

**THE**

The Official Publication of the TAC Recce  
Reunion Association — [www.tacrece.org](http://www.tacrece.org)

Summer 2008

# **RECCE READER**

News and Views of TAC Recce from WWII to the Present



***I Was There***

**192nd TRS High Rollers over Kuwait, February 1991**

## In This Issue

### Features

- Taking the Night Away from Charlie** . . . . . 4  
Operation Prize Crews fly the QT-2PC
- Did Yeager Really Fly Under W. Va. Bridge** 10  
"If it wasn't in print; then it never happened"
- Visiting Vietnam and Cambodia** . . . . .12  
Dick Carr takes a trip
- Tac Recce Reunion 2009** . . . . .14  
San Antonio, Texas - 28-31 May 2009

### Departments

- Notes From Austin** . . . . . 3
- Editor's Thrust** . . . . . 3
- Final Flights** . . . . . 9, 15
- Health Reports** . . . . . 15
- Gatherings** . . . . . Back Page

## About the Cover

The Nevada Air Guard High Rollers deployed to Sheikh Isa Air Base, Bahrain for the first Gulf War from December 1990 until March 1991. The crew in that photo was Major Michael Gullihier and Major Brad Wilkerson. It was taken over the burning oil fields of Kuwait shortly after the completion of the ground war in late February '91.

Major Brad Wilkerson was my backseater. Together we flew 25 combat missions during the 40-day Gulf War.

—Dave Casey  
dcasey1@aol.com

### RECCE ROSTER

A printed copy of the Recce Roster is available by mail for \$5 pp. It's free by email in PDF, Word or Excel. Send your requests to: Bob Gould, 15918 Meadow Lane, Stanley, KS 66224-9741; gould@earthlink.net.

### MOVING? - CHANGED YOUR EMAIL?

If so, please let us know. Send your changes by email to: Donna Martin, donnamrr@austin.rr.com. Send snail mail changes to Bob Gould, *The Recce Reader*, 15918 Meadow Lane, Stanley, KS 66224.

## The Recce Reader Summer 2008

*The Recce Reader* is the official publication of the TAC Recce Reunion Association. It is published four times annually and is available by subscription. Statements and opinions represent the views of each author. Articles from members and commercial enterprises will be considered for publication. Submissions may be edited for appropriate content, grammar and length. The desired format for submissions is in Microsoft Word or a similar word processing program. Send material to the editors by email (preferred) or by snail mail to the address shown below.

The subscription rate for *The Recce Reader* is \$10 annually made payable to The Recce Reader, c/o Donna Martin, 3010 Honey Tree Lane, Austin, TX 78746-6742.

© 2008 TAC Recce Reunion Association Inc.

