



FAC Association Newsletter

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President's Corner July Newsletter

President's Corner July Newsletter

Greetings to all in mid-year 2021! As the country struggles to come out of the past year, plus Covid 19 issues, I hope this finds all of you well and safe.

Father time continues to march forward, and I know that an informal get together this year was mentioned in the last newsletter, however, due to the uncertainties surrounding our country trying to come to grips with all the issues involved with the relaxation of restrictions across not only the United States but the whole world, no decision was made for the FACA as a group. I know that many of our members have made plans to attend

BroncoFest 13 this November but there are no specific plans for an informal 'war story' gathering in Fort Worth.

That being said, we are still on track for September of 2022 in Colorado Springs. So, mark your calendar and make tentative plans. There will be more information to follow on specifics as we move forward in the second half of this year.

Many of you may or may not know that Gary Beard, Covey 276, has volunteered to become our newsletter editor. Okay, volunteered may be a bit of an overstatement on my part. Gary and I were stationed together at Da Nang and we have stayed in touch over the years. I didn't strong arm him but did as good a sales pitch as I could muster to ask him to take the job. This newsletter will be his first and I am willing to bet it will be a great one. My thanks to him and to Harry Pearce who helped me put together a couple of newsletters over the past couple of years and who passed along his notes to Gary to ease his transition into the editor's role.

Another addition to the Board of Directors is Bruce Young, Covey 252, as our legal advisor. Again, Bruce and I were stationed together at Da Nang and he separated from the AF, went to law school and practiced law in Minnesota for many years until he retired. He and J.D. Caven will function together for the time being but J.D. has indicated that he will need to step down in the not too distant future and Bruce has stepped up to the job. Many thanks to both of them for their willingness to support the FACA.

Kudos to Alan Dyer, FACNET guru and moderator, again for the creation of the HOOCH. It seemed that the political discussions were chasing folks away from the FACNET and with inputs from Alan, Darrel Whitcomb (FACNET was his baby from the start), Bob Cohen (co-moderator of the FACNET) a decision was made to create a completely open forum for non FAC related emails and discussions and to restrict the FACNET to FAC only subjects. It seems to have been received well and from my perception has eased the tensions on the FACNET considerably. My thanks to all involved.

That should bring us up to date for this newsletter. I hope that this finds everyone safe and well. I sincerely appreciate the support of the members of the FACA and that the second half of 2021 treats you well.

Cleared Hot!

Brad Wright, Covey 251



TREASURER'S REPORT

July 2021

As of the end of June 2021, our financial worth was \$130,446, a slight increase from December:

Checking Balance - \$3,492 (includes \$832 in the reunion account and \$1,244 in our historian account);
Savings Balance - \$23,305; CD Balance - \$67,528; Investment Balance - \$36,118.

So far in 2021, we have made our annual contribution of \$2,000 to the FAC Museum, but not our approved donations of \$1,000 to the Homes for Our Troops Foundation and \$1,000 to the Fisher House Foundation. We filed our annual Florida business registration and our IRS tax report.

Here are some interesting approximate numbers on our membership. We have 23 paid annual members, 777 life members, 746 non-current members, 3044 non-members and 1051 deceased FACs. Our first objective needs to be to get the non-current members back in the fold. If you know some, work on them. If they are unsure of their status, have them contact me or Fred Pumroy.

We still 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 still have more than 250 members getting the newsletter by snail-mail, costing us more than \$800 each year to print and mail the newsletter. Just let me know and I'll make it happen.

If you do get a snail mail copy, you can also help by keeping track of your membership by noting your status on the first or second line of your address on this newsletter. The first number is the last year of your membership. Unfortunately, the printer has failed to get this in the address twice. 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.

I occasionally send emails inquiring about duplicate membership payments, most commonly from someone who has forgotten their LIFE MEMBER status. Unfortunately, I get few answers back. I like to think it is because the email ended up in your junk folder. To help avoid this happening, please make sure the two addresses I use, factres@live.com and nail13zg@centurytel.net, are on your acceptable list.

