

The Airlifter Volume XVI



The Airlifter

Newsletter of the Troop Carrier/Tactical Airlift Association

Promoting and preserving the troop carrier/tactical airlift heritage

November 16, 2011

Volume XVI

Financial Report

As of today's date, we have \$5,871.18 in our checking account. Our expenditures since the last newsletter are \$1,150.00 to the Robins Air Museum for a deposit for their facilities for next year's convention and \$152.23 to Avahost for our web site.

Membership Changes

During our September 14 board meeting conference call we voted to make the following changes to our membership:

2-year Membership = \$25.00

10-year Membership = \$100.00

Life Membership = \$250.00

In addition, we voted to extend a complimentary Lifetime Membership to all World War II veterans. All current WW II vets will have their membership automatically changed to Life and any future members will be granted automatic Life Membership simply by submitting the registration form.

Convention Planning

Planning for our 2012 convention is coming right along and interest is running high. We're posting the names of those who have expressed an interest on the web site on the convention page. Those who have indicated they are definitely planning to be there are marked with a star. Tom Stalvey and Roger Greuel have made a couple of trips to the museum at Warner Robins and are in the process of making arrangements with the hotels. We should have hotel registration information and registration forms available soon. Lockheed Martin has extended an invitation for us to come to Marietta to visit their factory, which we are planning to do on Friday. Consequently, we've extended the event by one day, with arrivals now scheduled for Wednesday and the convention running through Saturday evening and Sunday morning. Once we have worked out the costs of renting a bus for the trip to Marietta, we'll be able to come up with a total registration fee at which time we'll post the registration forms on the web site. There is considerable interest in the event. So far, we have almost 80 people who have expressed an interest in attending, many of them who have not previously joined the association. Following is our proposed agenda, subject to change. For instance, since this was proposed, it was decided to have the board and members meetings on Thursday):

Fifth Annual Troop Carrier/Tactical Airlift Assoc.

Convention October 18th – October 21st 2012

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Wednesday October 17th 2012

4:05P.M. – 7:00 P.M.

Registration and Arrivals (at hotel) Hampton Inn and Hilton Garden Inn

(Both hotels are on Watson Blvd. next to each other. Currently negotiating for better rates). We have commitments for \$99.00 a room at each hotel. Both are new! Conference room at Hilton suited for 150 persons.

Thursday October 18th 2012

8:35 A.M. – 11:00 A.M.

Reserved breakfast in The Art Gallery for 72 places at one time

11.05 A.M. – 12:00 A.M.

Memorial services in C-130 area, Clergy to be announced. All names of wartime deaths submitted to be read from our Squadrons.

12:05 P.M. - 1:00 P.M.

Box lunches on the grounds.

1:05 P.M. - 4:00 P.M.

Lockheed presentation Peter Simmons, Marketing Director Lockheed Marietta with possible addition(s)

Thursday October 18th Cont.

5:05 P.M. – 9:00 P.M.

Rotunda Reception for all guests in main lobby (menu to be announced)

Friday October 19th

8:05 A.M. - 6:00 P.M.

Coach trip to Lockheed Marietta plant for tour of C-130 assembly line. Evening free

Saturday October 20th

8:05 A.M. - 10 A.M.

Breakfast in Art Gallery, reserved attendance for 72 places at a time

10:05 –A.M. – 11:00 A.M.

Board meeting at hotel conference room accommodates 150 persons

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(no fees)

11:05 A.M. – 1:15 P.M.

Member meeting at hotel conference room accommodate 150 persons

(no fees)

1:15 P.M. – 4:30 P.M.

See the sites at the museum

5:05 P.M. – 6:15 P.M.

Professional photos formal or military attire desired. We will be taking our first official full member and individual family photographs at this time.

6:35 P.M. – 8:30 P.M.

Dinner in “Vietnam Era” Hanger One

Sunday October 21st

9:05 A.M. – 10:30 A.M.

Breakfast in Art Gallery, reserved attendance for 72 at a time.

10:35 Adjournment and fair wells

Note* All meeting are casual attire except where noted !