## In Charge

### ----- BOARD OF DIRECTORS -----

**Carlos Higgins** . . . . . 512-258-3564 - CarlosTX@sbcglobal.net  
10712 Fountainbleu Circle, Austin, TX 78750-3319

**Bill Laseter** . . . . . 214-363-8601  
5515 Glen Lakes Drive, Apt. 626, Dallas, TX 75231

**Roger Wilkes** . . . . . 801-546-2258 - rogerwilco20@msn.com  
1341 N. 3175 East, Layton, UT 84040-3029

**Bob Gould** . . . . . 913-897-0115 - rgould@earthlink.net  
15918 Meadow Lane, Stanley, KS 66224-9741

**LaVerne Griffin** . . . . . 608-742-4001 - griff.griffin@verizon.net  
1110 West Pleasant St., Portage, WI 53901

### ----- THE RECCE READER -----

#### Editor

**Bob Gould** . . . . . 913-897-0115 - rgould@earthlink.net  
15918 Meadow Lane, Stanley, KS 66224-9741

#### Associate Editor

**Carlos Higgins** . . . . . 512-258-3564 - CarlosTX@sbcglobal.net  
10712 Fountainbleu Circle, Austin, TX 78750-3319

### ----- WEBMASTER -----

**John Duquette** . . . . . 913-351-3651 - jduquette@kc.rr.com  
609 Rock Creek Dr, Lansing, KS 66043

WEB PAGE: www.tacrecce.org

### ----- MEMBERSHIP RECORDS -----

**Donna Martin** . . . . . 512-327-4648 - donnamaemartin@aol.com  
3010 Honey Tree Lane, Austin, TX 78746-6742

### ----- 2009 RECCE REUNION -----

**George Wehling** . . . . . 512-328-2391 - gweh@sbcglobal.net  
1905 Winter Park Road, Austin, TX 78746



## Notes from Austin

The stimulus package is a sea of dollars about to flood the country, and Congress is looking for shovel-ready projects. They want to spend stimulus cash right now, instead of waiting around for someone to plan and develop things to spend it on in a year or two. They want things that have already been planned and just need money to get the go-ahead. They need things that are “shovel-ready” and presumably have some merit. One more thing: they seem to want a lot of the stimulus to be spent in their Districts, but apparently have no particular priorities.

Cities, counties, associations, foundations, committees, etc. are busily promoting a wide variety of pet projects and probably a few sand castles as being shovel-ready and deserving of just a little slice of all that cash. After all, when you're talking about so many billions, a few million is really just a teeny slice.

Don't we veterans and active duty military have any shovel-ready projects? Who's out there trying to get a teeny slice to beef up, for example, veterans' hospitals, veterans' long-term care facilities, and maybe a few more veterans' cemeteries? Even more importantly, who's out there trying to change the way we treat our active duty members who are returning from the war zones and have to fight to get adequate treatment for their medical and mental problems - and fair treatment for their families? Shouldn't we be giving our returning warriors not only adequate, but generous medical care? Or is this kind of stuff not shovel-ready? (In some cases, it may be callous to say it, but true - without the right medical care, too many of these returning warriors may themselves be too soon shovel-ready.)

Surely, our Dept. of Defense and the Veteran's Administration have some shovel-ready projects on a wish list. Are you aware of any of our military retiree organizations or anyone else making a pitch for a piece of the stimulus to be used for active duty and veterans' care? I'm not. Since there are no priorities, let's give 'em one. If enough of us care enough to put together a straightforward and doable package, and make enough noise, and gain enough support from all the military organizations to get a ground swell going, who knows what might come of it?

Whadayathink?

—Carlos Higgins



## Editor's Thrust

When I first heard about Operation Prize Crew, I thought, “Wow, this is interesting; too bad this isn't about Tac Recce.” Then, the more I learned about it, the more I became convinced that, yes, it is Tac Recce. It's just not in the sense that we usually think of it.

It was certainly tactical; it was unarmed reconnaissance and some of the flight crews were USAF pilots. In any event, I believe it is one of those “wartime secrets” that has been found. I hope you find it as interesting as I did.

The YO-3A discussed in the article, is on display or in restoration in several museums including Fort Rucker, the Hiller Museum, and the Pima Air and Space Museum. A *YouTube* video “Take the Night Away from Charlie” can be viewed at [www.youtube.com/watch?v=\\_9kIYgXIVhE](http://www.youtube.com/watch?v=_9kIYgXIVhE). Links to other YO-3A videos are listed at [www.yo-3a.com/](http://www.yo-3a.com/).

While this endeavor proved to be an innovative approach to nighttime aerial reconnaissance, modern technology, such as pilotless drones with superior radar and IR optics, and improved battlefield communication has minimized the need for this type of aircraft for tactical reconnaissance.

Or has it? The Air Force is buying 31 Beechcraft King Air 350s for reconnaissance missions over Iraq and Afghanistan. Crewing the aircraft will be two pilots, an enlisted sensor operator and an enlisted signals intelligence expert. The cost per bird is roughly \$16 million each. First deployment is planned for April. Will their eyeballs be one of the sensors?

A nice email arrived from Dick Carr in which he stated: “Of the many great articles lately in *The Recce Reader*, the POW Vietnam trip was outstanding – congrats and thanks to Don, et al. I read it three times and have filed it. Thanks for the great articles!” Dick followed up with a story about his own trip to Vietnam and Cambodia. You'll find the story and some of his 500-plus pictures beginning on p.12.