Trey Moran, Nail 13

In Memoriam - A tribute to those who have flown west since January 2021

Note: Although the title to this section calls attention to those who have passed since the last newsletter, we have listed some outside that window because, we have just learned of his passing. Slow hand salute to these brothers-in- arms, American patriots all.

Bonser	Thomas G.	Gombey, Nail	26-Jan-21
Crookston	James A. II	Bilk 02, 23	19-Jun-21
Dandaneau	Ronald J.	Rustic Foxtrot	28-Sep-18
Giles	John Kelly	Red Marker 02	29-Jul-19
Isachsen	Gordon Alvin	Covey 247	12-Jul-21
Lawrence	Harley E. Jr.	Bird Dog 83, Gombey 06, Cricket	31-Jan-21
Markle	Terry A.	Nail	19-Jul-20
Nash	Roger B.	Nail 23	21-Jan-21
Oxelgren	Dennis Wayne	Snoopy 50	4-May-21
Pointer	Gary D.	Nail 43	15-Sep-20
Reed	Lawrence	Covey	unknown
Spooner	Donald Allen	Red Marker 07, Allen 14	23-Jul-21
Wood	Wayne L.	Rustic 06	24-May-19
York	John E.	Bomber 44, Jake 04	9-Apr-21

Expanded information and links to some obituaries are located at <https://www.fac-assoc.org/flew-west/flew-west2021.html>

Help: If you know of a brother-in arms who has passed and not yet recognized by the association, please email that information to Dale Hill <nail49@fac-assoc.org> or Trey Moran <nail13@fac-assoc.org> or Harry Pearce <helix35@fac-assoc.org>

We don't know what we don't know.



O-2A, 10973, October 1970

Photo credit Rob Sawyer

Burners Now!

Here we are cruising down life's highway in our Huey, actually Highway 13. I had my door gun unhooked from the bungee, pulled the gun barrel in, and secured on the floor. As did my gunner.

My feet were up on the cabin bulkhead; and I was slumped down, smoking a cigarette, drinking a beer from the ice cooler, and listening to 'rock and roll' on AFVN via the ADF radio probably pretty much like I would have been doing at home in my goos'n around in my 64 Chevy SS.

But in this case, we were six feet off the highway, doing 90 knots, playin' chicken trying to run cyclo-cart traffic into the ditches.

I casually glanced over at my gunner in time to see him sit up and stare out to the right front. "Sir, aircraft 2 o'clock about two miles, looks like an Air Force Forward Air Controller in a Cessna."

I sat up and looked across at the small aircraft through the pilot's window and could see him, a bit higher than us. And we were pulling up on him. The FAC was flying in an O-1 Bird Dog, a small, fixed wing, observation plane. The Air Force used them to control the jet fighter bombers during air strikes; the Army used theirs to correct artillery fire.

Our aircraft commander in the left seat reached down to the radio console and flipped his selector to Channel 3: "Crossbow 31, 33. Close on us, join up."

And then he turned his head then grinned at the pilot. "Let's scare the 'fool' out of that FAC puke!"

Our wingman called: "Closing up, in close formation." The A/C pushed over the Huey's nose to pick up additional airspeed.

We closed to slightly below the Air Force Forward Air Controller's six o'clock position. He appeared to be doing about 80 knots at 200 feet. The FAC was probably doing his job and because his altitude was so low, it almost guaranteed his being gifted sheet metal damage from enemy ground fire.

He was painted gray, so we knew he was an Air Force FAC and not an Army Artillery spotter. That made it even more fun, because we rarely got to 'mess with' the Air Force 'pukes'.

As we closed on him from low and behind, we had built up our speed to a face-stretching 100 knots, my A/C keyed his microphone and told our wingman: "31, 33...We're going to pass close under the FAC and after we get out in front by a hundred meters or so, then we will climb up in front of the Cessna puke's face and give him a thrill. Together let's just climb a bit here, nose over to pick up speed and then dive right under him."

