



FAC NEWS



VOLUME 18 ISSUE 2
Jul 2018



Brad Wright

PRESIDENT'S CORNER
Brad Wright
Covey 251, DaNang,
May 1970-1971

www.fac-assoc.org

1849 Southlawn Drive
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Reunion Advisory: Cal Anderson, HOUNDDOG21, 252-437-0550

*Welcome to the 2018
FAC Reunion - Seattle*



.Once again I am poised at my PC to try and put some random thoughts into some semblance of order and pass along to the membership what is going on with the FAC Association.

First of all, it's a reunion year!!

That's just in case you have forgotten that fact. Hopefully not. I know that Joe Sowa and his gang out in the Seattle area have been working tirelessly to put together a top notch gathering for our group. If you have looked at the registration form for all the activities Joe has on tap for us then you should be filling out the form and writing your check now. There are so many great things to do in a very short time that I wouldn't be surprised if some folks don't stay a little longer on the west coast to take in some of the phenomenal scenery and local attractions. (And this from a guy who was raised in Portland, OR and always was brought to believe that it was the place to go on the upper left coast) So, if you haven't blocked your calendar and made some reservations, just do it!!! We ain't getting any younger and if you can make to FR2018 to smooze with comrades and fellow FACers, well, get on with it.

There has been one last minute change to the scheduled guest speaker. We are presently working the issue and hopefully will have been able to secure a speaker for our grand banquet. One of the Covey's I flew with suggested that I should fill that bill and he would provide the rolls and red wine. I politely declined that honor.

The FACA is still in good working order and the current plan is to have a FR2020 in Kansas City, MO. However, your officers and directors made a command decision that we would reach outside the organization for help in setting this up. I am spearheading this right now and will update on the latest status at the general membership meeting in Seattle.

Here's hoping that this newsletter finds you and yours well and enjoying life.

I encourage you to plan on going to Seattle this fall. I sure hope to see many of you there.

Brad Wright
Covey 251
Da Nang 70-71

TREASURER'S REPORT

June, 2018

As of the end of May, 2018, our financial worth was \$148,915:
Checking Balance - \$22,927 (includes \$8,511 in Seattle reunion and \$639 in historian accounts)
Savings Balance - \$24,289
CD Balance - \$65,547
Investment Balance - \$36,151

During the first half of the year, we made our annual contribution of \$2,000 to the FAC Museum, but still have our previously approved donations of \$1,000 to the Homes For Our Troops Foundation and the Fisher House Foundation to make for 2018.

We have new FACA challenge coins. They are available from our historian, Al Matheson, for \$5 (\$10 for non-members), plus shipping of \$5 regardless of the number of items purchased. He also has "Hit My Smoke" key chains and decals at two for \$5.

To help the association save money, if you haven't already done so, consider switching your newsletter delivery to email. We pay about \$500 each year to mail the newsletter. Just let me know and I'll make it happen.

You can also help by keeping track of your membership by noting your status on the first line of your address on this newsletter. The first number is the last year of your membership. If you get the newsletter by email notice, you can email me or Fred Pumroy to check your membership status. If your membership is due for renewal, consider becoming a life member. In either case, make your check to FACA, Inc and send to me at PO Box 222, Polson, MT 59860.

Thanks for your support.

Trey Moran, Nail 13

WILSON, Seth A devoted husband, father and friend, LTC Seth "Growth" Wilson, USAF Ret. passed away peacefully April 22, 2018 at home with his loving wife, Suzan and children, Kate and Amanda by his side. He was a dedicated American patriot, decorated combat veteran, passionate flyer, mentor to countless young pilots, and a larger than life example for all. A great man who will be sorely missed by all who knew him. A Memorial Service will be announced. Arrangements by BRING'S BROADWAY CHAPEL.

IN MEMORIAM

Art Cuovello	Covey 70	Jan 2017
LTC David E. Sweeney	Lopez 25	18 Feb
2018		
Donald Kaehlert	Rash 02	1 Mar 2016
Patrick Thompson CC		
Growth Wilson	Nail 69	2018

FAC Reunion - Seattle, WA September 17-22, 2018



THE HOTEL:

The RED LION Hotel, 11211 Main Street, Bellevue, WA 98004. Pre and post room can be booked by calling 800-RED-LION (1 800 733-5466), group code is: FACUNION.