C-130E to the Robins Museum and Spare 617 Airplane to USAFM

By a fortuitous circumstance, the Robins Air Museum recently received C-130E 63-7868 for its collection. This



particular airplane was retired from active service at Little Rock Air Force Base, and was identified for the museum because of its colorful history. It was originally delivered to the 464th Troop Carrier Wing at Pope AFB, North Carolina in 1964. Later that year it was one of fifteen C-130s assigned to the Pope rotational squadron at Evreux-Fauville AB, France which participated in the historic US-Belgian rescue mission in the former Belgian Congo. The airplane transferred to 315th Air Division and was assigned to duty at Ching Chuan Kang Air Base, Taiwan. In 1971 when the 374th Tactical Airlift Wing at Naha AB, Okinawa

inactivated, the designation along with that of the 21st Tactical Airlift Squadron transferred to CCK to replace the 314th Tactical Airlift Wing and the 346th Tactical Airlift Squadron. The 21st TAS' classified “E Flight” mission also transferred

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to CCK and 7868 was assigned to it from 1971-1973. The airplane spent sixteen years in the Pacific, with most of that time at Clark Air Base, P.I.

It returned to the United States and was assigned to the Rhode Island Air National Guard for many years, before returning to active duty service, again at Pope. It later transferred to Little Rock where it was used to train aircrews.

The presentation of 7868 to the Robins Museum occurred a few weeks after C-130E 62-1787 was presented to the US Air Force Museum at Wright-Patterson AFB, OH on August 19. The USAFM airplane, C-130E 62-1787, was flown as SPARE 617 in April, 1972 on a mission over An Loc in which it received major battle damage. The aircraft commander, Captain William Caldwell, and loadmaster, SSgt Charles L. Shaub, both received the Air Force Cross for the mission. One of our members, Mike “Stony” Burk, was at Dayton the weekend following the arrival of the airplane with veterans of the 5th Aerial Port Squadron for a reunion. They were able to tour the airplane as well as the AC-130A that is at the museum. Incidentally, the current issue of the USAFM magazine FRIENDS JOURNAL Curator’s column is devoted to the arrival of the airplane. Curator Terry Aitken drew heavily on our web page for his comments with credit given to the Association, including a link to the page at www.troopcarrier.org/spare617.html.

Death of a C-119

When I was an eight-year old boy growing up in rural West Tennessee, an Air Force C-119 Flying Boxcar crashed about thirteen miles from my home, with the loss of all on board.



Needless to say, the accident and the sight of the wreckage made an impression on me. Recently, when some of my childhood friends on Facebook started claiming that the airplane crashed in a particular field some distance from where I remembered it, I decided to obtain a copy of the accident report to find out exactly what happened and where the main wreckage came to rest. The report revealed that my own perception of what had happened was wrong and that there was an erroneous report put out immediately after it happened that it hit the top of the court house.

Briefly, this is what happened. On Friday, February 26, 1954, USAF 1st Lt. Jack Clark Jenkins and a four-man crew consisting of a new second lieutenant copilot and two airmen second class flight engineers from the 777th Troop Carrier Squadron of the 464th Troop Carrier Wing at Lawson Air Field, Georgia took C-119G 53-5894 out on what was supposed to be a six-hour training flight. The flight plan called for them to spend an hour practicing maximum performance takeoff and landings at Lawson then they were to proceed to Maxwell AFB, Alabama to accomplish ten GCA’s. At that point they were to return to the Columbus, GA area and spend the remainder of their training time practicing VOR approaches. The crew was thoroughly briefed on their mission and they went out to fly. However, instead of remaining in the traffic pattern at Lawson as the flight plan called for, Lt. Jenkins left the pattern and headed northwest for his hometown of Huntingdon, Tennessee, some 320 miles away. Instead of accomplishing the assigned training, he decided to take the brand new airplane – it only had a little over 100 hours on it – on a joy ride. As it turned out, he had done the same thing some two weeks before.

