint Supv.	Wannee Lewis	2
Libby	Huard	537 River Rd, Standish, ME 04084	huardlibby@hotmail.com	SG Crew Chief	Rosemary Libby	2
Loftis	Don	110 Boyd St, Soddy Daisy, TN 37379	donloftis@aol.com	SG 35 Pilot	Kathy Loftis	2
McCoy	William	316 Spring Valley Rd, Bristol VA 24201	oozelfinch@bvnunet.net	SG 46A Crew Chief	Bobbie McCoy	2
McDonald	Tom	1104 S. 12th, Herrin, IL 62948	tmcd62948@verizon.net	SG Crew Chief		1
McGraw	Jimmy	21085 Trailwood Ct, Whitney, TX 76692	golf4mcg@valornet.com	SG 23, 36, 6 Pilot / CO	Frances McGraw	2
Modica	Don	5744 S. Clay Ave, Springfield, MO 65810	dmb_1955@mchsi.com	SG 6 Pilot / CO	Betty, Jeff Modica	3
Moore	Ned	5659 Colonist Cir, Indianapolis, IN 46254	nedmoore1@comcast.net	SG 15 Pilot	Barbara & Cindy Moore	3
Nicholson	Donald	3000 Mountain Ct, Mandeville, LA 70448	longtrips0@aol.com	SF 35 Pilot		1
Oates	Dan	3155 Brookfield Dr, Newburgh, IN 47630	doates@mrnewburgh.com	SF 26 Pilot / Plt Ldr	Martha Oates	2
Ogden	Leigh	12524 Two Farm Dr, Silver Spring, MD 20904	lmogden@verizon.net	SG 5 Pilot, XO		1
Poor	Bill	114 Swetgum Cir, Canton, CA 30115	wtpoor@comcast.net	SG 6 Pilot	Ann Poor	2
Plott	Thomas	106 Muirfield Ct, Hendersonville, NC 28791	tjphvc2@gmail.com	SG 45 Pilot	Judith Plott	2
Preble	Bob	163 Penny Hill Rd, Shushan, NY 12873	rjpn1@gmail.com	SG 34A Crew Chief	Christine Preble	2
Rentmeester	Richard (Rip)	106 Chewalla Dr. Enterprose, AL 36330	ripngeri@webtv.net	SG 21 Pilot	Geri Rentmeester	2
Shoup	Rick	HC-61, Box 82A, Capon Bridge, WV 26711	rshoup@variggers.com	SF 11 AMO / SG 21 Pilot		1
Smith	Donald	2800 Pyramid Ave, Pittsburgh, Pa 15227	shotgun-8a@hotmail.com	SG 8A - Acft Rep Tech	Renate Smith	2
Smith	James	322 Haymond St, Fairmont, WV 26554	barnstormersmith@aol.com	SF Crew Chief	Sheila Smith	2
Spain	Al	Box 1137, 1619 False River Rd, New Roads, LA 70760	atspain@bellsouth.com	SG 8A, 26		1
Stefero	John	535 Jefferson Ave, Morrisville, PA 19067	jdstefero@aol.com	SG 37 Pilot	Darla Stefero	2
Stickler	Dan	502 S. Ridgewood Ave, Ormond Beach, FL 32174	danstickler@cfl.rr.com	SG Crew Chief		1
Stockton	Larry	10701 Heather Nicole Ln, Mint Hill, NC 28227	zsmithe@aol.com	SG 49 & 46 Pilot	Carolyn Stockton	2
Strye	James	9371 Lamerton Cir, San Antonio, TX 78250	vickiandjimstrye@gmail.com	SF 39 Pilot	Vicki Strye	2
Svarrer	Norman	1441 Sonata Ct, Gulf Breeze, FL 32566	nsvarre@bellsouth.net	SG 10 Pilot		1
Tabb	Billy	3598 Wimbleton Dr, Pensacola, FL, 32504	btabb@cpx.net	SG Pilot / Ops		1
Tanguay	Paul	16300 Gossamer Way, Oklahoma City, OK 73165	paul.tanguay@commuterair.com	SG 27 Pilot	Janice Tanguay	2

Williams	George	1420 N. Drexel Cir, Mesa, AZ 85205	deltabirdog69@aol.com	SG 20 Pilot, SG 3 Ops Off	Vinette Williams	2
Woolley	Bobby	4007 SW 325th St, Federal Way, Wa 98023	bjdubu@aol.com	SF 12 / 26 Pilot		1
Varner	Gary	127 Hazelwood Dr, Johnson City, TN 37615	gpvarner@comcast.net	SG 34 Pilot	Peggy Varner	2
Werner	Bruce	171 Clemson Dr, Carlisle, PA 17013	brucewerner@hotmail.com	SG 39 / 36 Pilot		1
Wirrki	Tauno	Box 423, Salem NY 12865	???	SG 34 Pilot		1
						122

Tim Brinkerhoff



Other Reunions

21st RAC www.geocities.com/davidwchandler/ - no information
73rd RAC see 74th RAC
74th RAC www.aloft74th.org - no info

119th RAC www.219headhunters.com
The 2009 Reunion will be held at FT RUCKER, ALABAMA
Dates - Oct 14 - 15 (Early Bird) Oct 16-18

183rd RAC www.183seahorse.org

Upcoming Mini reunion: All the 183rd is invited along with the 219th and any other Birddog Company.

Al Cherin and Charles Justice are having a mini Reunion in Pineville, West Virginia (Located about 20 miles North of Welch, West Virginia.)

Thursday July 16th to Sunday July 19th.

184th RAC www.184rac.com - not scheduled

Great Time at the Summer 2008 Gathering... Really good turnout for the 184th gathering at Fort Rucker
26 - 29 June.