Room rate is \$122/night + taxes= \$144.57. You may check in as early as the weekend before the reunion starts at the same rate. REGISTRATION DATE FOR ADJUSTING THE HOTEL CONTRACT IS JULY 13TH, 2018, So don't delay



TRANSPORTATION:

You might consider renting a car if you want to take full advantage of the sightseeing opportunities in the Seattle area. You might enjoy a close look at Mt Rainier or Mt. St Helens, or LeMay's world famous car museum in Tacoma (www.americascarmuseum.org/); and Pike's Market, Patriot Square and the Space Needle in Seattle. Lists of popular local sightseeing destinations with addresses, phone numbers and information will be in the welcome package. These tours around the area are at personal preference with your own transportation. We have arranged for buses to take us on the scheduled excursions if enough people sign-up for it. Hertz has an office in the Hotel lobby. Airporter service, Taxi and UBER are available. We are having discussions with a private van transport company to see if they can do the job of picking up reunion arrivals and getting them to The Red Lion and back at less expense. It depends on arrival times and dates. If you fly in, note your flight arrival and departure times on the registration sheet and we will see what we can do to arrange transport. Chartered Bus transportation has been arranged for those who desire it rather than drive to the excursion venues. The price for this service is listed on the registration sheet and is pre-paid.

The BANQUET, a HAT and CHALLENGE COIN ARE INCLUDED IN THE REGISTRATION FEE FOR FACS. your shirt order is included on the registration form. GUEST REGISTRATION DOES NOT INCLUDE A HAT AND COIN UNLESS YOU REGISTER THEM AT THE \$120 RATE

Reunion Schedule:

Monday, Sept. 17:

Arrival, registration, local area sightseeing and call sign group meetings as desired. These would be good days for ferry rides, AND SIGHTSEEING: See: www.wsdot.wa.gov/ferries/. For schedules and routes.

Tuesday, Sept. 18:

Day cruise on Puget Sound. Argosy cruises, which provides this activity during the summer goes on off-season schedule after Labor Day. They have offered to book us a special event on Tuesday, September 18 if we can get 100 people to sign up at \$100, or guarantee \$10,000 for the day. The cruise includes a stop at Tillicum on Blake Island, a historic Indian village. Drive yourself to the Argosy Pier or sign-up for bus

transportation. Here is the deal: 11:30am – 4:30 pm. \$100 per person – includes narrated cruise, full meal, tour presentations, all services, gratuities, fees and sales tax.

www.argosycruises.com/argosy-cruises/tillicum-excursion If there are 100 signups by July 16, 2018, it will be a go. Otherwise it will be cancelled and we will have missed an adventure. Money will not be collected until registration at the hotel and the trip is on. BUT YOU MUST INDICATE ON THE REGISTRATION FORM YOUR INTENTION TO EXPERIENCE (AND PAY FOR) THIS CRUISE. I WILL POST A GO/NO-GO SIGN ON JULY 16.

Wednesday, Sept. 19:

Group tour to The Boeing Museum of Flight: www.museumofflight.org. This is a world famous collection of old and modern aircraft, including an Aviation Pavilion display of a Concorde and an Air Force One Boeing 707 (Presidents Eisenhower, Kennedy, Johnson, and Nixon). Drive yourself or sign-up for bus transportation.

If you have a special status with any of these venues such as museum membership, Boeing employment, etc. write in your status and ticket cost to you so we can pay the proper amount as we pre-purchase the group tickets and avoid a lineup at the door when we arrive.

Thursday, Sept. 20:

Again, you can drive yourself or sign-up for bus transportation.

1. Future of Flight Aviation Center & Boeing Tour: www.futureofflight.org/ takes 90 minutes from start to finish, where you will see large commercial aircraft being assembled in the world's largest (by volume) assembly building.

2. The second destination on Paine Field is the Flying Heritage & Combat Armor Museum, www.flyingheritage.com/ --about 15 minutes from the Boeing factory tour.

Paul Allen, of Microsoft fame is assembling a collection of vintage aircraft with the object of keeping them in flying condition. The collection is small but growing. We will be there for about an hour which is what it takes to see it all including an F-105 "THUD".