Lt. Jenkins arrived in the vicinity of Huntingdon sometime around 14:40 hours. Since there was no radar over the Continental United States in those days and he made the flight in VFR conditions with no filed flight plan other than the one he had filed for the training mission, it is impossible to determine his route. However, some of the crewmembers

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who had been with him on the previous flight later reported that he had flown to Tennessee at a medium altitude of around 5,000 feet until he crossed the Tennessee River, when he began a descent to a lower altitude. He spotted a town, probably Lexington, Tennessee, which is near the Jacks Creek VOR, then followed Tennessee Highway 22 north toward Huntingdon. He came in low over the town from the south and made a pass right over the roof of the courthouse, then continued north for about half a mile and started a steep right turn to the east. Witnesses, several of whom were Army Air Forces, Air Force and Naval aviation veterans and reservists, later reported that he was very low, at about 175-300 feet above the ground. News reports stated that the airplane struck a house north of the courthouse but this proved later to have been untrue. After completion of his turn, Lt. Jenkins headed straight for Court Square from a generally easterly direction, again at very low altitude. Some witnesses later reported that he was so low that he had to pull up to avoid striking the building but other witnesses reported that he was around 175 feet. The airplane was going at a high rate of speed, estimated at anywhere from 235-275 miles per hour.

At some point either just prior to reaching the courthouse or right over it, Lt. Jenkins initiated a steep rolling turn to the



right. At that point the wings failed and the airplane started coming apart and it crashed just outside of the city limits within a few seconds. An erroneous message was sent out through Air Force channels that the airplane struck a flag pole but witnesses told investigators that it did not strike anything prior to the final impact. (The flag pole at the Carroll County Courthouse is mounted on a pole on the lawn, not on top of the building.) Carl Wyrick was in pilot training at the time and was told that the airplane hit a flag pole, but the accident investigators determined that the report was erroneous. Both wings failed almost simultaneously, with pieces of the right wing coming off

and falling on the courthouse lawn and in the street. One piece landed on the court house roof and another on top of a building across the street. Gasoline streamed out of the right wing and ignited, and fell to the earth in a stream of fire. The left wing failed completely and folded back along the left boom; a few seconds later both the boom and the wing separated from the airplane. The horizontal stabilizer came off and landed in the street just west of the courthouse. As it continued its fiery way west, the airplane continued losing pieces and fuel. Flaming gasoline fell on a local resident and a hired hand who was working in his garden with a team of mules. Both mules were injured so badly from the burning gasoline that they had to be put down.

With both engines still running – evidently at full power –and the left wing and boom gone, what was left of the airplane continued for a distance of 1,700 feet from the point at which it started breaking up and crashed nose first at a 60-degree angle in a field just west of town. All four crewmembers were killed on impact. The airplane exploded and sent smoke 1,000 feet into the air. The cockpit cart-wheeled into a drainage ditch and separated from the cargo compartment, which continued on for another 100 feet or so. One of the landing gear came to rest almost 300 feet from the impact point.

The accident occurred at roughly 3:00 PM on Friday afternoon, probably a few minutes before since local schools hadn't dismissed yet. The local police chief was driving west of town and saw it happen, as did several other witnesses, including a Naval Reserve flight engineer who was working in a field not far from the impact point. He immediately notified the Tennessee Highway Patrol and called in deputies and the local National Guard to come out and cordon off the area to keep the public away from the crash site. The first people to arrive on the scene found the bodies and pulled them away from the fire. It was a difficult task, especially because most people knew the pilot, or at least who he was. The highway patrol notified the Air Force, who notified an Air Rescue unit in Alabama, but after it was determined that

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all four crewmembers had been killed, the rescue unit returned to its home base. Although the airplane and crew were based at Lawson with the 464th Troop Carrier Wing, the 314th Troop Carrier Wing at Sewart AFB, Tennessee was notified to take control of the crash site, recover the wreckage and conduct an investigation. Our own Col. Bill ‘Bones’ Blanton, who was a captain at the time, was a member of the board.

The investigators learned that Lt. Jenkins had a reputation as an exceptional pilot, and that he had never exhibited any tendency to recklessness. After graduating from Bethel College in McKenzie, Tennessee in 1951, he enlisted in the Air Force and applied for aviation cadets. He completed pilot training and was commissioned in June, 1952, and left immediately for a year’s assignment as a C-119 pilot with the 314th Troop Carrier Group, a unit of the 483rd Troop Carrier Wing, at Ashiya AB, Japan. After a year flying combat missions in Korea, he returned to the US and was assigned to the 464th TCW, which had activated at Lawson AFB, Georgia only a few months before. He was assigned to the 777th TCS. At the time he had less than the 1,000 hours flying time required for assignment as a first pilot, but by January, 1954 he had reached that milestone and was upgraded. A few weeks later he killed himself and his crew.