One of the challenges for Donna Martin and me is keeping track of our members. Granted, we keep getting new names from time to time, but overall we are losing touch. Last year, we mailed reunion notices to those who don't use email or who don't subscribe to *The Recce Reader*.

More than 60 notices were returned with address unknown and we still don't know where 56 former members are living or if they are living.

We sent the same announcement this year with similar results. So far we've lost touch with 23. (More will be coming.) The USPS has provided us with 47 new addresses. We list these missing members on our website [www.tacrece.org](http://www.tacrece.org). If you know where they live, or if they have passed away, let us know.

We have the same problem with email addresses. I'm sure that many of our members have email addresses that we don't know about. It's very easy to learn that an address doesn't work anymore, but learning of the new one is impossible if we aren't told.

But not everyone is lost. There are still some 2000 valid names and addresses on the Recce Roster.

— Bob Gould

# Taking the Night Away from Charlie

## Operation Prize Crews fly the QT-2PC



Posing in front of QT-2PC number 1 are USAF pilots Major Charles A. Bell, USAF Liaison Officer and Major Dave W. Tobey, 7th Air Force Liaison Officer.

Photos, Quiet Aircraft Assn.

By Dale Ross Stith  
Former Technical Representative  
Lockheed Missiles & Space Company, Inc.

Late one evening, Col. Walts told me that we might be attacked later that night. Some believed that the attack was ON and others thought NOT. Of those that believed it was so, some thought it would be serious and others thought it would be trivial.

It was January 30, 1968: The start of the TET Offensive! We had just arrived in IV Corps in South Vietnam for the Prize Crew Operational Evaluation.

Our Prize Crew aircraft is also known as QT-2, QT-2PC, QT-2PCII and lastly as X-26B. It's a Schweizer 2-32 glider airframe equipped with a propulsion system and:

- A muffled piston engine mounted behind the cockpit in the fuselage over the C.G. driving a large, slow-turning, propeller via a 10 ft. long overhead shaft,
- A flush-riveted aluminum semi-monocoque fuselage with tandem aircrew and dual controls,
- 57 ft. wingspan and unitized stabilator,
- Viewing ports for the tactical observers,
- Minimum comm/nav avionics, no armor, weapons, or redundant systems.

The Prize Crew aircraft was designed for covert four-

Operation Prize Crew is the story of the top secret Tri-Service Operational Combat Evaluation of the experimental Lockheed Quiet Aircraft (QT-2PC) in Southeast Asia during January through March and July through December 1968. The success of the QT-2PC paved the way for the development of the YO-3A.

"Taking the Night Away From Charlie" is extracted from a paper delivered to the 6th Triennial Vietnam Symposium at Texas Tech University in Lubbock, Texas on March 15, 2008. --Bob Gould

hour night missions at 70 knots at 1000 ft AGL.

How quiet? Simple statements are incomplete and somewhat meaningless without a full description of the aircraft noise, the ambient environment and other factors including human hearing.

I'll just say that if we were all out on the plains tonight and our Quiet Aircraft flew directly overhead 1000 ft. above us in a starry sky, but not in front of the moon at the moment you happened to be looking in that direction; you wouldn't know it! If you heard anything at all, you wouldn't recognize it as an airplane.

The primary sources of general aircraft noise are:

## ►► •The propeller

We used a very large four-blade fixed-pitch design and kept the tip speed far below Mach 1 by using a 3:1 reduction system. When the engine was running at 2400 rpm, our prop tips were spinning at approximately 0.2 Mach.

Our prop speed reduction system was six V-belts. Beyond slowing the prop and shaft, the V-belts decoupled engine torque-pulse vibrations to the airframe. (Comments made of our aircraft being “rubber-band powered” were almost true.)

## •The exhaust

For the the engine exhaust we used an off-the-shelf Buick automobile muffler. It reduced our 100 hp Continental O-200 engine exhaust noise by approximately 80 percent.