Important information for Thursday:

1. The Boeing tour does not have rest rooms available in the factory, so you will have to hold on for 90+ minutes. Restrooms are available in the museums. A deli is available but it has a very limited sandwich menu and slow service.
2. The Flying Heritage Museum has restrooms, is all on one level, but has no food service. I am researching lunch boxes to bring on the buses for this day's tours.

Friday, Sept 21:

This is the day for FAC Association meetings and the closing banquet at the hotel with a guest speaker. The guest speaker will be Col. Ken Hughey (USAF retired): FAC, F4C Driver and author. POW from 1967 to 1973, read his bio at: <http://greatwarhawknation.com/kenneth-r-hughey-2/>

Saturday, Sept 22:

Morning Memorial service will be in the hotel ballroom.

HOOCH: the hooch will be available all during our stay. We bring our own dry snacks, beer and wine. Hours will be posted.

GOLF TOURNAMENT: We have a packed schedule. I do not anticipate having a golf tournament. If you wish to have information on golf courses and enough participants request golf, I will arrange it. Nobody has requested golf. As of April 6th.

CRUISES

My daughter, Kelly, is a travel agent for VACATIONS TO GO.COM specializing in Cruise ships anywhere in the world. At my request, she prepared a listing of cruises before and after the reunion.

Contact her, KELLY "KY" SOWA, at 800-338-4962 EXT 7533. Or Email: ksowa@VacationsToGo.com.

Joe Sowa / Jade 03,
Vung Tau / Nui Dat / Bearcat
June 1967 / 68 O-1 Bird Dog
Chairman, 2018 FAC Reunion – Seattle,
641 E. Creekside Dr. Belfair, WA 98528
Cell: 360-362-2812,
joesowa@reagan.com

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are 'limbs,' therefore painting them would cost the buyer more. Hence the expression, 'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint.)

WWII Statistics Army Air Corps.

Almost 1,000 Army planes disappeared en route from the US to foreign locations. But an eye-watering 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.

In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England. In 1942-43 it was statistically impossible for bomber crews to complete a 25-mission tour in Europe.

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The worst B-29 mission, against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas.

On average, 6,600 American servicemen died per month during WWII, about 220 a day. By the end of the war, over 40,000 airmen were killed in combat theatres and another 18,000 wounded. Some 12,000 missing men were declared dead, including a number "liberated" by the Soviets but never returned. More than 41,000 were captured, half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hemorrhaging, and in late 1944 into 1945, nearly half the pilots

US manpower made up the deficit. The AAF's peak strength was reached in 1944 with 2,372,000 personnel, nearly twice the previous year's figure.

The losses were huge---but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That number was enough not only for US Army, Navy and Marine Corps, but for allies as diverse as Britain, Australia, China and Russia. In fact, from 1943 onward, America produced more planes than Britain and Russia combined. And more than Germany and Japan together 1941-45.

However, our enemies took massive losses. Through much of 1944, the Luftwaffe sustained uncontrolled hemorrhaging, and in late 1944 into 1945, nearly half the pilots in Japanese squadrons had flown fewer than 200 hours. The disparity of two years before had been completely reversed.

Experience Level:

Uncle Sam sent many of his sons to war with absolute minimums of training. Some fighter pilots entered combat in 1942 with less than one hour in their assigned aircraft.

The 357th Fighter Group (often known as The Yoxford Boys) went to England in late 1943 having trained on P-39s. The group never saw a Mustang until shortly before its first combat mission.

A high-time P-51 pilot had 30 hours in type. Many had fewer than five hours. Some had one hour.

With arrival of new aircraft, many combat units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly 'em." When the famed 4th Fighter Group converted from P-47s to P-51s in February 1944, there was no time to stand down for an orderly transition.

The Group commander, Col. Donald Blakeslee, said, "You can learn to fly '51s on the way to the target.

A future P-47 ace said, "I was sent to England to die." He was not alone.

Some fighter pilots tucked their wheels in the well on their first combat mission with one previous flight in the aircraft. Meanwhile, many bomber crews were still learning their trade: of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941.

All but one of the 16 copilots were less than a year out of flight school.