My personal belief (based on memories of an eight-year old) was that he had simply stalled the airplane and went in. But it turns out that what actually happened was that he exceeded the airplane’s published maneuvering speed (Va) and overstressed the airplane. Current FAA limitations for the C-119Gs, which are still used to fight fires, is 162 knots (187 MPH). Lt. Jenkins is believed to have been maintaining at least 230 MPH when he began the right turn that caused the airplane to start coming apart. It was a tragic and needless accident, caused primarily by youthful exuberance and the need to show out before his hometown family and friends and exceeding the aircraft’s limitations in the process.

PROJECT COMMANDO VAULT

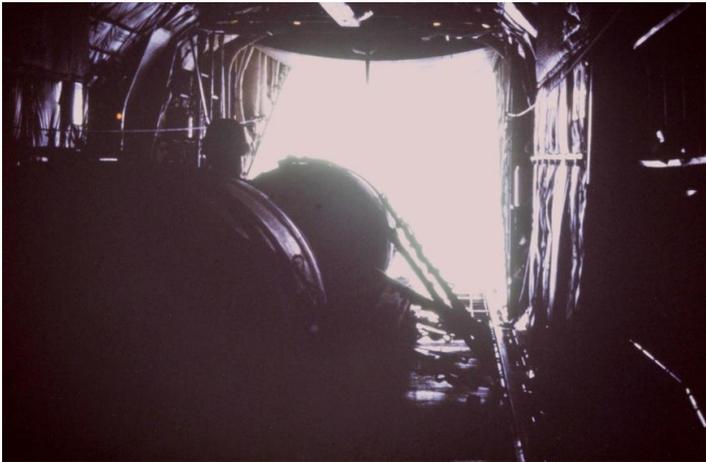


Throughout troop carrier/tactical airlift history, transport aircraft have been used to drop aerial weapons. In 1945 C-47s from the 317th TCW dropped napalm on Japanese positions in the Philippines. In Vietnam C-123s and C-130s dropped 55-gallon drums of contaminated fuel in an attempt to start fires and, later, to wipe out Viet Cong tunnel complexes. The most successful use of transports as bombers was Project COMMANDO VAULT, which used C-130s to drop huge ten and fifteen thousand pound bombs to create “instant” helicopter landing zones and to wipe out large concentrations of communist troops. Having been intimately involved with the

project, I have often written about it in the past, including an article that appeared in VIETNAM magazine. Recently I located the official history of the mission as recorded by USAF historians as part of Project CHECO, the Air Force historical program to record the history of the Vietnam War. The full report is located at Texas Tech University in their Vietnam archives; the URL is linked to my web page at www.sammcgowan.com/bombers.html. The report was written by historian Melvin F. Porter, and there are some inaccuracies in it, but it gives a pretty good overview of what the mission was all about.

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The Army and Air Force first began looking at the idea of using bombs to create clearings in the jungle as early as 1966,



but none of the various methods tried were successful until some test detonations were made using M-121 TNT bombs which had been originally developed to be dropped from the Consolidated B-36 bomber. (Some test drops were made in Vietnam of 3,000 pound bombs but the report is unclear as to whether they were dropped from C-130s or some other aircraft type. Two of our members report that they dropped some kind of large bomb near Khe Sanh, but the M-121 had yet to be introduced to Southeast Asia at that time.) A test was conducted of a weapon that was placed in the jungle on the ground. Tests were conducted at Kirtland AFB, New Mexico using Army CH-47s and C-130s. The historical

report implies that the use of the helicopter was discontinued due to cost, which is partly true, but there is more to the story. In early 1969 when I first got to Clark, my first trip in-country was with Chick Anderson, who was the engineer on the first C-130 M-121 drops in Vietnam. At the time he was crewed with Maj. Robert Archer. Previously, their crew had carried two colonels, one Air Force and the other Army, from the Air Force Systems Command. During the flight they were on headsets and discussed what they were doing with the crew. They revealed that they were in Southeast Asia to determine the effectiveness of the M-121 bombs to clear helicopter landing zones and that they were considering giving the mission to C-130s. As a result of the conversation, Maj. Archer was picked to be the project officer for the project and the mission was given to the 463rd Tactical Airlift Wing, to which he was assigned. In October 1968 Maj. Archer and