And we did. At climb power we increased altitude, then dove with Crossbow 31 right next to us in formation. As we passed below the FAC, I was laughing in glee, as was Johnny my gunner. We zoomed ahead and then climbed swiftly at 100 meters in front of our quarry. As Johnny and I looked back, we could see the O-1 Bird Dog run smack into the dual sets of our rotor wash.

The FAC puke bounced all over the sky!

With a friendly wave out the Huey's open side door, we once again resumed our trip down Thunder Road-leaving a trail of 'ditched pedicabs, angry Vietnamese and a vengeful [and resourceful] Air Force Forward Air Controller.

We were almost home, and I was debating whether or not to open another can of beer when our wingman frantically shouted: "THREE THREE, THREE ONE...H-E-R-E!"

As my pilot started to flip the radio selector to respond, I saw him sit up straight and rigid, staring over his right shoulder. I tried to see what he was looking at, but I suddenly felt the hairs on the back of my

neck stand up and I slowly turned to look out my side.

There were two F-4 Phantoms, wheels down, speed brakes out with full flaps, cruising right alongside us. They were probably doing twice our speed, but in our memories, they seemed to be standing still.

As they passed to the front of us, they quickly closed up with two other F-4s, who had overtaken us, just off to our right. With the exact precision of the famed Thunderbirds, they closed formation in front of us at our exact altitude.

You could almost hear their flight leader 'calling the marks' Gear up, NOW! Speed brakes retract NOW!"

"BURNERS...NOW!"

Suddenly, they were gone, hidden from view by the burning explosion of eight J-79s in full afterburner. The only thing we could see was the smoky contrails as they zoomed out of sight.

I could plainly hear our pilot shout as we hit the 'little present' the Air Force "Zoomies" had left in the sky in front of us.

We went hurtling up and down...up and down...as our pilot attempted to control the Huey gunship.

Ten minutes later, we had quietly 'hover taxied' down the active runway to our revetments at Lai Khe.

As we sat our helicopter down, the USAF FAC pilot began a flyby next to us on our active runway, cheerfully waving to us out his open cockpit window.

(Source unknown; reprinted in BAN BAK; A Historian's Notebook)



Things I Learned as a Forward Air Controller Or Fighter, Check your 12

As a young US Air Force officer, I served as a forward air controller (FAC), in the later years of the war in Southeast Asia. This included duty with the 23rd Tactical Air Support Squadron at Nakhon Phanom Airbase, Thailand, where I flew the OV-10, and duty with Detachment 1 of the 56th Special Operations Wing at Udorn Airbase, Thailand, where I flew O-1s and U-17s as a "Raven" FAC on special assignment in Laos. Through my tours, I flew over northern and southern Laos, South Vietnam, Cambodia, and even a few times over North Vietnam. I spent many hours on interdiction missions searching for targets along the Ho Chi Minh Trail and the hinterlands of all of these countries. I also had many occasions to perform close air support for friendly forces and, when necessary, participate in search and rescue missions for downed aircrews or special forces teams. I directed hundreds of airstrikes and learned that the airspace over hot targets was a dangerous arena and pilots had to diligently work to prevent mid-air collisions with fighters and other supporting aircraft. The "Big Sky" concept did not always work. My unit mates and I learned fast. The memories are still strong.

Interdiction

On these missions our purpose was to find enemy forces and engage them before they came in contact with our allied ground forces. Literally, we were trying to prevent battles by destroying enemy forces before they were a threat to our guys below. These missions could be long and tedious. We needed to do good preparation with our intelligence personnel so that we could focus our search efforts. We always carried maps which were updated with the most recent intelligence data on active road segments and

potential supply areas. We directed airstrikes on any enemy forces or trucks we found.