## •The airframe

We used a lightweight, very-clean, low-drag, aerodynamically-efficient glider airframe and high-lift/low-drag (L/D), high-aspect-ratio wings.

## •The sensors

Our sensors were first generation Starlight Scopes and “MKVIII Eyeballs.” The scopes:

- 4-power 10-degree field-of-view
- 2-power 20-or 40-degree FOV
- 1.7-power 30-degree FOV
- 1.5-power Aeroscope. (Note: The Aeroscope was Serial Number 1)

## Who we were and why we were there

“We” were a joint-service military team and I was one of a few civilian Lockheed tech reps assigned to the team. Our job was to evaluate the Quiet Aircraft concept in a tactical operational environment.

I represent the non-profit Quiet Aircraft Association. Our archives include hundreds of images and aural and video records of our project. Images of our aircraft in daylight flight are rare. Some of our images were exposed in twilight, but recently enhanced with computers and software. We have very



*Eight of the Ground Crew of the 1968 Prize Crew OpEval*  
*Left to Right -- Name, Role, Organization*  
*Back Row: Pfc. R. L. Jackson, POL, USA; Spec 5 W. E. Lewis, Crew Chief, USA; GS 15 Equiv. Wilbur N. Curtis, Airframe & Power Plant, Lockheed; Spec 5 J. L. “Smitty” Smith, Fixed Wing Maintenance, USA; MMC J. V. Morris, NCOIC, USN.*  
*Front Row: Dale Ross Stith, GS 15 Equiv., Avionics & Electrical, Lockheed; Pfc. Patrick E. Dwyer, Avionics Maintenance, USA; TSgt R.P. Dorsey, Tech Inspector & Crew Chief, USAF.*

few night images. A version of this paper is on one of our websites: [www.prizecrew.org](http://www.prizecrew.org), [www.quietaircraft.org](http://www.quietaircraft.org), or [www.YO-3A.com](http://www.YO-3A.com).

Vietnam was mostly a guerrilla war and fighting it required different equipment and strategies than were used in previous conflicts. Our enemies mostly operated and moved under the cover of darkness; then disappeared into the environment by day. Our U.S. forces, however, mostly operated by day and were essentially blind at night.

The aural and visual signatures of our conventional aircraft exceeded the detection and recognition range of many of our sensors. Typically, enemy combatants heard or saw our approaching forces and sought cover before we were able to detect them, or get close enough to take action against them.

In 1965, DoD initiated development of what became the world’s first “stealth” aircraft. Dr. John S. Foster, Director of Defense Research and Engineering (DDR&E) asked the technical community for assistance in fighting the Vietnam War and designated the Defense Advanced Research Projects Agency (DARPA) as the technical lead. DARPA Project Agile

(RACIC) then established the parameters of a covert airborne reconnaissance platform in response to an emergent military requirement.

In 1967, two independent activities, on opposite sides of our globe, converged at Lockheed Missiles and Space Co. (Lockheed) to produce the QT-2 aircraft. (QT for Quiet Thruster).

Lockheed Advanced Concepts (Galbraith, Baumann, Schnebly, Hall, et al) studied lighter-than-air ships, balloons, etc.; then conceived a quiet aircraft using a single-seat glider airframe powered by a muffled automotive engine and a large slow turning propeller. The concept was proposed to DARPA, but rejected in favor of a two-seat aircraft with a certified aero engine. Lockheed then conceived and proposed the QT-2 aircraft.

Meanwhile, Navy Lt. Leslie J. Horn, while evaluating night vision devices for Riverine counterinsurgency warfare, noted the Brown Water Navy was suffering frequent random fire and occasional ambushes by Viet Cong forces hiding in vegetation that lined the waterways. He also observed the enemy fade away or flee at the sound of approaching naval units. A fleet pilot and a scientist, he reasoned that his night vision devices would be highly effective against this threat, if mounted in a covert airborne platform. He thus conceived an essentially identical quiet aircraft. Lt. Horn wrote a proposal and routed it to the Naval Research Lab. (NRL), who proposed it to DARPA.