Rustics. As mentioned elsewhere in this newsletter our next Reunion will be in Las Vegas in 2019. I encourage everyone to begin making initial plans to attend. The possibilities for our agenda during this Reunion are many. More information is to follow as we make the Reunion plans over the next many months. And, as always, we solicit any suggestions for our Reunion Banquet speaker. Please be thinking about it. One of the main reasons for selecting Las Vegas as the site of our next Reunion is that the 19th Weapon Squadron “Rustics” are headquartered at Nellis AFB. We hope the 19th WPS to be a major part of our reunion agenda, to perhaps include a mission presentation and base tour. I also look forward to having the squadron members attend our concluding reunion banquet. Claude Newland has over the many years closed out his Rustic correspondence comments with a VERY applicable Rustic FAC “Cleared Hot!” That is my favorite! But for copy right considerations to him, I close below with another. I used it daily (tongue-in-cheek) with my Undergraduate Pilot Training students as I briefed them for their daily missions. I also coined the phrase in my Learjet Squadron and other later flying assignments. But most importantly, I think it applies to those who served the Rustic OV-10/O-2 mission, ... pilots, interpreters, intel, maintenance, ordinance, medical, and admin. I think the extended Rustic Family members can also relate.

Rustics. New 0-2A paint job. Jack Thompson reports the Ft Worth Aviation Museum has recently put a fresh coat of paint on it’s 0-2A aircraft. OV-10 Video. Check out the video Roger Hamann posted on the Rustic FAC Facebook page. Universal Studios in California is using a modified OV-10 in their Waterworld attraction. The OV10 makes a spectacular water landing in a lagoon using pontoons attached to its underside. Hmm...Roger also recently posted another OV-10 video “OV-10 in Perspective.” It was made after the Viet Nam war so it more accurately shows some of the missions.

During WWII, U.S. Airplanes were armed with belts of bullets which they would shoot during dogfights and on strafing runs. These belts were folded into the wing compartments that fed their machine guns. These belts measure 27 feet and contained hundreds of rounds of bullets. Often times, the pilots would return from their missions having expended all of their bullets on various targets. They would say, I gave them the whole nine yards, meaning they used up all of their ammunition.

Hmong. John Jacobs, JKKKN5@aol.com [FACNET], Hmong Memorial. went to a Memorial Day ceremony at the Hmong Memorial in Sheboygan, WI. The website is www.laohmongusmemorial.com. Check it out. It not only honors the Hmong but also lists the names of American MIAs and KIAs in Laos. I was surprised to see more Army SF listed than Air Force. It is a great tribute to the sacrifices of all involved and very well researched and well done.

The guest speaker was Neil Hansen who was an Air America Captain that was in Laos from 1964 to 1975. I spent about thirty minutes talking to him and it was very interesting. One of the panels listed the names of the Air America and Continental Air Service crew members lost. I discovered that they are not listed on The Wall. I think that they should be, what does everyone think? Aren't almost twenty percent of those on the Wall due to non combat losses? I also met a Chapakowa pilot, last name Sayavong if anyone knows him.

Three panels of the Memorial were dedicated to Hmong officers Col Nengchu Thao, LTC Lycha Ly, and Maj Xiong Yang, if anyone knew them. Family members came from as far away as the West coast, Tx and Fla. They are a very patriotic and tightly knit community.

Vietnam. <https://www.nytimes.com/2017/11/07/opinion/Why-Thailand-Takes-Pride-in-the-Vietnam-War>
RICHARD A. RUTH VIETNAM '67 NOV. 7, 2017 Fifty years ago last month, the first Thai volunteer soldiers, a regiment-size unit called the Queen’s Cobras, were sent off to Bien Hoa in South Vietnam to fight alongside the Americans as part of the so-called Free World Forces. Eventually some 40,000 Thai soldiers and sailors would serve. While the Vietnam War is remembered rightly as a tragedy in both the United States and Vietnam, the same cannot be said for Thailand. There the war is described by participants, military histories and official monuments in largely upbeat terms.

Jimmy Stewart, served in the armed forces , and as a officer in the USAF Reserves , he took part in combat operations over North Vietnam before retiring in 1968 as a Brigadier General. He work hard to be accepted in the Army Air corps as he was both over the age limit and under the weight requirement for pilots.

Ken and Helen Semmler St Jakobi Vineyards

khsemmler@optusnet.com.au

Greetings to the team with happy news from 'down-under'. As you might realise, the restoration of 639 is well underway and thanks to all who have helped and are continuing to help in any way. The Australian War Memorial (AWM) has advised that the project now boasts its own web page so we're hitting the 'big time!'