However, the tedium was a challenge. We did a great deal of our searching with binoculars. While necessary to spot camouflaged targets, they restricted our overall situational awareness. Consequently, we quickly learned to turn up the volume on our radios in case we received any calls warning us of enemy actions. Later in my tours, our OV-10s were modified with radar warning receivers (RWR). They could also warn us if any enemy radars were tracking us. However, I vividly remember one day receiving a warning from a most unusual source. I was searching with my binoculars along the Ho Chi Minh Trail, near the Ban Karai Pass, when I heard an unusual “vit---vit---vit” tone on my UHF radio “Guard” receiver. Looking quickly behind the aircraft I saw several very large air bursts and jinked out of the area and stayed further west of the Pass. When I mentioned this in my mission debrief, I was informed that the North Vietnamese had radar guided 85 and 100mm anti-aircraft guns east of the pass and loved to shoot at airplanes over Laos. Their radars transmitted at about 241 MHz but their transmitters were sloppy, and their frequency varied as high as 243 MHz, which was our standard “Guard” frequency. The sound I heard was my UHF radio picking up the sweep of the radar as its pulse hit my aircraft. I will never forget that sound.

We also did a lot of road cuts by directing fighters to drop bombs with delay fuses on road segments, thereby cratering them and delaying the movement of the trucks and supplies. Generally, though, the enemy forces would quickly repair the damage or plow a road around the damage and the flow would resume. I discovered that it is very hard to destroy a dirt road.

Close air support (CAS)

During my time as a FAC, I did a lot of CAS for South Vietnamese, Laotian, Hmong, and Cambodian ground forces. This was facilitated by the assignment of U.S. military or CIA advisors assigned to the units to facilitate critical communications with the FACs. We provided this support by directing artillery, fixed or rotary-wing gunships, or fighter aircraft as they delivered bombs, rockets, cluster bombs or direct fire in close proximity to our allied troops. And in doing so, I discovered one overriding fact - there is no such a thing as friendly artillery or a friendly airstrike. All of it is unfriendly and designed to kill, break, and destroy whatever it hits. That certainly includes friendly forces because the weapons don't care who they kill, break, or destroy. Therefore, the “control” part of the FAC mission was absolutely critical! The artillery fire had to be accurately plotted and directed. The fighters had to clearly understand the position of the friendly units and clearly see where their ordnance was supposed to be delivered. This could be a real challenge in a confusing battle with fighters or gunships who were low on gas and needed to get in and out quickly. I do believe that every FAC has at least one horror story about sloppy fighters on a CAS mission.

Years later, I flew A-10s and discovered a corollary to this point. In Europe we trained to fight Warsaw Pact forces if they ever invaded western Europe. We knew that they had strong, sophisticated air defenses with modern surface-to-air missiles and radar controlled anti-aircraft guns. We had plans for dealing with these weapons. However, our allied ground forces also had strong and sophisticated air defenses, and we also had to have very precise procedures for avoiding them as we attacked the Warsaw Pact forces. That was a two-edged threat and taught me that there is no such a thing as a friendly surface-to-air missile or air defense gun. They are all designed to kill, break, and destroy aircraft, regardless of what patch is on the tail. At one point, I recall listening to a U.S. Army air defense officer brag that his battalion would defend his division and kill anything which tried to fly though the airspace above. I reminded him that our A-10s would be using that airspace to directly support his division. He smiled and told us to be careful.

Search and Rescue (SAR)

All FACs were trained and equipped to conduct rescue operations, and almost all of us were an on-scene-commander (OSC) at least once on our tours. I learned that this capability was critical to our overall mission because our aircrew members were highly trained and costly to replace, and they were highly exploitable by our enemy. But more importantly, by this late stage of the war, it was clear that our nation was retreating from the war, and our airpower was covering that retreat. Nobody wanted to be the last guy shot down or the last POW. Consequently, when somebody went down, we scrambled our best assets, the "Sandy" A-1s (later, A-7Ds) and the HH-53 "Jolly Greens" to fly into "harm's way" to bring our guys home. Some veterans have claimed that the "war would stop for a SAR." I don't believe that because the tempo of our larger combat operations was unrelenting, and our enemy took advantage of any pause in our operations. But some of the SARs, were massive multi-day battles with literally hundreds of airstrikes and participants. FACs were players in many of these events. We would be working a flight when someone was shot down, or hear an emergency call on the UHF radio "Guard" frequency and divert to the downed aircraft's location to initially serve as the OSC until the rescue task force arrived. Then we stood by to provide support to the focused rescue operation as the Sandys needed.