The Lockheed and Navy proposals arrived at DARPA within months of each other. A rare and serendipitous confluence of an urgent military requirement and an independently formulated “near-perfect” solution.

In April 1967, Lockheed was awarded a contract for the QT-2 Program. They were to build and demonstrate two low-noise experimental aircraft within six months. The program was

sponsored by the (Ft. Eustis based) Army Transportation Corps and was to be evaluated by the Combat Developments Exchange Center (CDEC) based at Fort Hunter Liggett Military Reservation. Lockheed set up a small covert development shop in their Executive Aircraft Hangar at the San Jose Municipal Airport using "Skunk-Works North Rules" (with respect to Kelly Johnson):

- Limited Access.
- Commercial parts and local vendors and shops allowed.
- Many usual DoD & Lockheed requirements waived.
- Minimum inspection, documentation and reporting (everything!).
- A very short chain of command and direct government-contractor contact.
- And most important, but often overlooked - trust.

A fictitious: "San Jose Geophysical" name was used and our phone was answered with "Stan's Cleaning and Pressing."

Lt. Horn was interviewed by Lockheed, DARPA, and NRL. Then, with the recommendation of DARPA's Director of COIN Warfare (Leonard Sullivan), and with the concurrence of OPNAV and COMNAVFORV; he was assigned to DARPA as Quiet Aircraft Project Officer and sent to San Jose to participate in the development and tests of the QT-2 aircraft.

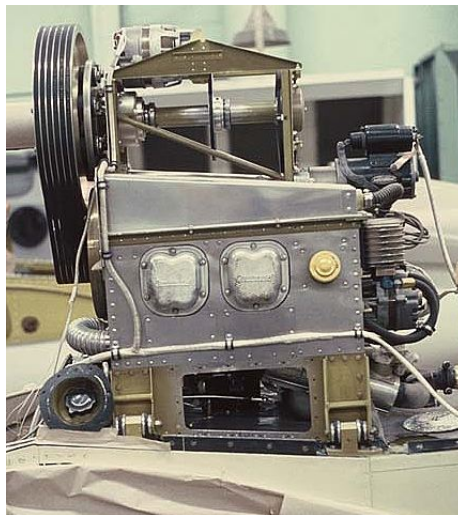
Two Schweizer 2-32 glider airframes were diverted from an existing Navy X-26 purchase order and expedited, with the help of CNO, to the QT-2 program.

Not yet built, they were fabricated with thicker wing skins and spars, for the anticipated extra weight of the propulsion system, and with special attention to minimize surface waviness. The glider airframes were then modified in our San Jose shop. The propulsion and other systems were designed, fabricated and installed.

The first QT-2 was flown on Aug. 15, 1967 for basic aero tests. The second QT-2 was completed shortly thereafter and flown in an acoustic-demonstration-and-fly-off competition with other modified aircraft. The trials demonstrated that the QT-2 was markedly quieter than any other air-



*The "Greenroom" fabrication shop in the Executive Hangar at San Jose Municipal Airport. "Hello, This is Stan's Cleaning and Pressing."*



*QT-2 power plant. Note V-belt connection to propeller shaft.*



*Spring-loaded wing walkers.*



*The instrument panel of the QT-2PC.*

craft under consideration for the role.

During this time, tactical reverses near the DMZ confirmed the urgent need for a covert airborne reconnaissance platform. The QT-2 was identified as a candidate to satisfy the requirement, if properly modified. A decision was made to convert the experimental civilian aircraft into a tactical military aircraft to satisfy the DMZ requirement and to evaluate them in an operational environment.

The Prize Crew OpEval Plan included:

- Addition of IFR instrumentation, comm/nav avionics, viewing ports for the tactical observers, and paint for low visibility night operations.
- Training of the aircrews and deployment of the aircraft to Vietnam within 90 days.
- Conduction of nightly surveillance missions in various Vietnam environments.
- Evaluation of the quiet aircraft concept and, specifically, the Prize Crew aircraft in a tactical operational environment.