his crew made the first drops in South Vietnam. Later, in December, ten more weapons were dropped by 463rd crews, and plans were made to commence operational drops in the spring of 1969. The initial drops would be with M-121 10,000 pound bombs, but the Air Force already had a larger 15,000 pound Blu-82 under development. In May 1969 two Blu-82s were dropped in South Vietnam along with two M-21s for evaluation. It was discovered that the large bomb made a considerably larger blast, and cleared a substantially larger area, although not as large as hoped for. The Army wanted a clearing large enough for five UH-1 helicopters at a time, but the largest clearings were only able

to accommodate two. However, there were a number of advantages to the method. Initially, crews flew to Cam Ranh from Tan Son Nhut to pick up the weapons but in the spring of 1969 the 463rd's operating location changed to Cam Ranh – the A-model wing, the 374th TAW, moved to Tan Son Nhut. The official reason for the swap was given as being due to parts compatibility between the C-130 B and E.

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Delivery of the weapons was actually quite simple, although the mission was a special operation. Air Force personnel at Kirtland developed a method of mounting the bombs on a wooden cradle on top of a standard modular airdrop



platform. The rigging was routed so that all of the straps crossed over the top of the bomb at two places, and a standard airdrop knife was attached to the rigging at that point. A 15-foot extraction parachute was used to extract the load and cut the knives, at which point the bomb would separate from the cradle and fall free, while the pallet fell away. The extraction parachute was released a few seconds before the drop (ten if I recall correctly), and the pallet would be held in the airplane by maximum tension on the right hand locks in the Dual Rails. The crew loadmaster actually released the weapon on signal from a ground controller by pulling the Simultaneous Release handle, which

released tension on the locks. Two bombs were carried – the second bomb was held in place by the left hand locks when the first one was released.

No extensive modifications were required to turn the C-130B into a bomber. All that was required was for the loadmaster/scanner cord in the cargo compartment to be configured to receive the UHF and VHF radios. Prior to the drop, avionics personnel installed a tiny portable transponder by taping it to one of the seat rails. Weapons personnel



installed the main fuse at the end of the tree penetrator, a piece of pipe which was screwed into the nose, and an electronic fuse at the rear of the bomb. During rigging a small triangular parachute in a circular pack was attached to the rear of the bomb – its purpose was merely to keep the nose pointed down.

The drops were controlled and directed by Strategic Air Command MSQ-77 “Sky Spot” radar controllers on the ground. The MSG-77 had originally been developed to score the accuracy of SAC bomber crews, and was adapted for

“blind” bombing in Southeast Asia. The flight crew provided wind information to the ground controllers, who gave the pilot precise headings to fly. I was surprised when I went into one of the sites and discovered that the course was actually plotted out on a piece of plain paper by a stylus. There was no radar screen in sight!

The accuracy of the C-130 bombers was unprecedented. I remember seeing a letter on the bulletin board in Det. 2, 834th Air Division at Cam Ranh from SAC which showed the average circular error of all aircraft types involved in SKY

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SPOT drops, which included all fighter types and B-52s as well as C-130s. Believe it or not, the C-130s had the lowest average circular error! The CHECO report states that all bombs fell within 50 meters of the desired impact point. Actually, in some cases the accuracy was much greater. On one occasion the crew I was assigned to dropped two bombs on top of a ridge out from Da Nang. The first bomb impacted below the crest, but the second was smack on top! I saw a helicopter going in within seconds after the drop.

Not all 463rd crews were qualified to drop the bombs. Each squadron qualified a certain number, either three or four. COMMANDO VAULT crews were the most highly qualified in the squadron and were made up mainly of instructor personnel. The second loadmaster was usually the 834th AD loadmaster at Cam Ranh Bay, although if the crew had a student loadmaster assigned, he functioned as the second loadmaster. Several COMMANDO VAULT crews were at Cam Ranh at any given time, which allowed the response time to drop to as little as 24 hours from the time a drop was requested. Bomb crews were scheduled outside of the normal airlift missions, and once the drops had been completed, we were assigned to additional missions, often of a Combat Emergency nature. We'd spend the rest of our crew day carrying cargo into forward fields rather than on scheduled passenger and cargo missions, at least that was the case with my crew.