I don't know if it was luck or planning, but all U.S. military aircraft in the theater had a UHF radio with a "Guard" auxiliary receiver. Consequently, in an emergency, it was possible to contact just about anybody very quickly to do what needed to be done. A lot of fighter guys were rescued through the timely use of "Guard" frequency, many by U.S Army, Navy or Air America helicopters who just happened to be in the area and heard the plaintive call. From this, I learned that the simplest expedients are sometimes the most effective.

Preventing mid-air collisions

This could be a real challenge because when the fighters arrived, they had to be quickly briefed on the tactical situation below so that they could properly deliver their ordnance. This meant that they would be looking at the ground as the FAC briefed them on enemy and friendly locations, and any necessary run-in restrictions. To prevent a collision, we would require the fighters to report visual contact with us, confirmed by a wing rock, and then we would generally restrict the fighters to an altitude above until it was time to deliver ordnance. We FACs would then position our aircraft so that we could clearly see the fighters as they delivered their weapons, holding final clearance to release until we could determine that they were running in as desired. Additionally, we would position our aircraft so that we would not be at the fighter's 12 o'clock position as he pulled up from his delivery. We did this because we knew that any good fighter pilot would be looking back over his shoulder to see if his ordnance hit the target as he was pulling up. The safety concern here was self-evident.

I violated this rule one day in early December 1972, with almost disastrous results. I was flying an O-1 over the Plain of Jars in northern Laos, when the pilot of a USAF A-7D checked in on freq. He had just lost his flight lead over North Vietnam, was low on fuel, and needed a target to expend his ordnance before returning to base. OK. So, I had some trucks below and briefed him for the strike. He sounded a bit shaken up and asked me to hurry so he could proceed back to Korat. I cleared him in to strike the target. I could see that I would be in front of him as he pulled off and instructed him to come off with a hard turn to the left – behind me - so that we would not conflict. He acknowledged, rolled in, and delivered his bombs on the trucks. As he pulled up, though, he went into a hard right turn. I saw it and determined that we would be clear. However, a few moments later, he remembered my instructions and came back hard left and on a collision course with my aircraft. I could see directly down his intake and screamed at him on the radio to "pull hard" as I pushed my control stick full forward. His A-7 roared

directly over my aircraft. I don't know how close it was, but I remember immediately smelling his exhaust. I had the windows of my O-1 open and the negative Gs caused my flight kit, code cards, and maps to fly out the window. We had a one-way conversation on the radio as he headed south.

The next day, I discussed this with my fellow Ravens. We were working more frequently with the USAF A-7Ds and I did not want a repeat of this event. Unfortunately, I was not successful in that effort. Three weeks later, another Raven, Captain Skip Jackson, was working in an O-1 in almost the same area with a flight of A-7s and had a mid-air collision with one of the jets. The A-7 pilot ejected and was captured by North Vietnamese forces below. He was released and returned home three months later. Skip Jackson was killed, and his remains were never found or returned. From this, I discerned that the laws of physics are immutable. I just wish that Skip had come home too.

These are a few of the things that I learned back in my youthful days as a forward air controller.

Darrel Whitcomb, Nail 25



I WAS OUT TROLLING THE TRAIL LATE IN THE AFTERNOON

Now the rest of the story. A voice on Guard announced an immediate rescue for a team in trouble and provided a BRAVO location.

My home phone rang, and a mellow but deep Southern voice asked me if I was a FAC? My guard went up and I asked why he was lookin' for a FAC. He responded, "THE SOB OWED HIM SOMETHING"!

He then told me his story. The team had been compromised and was on the run and losing the race. Then my light came on to a scene 50 years ago. HE JARRED MY MEMORY AND SAID THAT WHEN I CONTACTED him with my covert call sign "WHATYA WANT" and announced I was his rescue FAC and Sandys and Jollies were on their way he responded "TWO BURGERS, TWO BEERS AND GET ME THE F*** OUT OF HERE". We did and the team was safe and gone.