185th RAC www.angelfire.com/tx4/Pteradactyl1185/index.html no info

199th RAC www.SwampFox199thRAC.com - OCT 09'

203rd RAC no web site

220th RAC www.220raccatkiller.us.com new Home page www.catkillers.org - 2010

Bud Bruton states that we need representation from our enlisted members and Artillery (Forward Observers (those we fondly call "backseaters") to serve on the 2010 reunion committee. From those two groups, we specifically seek interested volunteers to serve on the committee, currently scheduled to meet in Philadelphia, arriving **June 25 and departing June 28, 2009**. If you want to contribute your time and energy and can meet in Philadelphia in June, contact Bud Bruton (bbruton@brutonfinancial.com) for further information and instructions. If you want to contribute your skills and talents in other areas, contact Bud Bruton. The sooner, the better.

221st RAC www.221st.org - OCT 09'

DELTA REUNION

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

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 there 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 getting in contact with Delta unit organizations and web sites , etc etc would like to see a good turn out

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

Larry Castagneto
Copperhead 34 162AHC
70-71

The Mekong Mauler in Italy



New Photo Gallery

www.druid-consulting.com/new_page_7.htm

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More new pics in the Photo Gallery.

THE WALL: www.druid-consulting.com/the_wall.htm

Re: Gary Volkes

I suspect that as a result of the strife in Volkes life in Vinh Long, he was relocated to My Tho/Dong Tam for his own protection. I heard that the conflict may have been related to a Vietnamese girl friend? I discovered his death listed in a database that I had access to during my early research.

BJW

[Birddog Store](http://www.druid-consulting.com/bird_dog_model.htm) - www.druid-consulting.com/bird_dog_model.htm



US Wings now offers aviator sunglasses from American Optical, including the renowned, genuine US Military-issue Original Pilot Sunglass! American Optical sunglasses made their debut as early as the 1930s. However, it was in 1958 that the Flight Goggle 58, now known as the Original Pilot Sunglass, was produced for the US Military to provide maximum protection, optical performance and comfort. More than 40 years have passed and the Original Pilot Sunglass is still the preferred aviator sunglass of all US Military branches.

In fact, the Original Pilot Sunglass was honored to be the first ever sunglass to be brought up to the moon with the crew of the "Eagle" lunar landing in 1969. It was subsequently featured in the Smithsonian Air & Space Museum in Washington, DC. If you are looking for the same level of comfort and optical performance demanded by US military pilots, look to American Optical sunglasses. Alongside the Original Pilot Sunglass, US Wings offers a choice selection of other high performance American Optical models. All made in the USA!

American Optical®, Original Pilot Sunglass®, General®, Skymaster®, and True Color® are all registered trademarks of American Optical IP Corp and AO Sunwear USA.

Meet Sgt. David Hack, PhD.

"Hello! Over." Those are likely to be the first words you hear from Sgt. David Hack. Once a military man, always a military man, deep down into the ethical and moral fiber. To know him is to know honesty, integrity and honor.



His father served in WWII, and his two oldest brothers served in the USMC and saw combat in Korea. Tragically, the Sarge lost his third brother, who was an aviator. Every day, without fail, the Sarge honors the memory of this man ("a man's man") who was not only his brother, but his best friend, as well.

Sarge joined the US Coast Guard in 1957 and served for four years: Ocean Station Victor [USCGC Chautauqua](#) (WHEC-41/NRUD) '57-'58; [USCGC Kukui \(WAK-186\)](#)

Hawaii '58; Wake Island Loran Station '58-'59; USCG Station Cape May '59-'60; CG Stations, Shore Units '59; [USCGC Sumac](#) (WLR-311) '60; Marine Safety Office Saint Louis MO '60-'61.

He later enlisted in the US Army in 1964, where he eventually became a sergeant with the 1st Infantry Division. He was serving with the Big Red One in Lai Khe, Vietnam in 1968 when he was awarded the Purple Heart for combat injuries that ultimately ended his military career. After a full year in the hospital and three years on medical hold, the Sarge was medically retired from the US Army in 1973 as a SFC E-7.

US Wings, Inc.
561 E. Hines Hill Road • Hudson, Ohio 44236

Order Online or [email us](#) 24/7/365!
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See the web site for more.

<http://www.uswings.com/sunglasses.asp>

from Corky's - see the Bird Dog Store page



Swamp Fox Shorts!

www.cafepress.com/corkysstudio/3000315

Patch and shirts

If you want to have a shirt or two monogrammed with the SF logo Gary has a few Swamp Fox patches left as well. Contact Gary Simon @ GaryLBB@aol.com for details. Remember, you have to provide the shirt(s). Turnaround time is about 3 weeks.

[WEB SITES of INTEREST](#)



http://shop.history.com/detail.php?p=87729&v=All&ecid=EMC-TV3-100178&pa=HISem093009_pat_noph



www.steaksfortroops.com/

SEE WHAT Y'ALL MISSED BY NOT GOIN' TO OSHKOSH!

<http://www.youtube.com/watch?v=nKU0uQki5Dc>

[EAA calendar](#)

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

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

IBDA



www.ibdaweb.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. Well worth it for the magazine alone. - editor (RJ)

SWAMP FOX NETWORK

Welcome Home

Status quo

Note: call 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

Established June 6, 2002 D-Day!

Ground loop page added.

I note that some may be having trouble accessing the Swamp Fox Web site from MS Internet explorer .

I have not found the cause of this problem, but working on it.

www.Druid-Consulting.com goes to the same place.

FireFox seems to work OK.



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

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

Cheers Y'all - Editor r.jennings@KTIS.net

(EOM)