Although the bomb drops were officially intended to create helicopter LZs, some missions were directed at tactical targets. The first bomb I ever dropped was on an enemy base camp. The FAC who was controlling the drop went in after the detonation to assess the damage and gave us a BDA of 100 KIA. When US troops went into Cambodia in the spring of 1970, the invasion was preceded by Blu-82 detonations. Blu-82s were also used in Laos in support of the Vietnamese operation LAM SON 719.



I have no idea how many of the huge weapons I actually dropped myself, but an educated guess is at least 100. I was initially crewed with Capt. Steve Finch, then with Maj. Howard Seaboldt (pictured), who was recognized as perhaps the best of the bomber pilots. I was told by an officer who worked as a duty officer at Det 2 that if a bomb mission was fragged, they gave it to our crew if we were in country. Howie's background before he came to Clark was in SAC B-47s and B-52s – F-84s before that – and he had a lot of experience as a bomber pilot before he went to C-130s. We usually got at least four bomb missions during a

sixteen day tour and dropped two bombs each time. The communists were not happy about the C-130 bombers, and even went so far as to put a price on the heads of the pilots, navigators and loadmasters who flew the drops. Howie was told about it in an intelligence briefing before a drop, then he told the rest of us when he got to the airplane. Chick was not happy that he wasn't included! I personally never worried about it because I never left the base at Cam Ranh and was pretty confident they weren't going to be able to get to me on Herky Hill.

The CHECO report says that loads were restricted to one bomb with the Blu-82 due to weight and balance considerations for landing, but that is not my recollection. While I remember that there were concerns about having to land with one bomb aboard, my recollection is that we carried two at a time of both bombs. I remember having to land

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once for fuel with one bomb still aboard and there was some discussion about it. The additional weight of the rigged Blu-82 was only 5,000 pounds more than the rigged M-121.

The 463rd did all of the dropping during the years when US ground troops were heavily involved in the war in Vietnam. In 1970 the US began withdrawing troops and by the end of 1971 nearly all of the Americans were gone. The 463rd was slated for inactivation, which occurred on the last day of the year. When the 463rd inactivated, the COMMANDO VAULT mission went to the wing at CCK, which had become the 374th by that time, the 314th designation having moved back to the States and the former 374th at Naha having inactivated. At the end of the war, rigged Blu-82s were delivered to Saigon in USAF C-130s for use by the South Vietnamese Air Force, which was operating its own C-130As by that time. VNAF C-130s dropped several of the huge bombs as tactical weapons, and in at least one case killed an estimated 1,000 communist troops near the town of Xuan Loc. But it was too little, too late. A single Blu-82 was detonated during the disastrous incident on Koh Tang Island after the USS Mayaguez was captured by Cambodian Khmer Rouge troops, although the exact purpose of the use of the bomb is not known. During the Gulf War in 1990-91 several Blu-82s were dropped in the desert in Kuwait, primarily for psychological purposes. The Gulf War drops were by US Air Force special operations MC-130Es rather than by conventional C-130s.

Let me comment that while the stated purpose of the COMMANDO VAULT program was to create instant helicopter landing zones, the bombs were sometimes used for tactical purposes. After I dropped the first bomb I ever released, I heard the FAC who was controlling the drop report to the crew and to the MSQ-77 site that he could see an estimated 100 bodies lying around the cleared area. The crew – including myself – received a letter of commendation from the commander of Det 2, 834th Air Division for our activities on that shuttle, and one of the items mentioned as the 100 Bomb Damage Assessment for the drop. That is the only drop I made that I remember being given a BDA for. The bombs were used in most, if not all, of the major US operations in 1969-70. All of the photos above are mine, taken with my camera. If I'm not mistaken, the two shots of the bomb exploding and the smoke rising afterwards were taken of a drop made at west of a Da Nang on a hill that became famous as Hamburger Hill. The photo of the C-130 wingtip was taken after a drop near Katum, when I was still flying with Steve Finch. Brig. Gen. John Herring, who had just arrived in Saigon from Twenty-First Air Force at McGuire to assume command of 834th Air Division, was flying with us to observe the drop, along with his aide, a rather starchy little captain who had been flying C-141s in MAC. The aide wasn't happy when I gave him the nose cone off of the first bomb to give to the general and he got a little grease on his sparkling white hands. After we dropped the first bomb, we lost an engine – at the time I was off headsets and rigging the extraction parachute for the second bomb and didn't know it until I came back on. We made the drop on three engines, then Steve dropped down to make a pass at a lower altitude so the general could get a better look at the new LZ. The aide was NOT happy! Something was said about “endangering the general's life.”