Here it is: [https://www.awm.gov.au/about/our-work/projects/](https://www.awm.gov.au/about/our-work/projects/asteedreborn)

asteedreborn There's to be a correction re Vietnam flying hours but the rest is good stuff. Cheers and here's to enjoyable (and thankful!) reading. Regular updates are to be posted. Cheers, Ken Issue28/Rash38

Doug Robertson, Rustic Radio 71-72. Crash and group, I think that 639 was one of the Rustic birds at Ubon in the move from Bien Hoa to Ubon in Oct of 1971. One of these days I need to get my slides out and scan them to see some of the tail numbers. Ken, it looks like they are doing a very skillful restoration on a old warbird. Are they striving for an outstanding ground display or a real flying OV-10? Either way I'm sure it will make all that were involved with the OV's very proud to have been a part of history

Doug, Great to absorb your comments. Hmm, funny you ask as to whether 639 will once again commit aviation. The AWM's criteria for restoration is 'above and beyond!' Indeed, we've tried to get their approach a bit more relaxed since it's destined for static display only. 'However, we're now saying let's just get out of the way and allow the show to roll. Kim Wood, the chief mender and bender recently stated, given that funny commodity called time plus a few shekels he could indeed get it air-worthy. Ah, one can dream. Forgive repetition but oft state, just imagine, on a Sunday afternoon, loading with the M-60s plus a couple pods of HEs and do a bit of roo and fox shooting. Wot fun! Seriously, all are so thankful that, after many years (20 yrs this Apr since the quest began) we are well and truly up and running. Again I emphasize that, without the Bronco Ass'n we in 'Oz' would not have an OV-10. To my kind mate Walter, I can detect the delightful aroma of Willamette Wines from here! Anyway, Doug if you and anyone have any photos of 639 please let me know and will give the AWM contact to whom they can be transmitted. Thanks all for your encouragement. It sure is appreciated! Ken

In 1872, Russia sold Alaska to the Unites States for about 2 cents per acre..

nail25@aol.com, OV-10 class From Feb 1972, Darrel Whitcomb, Bob Mickelson Ken "Killer" Krohn Bob Craig, Carter Clark
From Feb 1972



Trey Moran, FACA Treasurer As a result of recent newsletter mailing, I got a back-page membership app from Uta Covello on which she wrote that her husband Art Covello had passed away in Jan 2017.

Robin Williams as the American Flag. Our flag has been in the news a lot lately. Please watch this amazing video of Robin Williams impersonating it. The man was a genius and he was just 31 when he made this video. It's about 3 minutes long, but I don't think you will ever see anything like this or as creative as this again. His presentation and comments are particularly germane today and I hope you'll enjoy and appreciate HIS perspective on our flag. The link below is to a Face-Book video that plays in less than 1.5 minutes -- this should give NFL players the inspiration they lack. Notice how ram-rod straight the soldiers are standing during this playing. https://www.facebook.com/MikeCernovich/videos/1356388597823522/?hc_ref=ARQ3n8AxPr8fLYu-xf0Fkb_jFZgVgbr_rB76XpgiA8Gry3Xeu3MybRUcb2uM9wVEPh0&pnref=story

FAC Association

1849 Southlawn Drive
Fairborn, OH 45324

RETURN SERVICE REQUESTED

Annual dues are \$20
Life membership dues depend on your age

55yrs and under	—\$225
56 to 60 yrs	—\$200
61 to 65 yrs	—\$175
66 to 69 yrs	—\$150
70 to 75 yrs	—\$125
76 + yrs	—\$100

Copy this page, fill in the table below, and mail it along with your check to:

Trey Moran
42604 Park Circle Dr.
Polson, MT. 59860

FAC Association Membership and Annual Dues Form

Last Name :		First Name:		Initial:	
DOB (dd/mm/yyyy)		Spouse Name			
Address		Phone #			
City	State	Zip + 4	Cell #		
email					
A/C or Specialty		Call Sign			
Organization/Sqdn/TASS		FAC Tour Dates			
Locations					
Comments:					
Enclosed is my check # _____ for \$ _____ Make me a member of/continue my membership in the FAC Association. (Note: Your Dues Status can be found in the address block printed above.)					
Dues Status		Signature			