Now I asked what did the FAC owe him? He said Burgers and Beer and he has been trying to collect for over 50 years.

It just may happen this fall. He also said we would not stop at two and he was buying.

Quite a way to say thank you.

Walter W. Want

Nail21WWW

NKP 8/68-8/69

O-2 Day and Night



Bronco Fest XIII: *Open to all, not just OV-10 people. This is an Invitation!*

- When: Nov 10 – 14, 2021
- Where: Grapevine Texas
- Contact: Angela Bennett aengele@ftwaviation.com or phone 214-601-8055
- What you need to do, even if you are just interested and not certain you will attend:
- Email Angela ASAP with the following information:
 - Name
 - Email address
 - Phone number
 - Mailing address
 - Planning to attend? If yes, how many in your party.
 - What Unit were you with regarding the OV-10 (Does not have to be an OV-10)



The Ravens:

EDGAR ALLAN POE LITERARY SOCIETY (EAPLS) THE RAVENS

Like most of us individually, 2020 wasn't our best year. For the first time since 1972, we cancelled our annual reunion. It wasn't without a lot of thought and discussion, but I think it was the only valid option. Hard to believe, but we're right in the middle of the lethality range of the COVID envelope. That's without even getting into the complicating pre-conditions.

Not wanting to lose the entire experience, Lew Hatch & I journeyed to the Auger Inn and made a video of the Memorial Ceremony (including Champaign glasses in the fireplace.) If you'd like to see it, it is online at: www.Ravens.org-- NEWS section.

As mentioned in the video, we are down to 122 living Ravens out of 205 who meet the by-law requirements and have been vetted as Ravens (includes Butterflies.)

We're already looking ahead to a reunion in 2021. Obviously, there are too many unknowns to suggest buying tickets now, but if we have one, it will probably be the 2nd, 3rd, or 4th weekend in October.

The Scholarship Program: In 2010, we gave out 12 scholarships, valued at over \$20,000. Since the first scholarship was awarded in 2006, we have given out over \$171,000 to 451 students.

The reunions are our biggest source of scholarship money. Donations gladly accepted at any time.

Ed Gunter, President, January, 2021



The Rustics:

RUSTIC'S FIFTIETH ANNIVERSARY. On June 20th **Roger Hamman** posted a notice on the Rustic's Facebook page, "Did anyone realize the Rustics 50th anniversary just went by on June 19, 2020?"

June 19, 1970 was the night **Jerry Auth** was tapped by 7th Air Force to fly his O-2 aircraft to Kompong Thom to defend Lt Colonel Lieou Phin Oum's beleaguered garrison from being overrun. We consider this to be the first Rustic mission flown into Cambodia. Rustic OV-10 flights operations started the very next day on June 20. The Rustics continued to fly in support of Cambodian ground forces until August 15, 1973, the last day of the Southeast Asia conflict. Rustic and Nail FACs were the last FACs to depart the Cambodian theater on that fateful day. A four-ship of OV-10 aircraft returned to Ubon Air Base for a final flyby, pitch-out, and landing. A wild party ensued that night as the war for the Rustics was finally over.

FYI FOR RUSTICS: NEXT RUSTIC REUNION. Oct 20-24, 2021. Make plans now to join us in sunny Tucson, Arizona for a great Rustic reunion. The reunion hotel is the Desert Diamond Hotel and Casino. The final Reunion plans, hotel information, and registration form are available on our Rustic website, www.rustic.org. There is lots to see and do in and around Tucson. If you have any suggestions or inputs, contact our reunion point man, **Claude Newland**, at rustic19@cox.net. See you there!



The Jakes:

To all Jakes, MAT Swine, friends, families & other supporters of the Jake FAC mission in SEA – I hope that everyone had a great (under the lockdown) holiday season (albeit dressed like the Jesse James Gang). A reminder that the plans for the next Jake/MAT reunion remain in development for the National Museum of the USAF near Dayton for this fall (most likely sometime between Mid-Sept and Oct, exact dates TBA, depending on the best hotel deal and on how COVID restrictions unfold). The Reunion is open to all members and fans of the Jake FAC /MATs Mission, and is planned as a 4-day event, the highlight being the business meeting, banquet and Memorial ceremony on the final day.