Tell Your Own Story

Do you have your own story to tell? If so, you are in luck. Modern technology has made book publishing within the reach of just about anyone through what is known as “print on demand” publishing whereby the book is set up on a computer file and copies are printed as needed. There are several POD publishers around who will put your manuscript in print for a nominal cost. At least one TCTAA member is currently working on his own story which he will have published with Author House. I am also using Author House to publish the troop carrier history I have been working on for what seems like a lifetime and a revision of my previously published C-130 book. Both books have gone to the publisher and should be available within the next 60 days, hopefully in time for Christmas. The title of the troop carrier history is Anything, Anywhere, Anytime. The C-130 book is called Trash Haulers – it's about the mission, not the airplane. It's basically the same book as the one published in 1988 but with revisions and new information. I decided to leave out pictures to keep the cost down. Once they are published, they will be available for immediate purchase either

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through Author House's own web site – www.authorhouse.com – or from online book sellers such as Amazon.com. I will also be offering autographed copies for sale directly.

I have suggested to the board that we as an association publish a compilation of our members' personal stories. Publishing is one of the endeavors we can undertake as part of our goal of preserving the troop carrier/tactical airlift heritage. By using POD, we can have a book published for a nominal cost, as low as \$1,000 or less depending on how many, if any, pictures we include. I am willing to edit the stories and put them into a book form if there is enough interest and the Board approves the project. The proceeds would go to the Association.

Personal Information

The association is in the process of compiling the personal military information of our members, particularly operational experiences such as combat. Tom Stalvey and Roger Greuel are compiling the information to use it at our next convention. If you haven't done so already, please submit your information directly to Tom either through his Email at tstal7777@yahoo.com or by mail to Tom Stalvey, 2707 Windsor Court, Kennesaw, GA 30144. This information will be used at the next convention.

Going West

World War II veterans have been passing on at a high rate for a number of years, and so have Korean War veterans, which is not surprising since the Korean War began less than five years after World War II ended. Vietnam veterans are now passing on as well, particularly those who had been in service for some time before the war started. I have learned of several veterans some of us knew who have passed away within the past year, although Dennis Ybarra is the only one that I know of who was a member of our organization. The first to pass on this year that I knew was Dave Torbush, a loadmaster who started out at Donaldson in the 1950s then went to Hunter and Vietnam before going to Naha. We learned in August that Col. Bill Coleman, who commanded the 29th TAS at Clark and was then DCO of the 463rd Wing passed away in May. His remains were interred at Arlington in September. The two most recent ones I have learned about were flight engineers Bill Baush and Charlie Brault. Bill's career dates back to Ashiya. He was Stan/Eval in the 463rd TCW at Sewart, Langley and Mactan and retired out of Hickam, where he was PACAF chief C-130 flight engineer. Charlie Brault was also at Langley and CCK, where he was with Lt. Col. Howard Dallman the day that he was awarded the Air Force Cross for a mission to Khe Sanh. If I'm not mistaken, the rest of the crew were all awarded the Silver Star. They were shot up while landing and their load set on fire, but Charlie and the loadmaster, Wade Green, put it out with the onboard portable fire extinguishers. They taxied the airplane to the cargo ramp but were unable to get one of the engines started. While the AC was in the aerial port shack on the phone with the ALCC, Brault and the copilot, Roland Behnke, got the engine started. Dallman came back out and they flew the badly damaged airplane out of the combat base.

Please let me know of anyone who has made their final flight and we'll add them to the list on our web site. Also, a contribution to the Association in the name of any troop carrier/tactical airlift veteran who has passed on is always welcome. Because of our charitable status, all contributions are fully tax deductible.