As we are transitioning the JakeNET from the now-defunct yahoogroups to the new FACNET (main) group: we are coming on board as a FACNET sub-group, which once we get the kinks worked out, will be a good deal, and a better system. One significant issue is the flood of FACNET political posts, but we have formed a task force to resolve this for the Jakes, and I ask for your patience for a little longer – please do not jump ship because of these irritants – we are very close to a suitable resolution. None of your leadership wants to relive the massive effort to re-create the database. If you wish to receive ONLY the JakeNET posts and not receive all the other FACNET posts, you can set that in your NET profile, or contact Chuck McCalip (mccalip@palbunyan.net) for help.

All of your posts regarding our beloved brotherhood – our memories, photos, missions, history, and especially your war stories and HUMOR are welcome – just stick with the original JakeNET R.O.E. and find another place for politics – the JakeNET is all about our brotherhood, and make sure you only post language that you would use with your grandkids and wives – some of them read the posts, too.

And remember, all details of the reunions can only be found on the JakeNET. Have a safe and happy 2021, and here's to looking forward to the demise of COVID!

Cheers, **Jay Barnes**, Jake 26, Tam Ky'70 (jake26tamky.70@gmail.com)



The Website Reconfigured - How long has it been since you visited our website?

The index or home page has been reconfigured as an index to the various subject pages. The page has been split into two columns. The left column is topped by a purpose statement of the site. Below that is the contact information for the current association president, followed by a list of site subjects and a poem, "One More Roll" by Commander Gerald Coffee. Below that is a statement concerning the symbolism of the color scheme and a last revised date.

The right-hand column is topped by an animation of the airplanes we flew. The animation will start and cycle once every time the page is opened. Below that is a list of "Notams and Announcements." Each announcement begins with the date it was posted, followed by a description of the story and a link to the "rest-of-the-story." The most recent announcement is on the top of the list. The announcements include such things as west bound flights, wanted posters, FAC news, et cetera.

The site has a unique feature, a floating index bar. It will appear at the top of your screen even as you scroll down the page. It is a set of buttons that will directly open the pages noted. Bob Gorman, Jake 44, and I are proud of the site. I think you will be too. Come for a visit. We have compiled a lot of information for you. Here is the address <https://www.fac-assoc.org/>

Harry Pearce, Helix 35



Covey 276 on NVA 23mm cannon. DaNang RVN 1971

FAC ASSOCIATION1849 Southlawn Drive
Fairborn. OH 45324

RETURN SERVICE REQUESTED

PRSRRT STD
US POSTAGE
PAID
AUSTIN, TX
PERMIT NO. 882Contact specific Association officers or directors by going to our website: <https://www.fac-assoc.org/contacts.html>

Annual dues are \$20. Life membership dues depend on age 55 Years and under - \$225.00 56 to 60 years - \$200.00 61 to 65 years – 175.00 66 to 70 years - \$150.00 71 to 75 years – \$125.00 76 plus years - \$100.00	Copy this page, complete the form below and send your check, payable to FACA, Inc. to: Trey Moran P O Box 222 Polson MT 59860
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FAC Association Membership and Annual Dues Form

Last Name:	First Name:	Initial:
DOB (dd/mm/yyyy):	Spouse's Name:	
Address	Phone #:	
City & State:	Zip + 4:	Cell #:
email:	Send newsletter: <input type="checkbox"/> By Email <input type="checkbox"/> By Snail Mail	
A/C or Specialty:	Call Signs :	
Organization/Sqdn/TASS:	FAC Tour Dates:	
Locations:		
Comments:		
Enclosed is my check # _____ for \$ _____. Make me a member or continue my membership in the FAC Association. (Note: Your Dues Status can be found in the address block printed above.)		
Current Dues Status:	Signature:	