Lockheed was awarded a contract to implement the plan. The Schweizer aircraft were modified then renamed QT-2PC (#1 and #2). The "PC" was for Prize Crew.

Meanwhile aircrews were selected from Tri-Military Service volunteers. Initial training was conducted using standard Schweizer 2-32 (USN X-26/A) gliders. The aircraft and aircrews were next assembled at Crows Landing Naval Auxiliary Landing Field (NALF) in the San Joaquin Valley for daylight flight tests and training. The training was later continued at Moffett Field Naval Air Station (NAS), but only in darkness. Otherwise, the aircraft were hidden in the enormous Hanger 1 (originally the home of the Navy lighter-than-air airships).

With training completed, the QT-2PCs were transported to Vietnam in Air Force C-130s. The route included stops for fuel, etc at Hawaii, Wake, and Mactan, RP Islands.

The Prize Crew aircraft arrived at Soc Trang, Vietnam on January 22, 1968.

Originally destined for Hue in I Corps, they were rerouted to Soc Trang because of unfavorable mon- ▶▶

▶▶ soon weather “up north,” and the growing need of dedicated aerial surveillance in support of IV Corps tactical operations.

Soc Trang Army Airfield:

- 3500 ft. long
- 130 ft. wide
- Near sea level
- In the Mekong Delta near the Bassac River and the South China Sea.

The Prize Crew aircraft were off-loaded from the C-130, uncrated, reassembled, ground tested, and operationally certified by January 24.

We had Vietnamese Nationals working on the field and didn’t want them to see the aircraft. So we rarely brought them out in daylight and cleared the area before moving them out of the hanger.

### The Prize Crew OpEval

The goals of the Prize Crew Operational Evaluation (OpEval) were to determine for the Quiet Aircraft:

- Appropriate missions and roles.
- Capabilities and limitations and if the results justified further development of the quiet aircraft.
- Define the optimum configuration for future quiet aircraft.
- The plan also included additional objectives beyond the scope of this paper including tactics, organizational structures, resources, and support for future quiet aircraft.

The Prize Crew OpEval had an unusual – and probably unique – chain of command in Vietnam.

It was assigned to MACV (Fixed Wing Aviation at Nha Be); although actual operational control was exercised by the Prize Crew Detachment OIC at Soc Trang.

Administrative support for military personnel assigned to the project was provided by their respective services: COMNAVFORV, COMUSARV and 7th Air Force.

Technical support was provided by Army Concept Team in Vietnam (ACTIV) and U.S. Navy Research Development Unit, Vietnam (NRDUV) primarily for sensors, instrumentation and test equipment.

Support for test design and interpretation of test results was provided by Military Assistance Command Scientific Advisor (MACSA).

## THE AIRCREWS

### QT-2PC Aircrew Military Personnel

Bell, Maj Charles A., USAF	USAF Liaison Officer, Pilot(1)
Bowers, LTJG R. K., USN	NILO Intelligence Off., Observer
Evans, LTJG W. R. “Dick/Rich”, USN	Ass’t. Operations Off., Observer
Horn, Capt. (Ret) Leslie J., USN	Project Officer, Pilot
Hurst, PFC (E3) Wilson Randolph, USA	Airborne Observer (2)
James, Capt Henry “Hank” L., USA	Supply Officer, Observer
Lakeway, Cdr (ret) Fred J., USN	Ass’t. Operations Officer, Pilot
McCarty, E4, USA	Airborne Observer
Munson, Capt. Merton E., USA	
Nordwall, Capt. (ret) Bruce D., USN	Project Officer, Pilot
Tobey, Maj. Dave W, USAF	7th AF Liaison, Pilot
Walts, Col (ret) Charles C., USA	Sr. Project Officer, Pilot
Wanner, Maj B. W. “Sandy,” USMC	USMC Liaison, FAC/FO
Zoegner, Lt Heinz Herman, USA	Maintenance Officer

### QT-2PCII Aircrew

Bringuel, Maj. Andrew “Andy” J., USA	Pilot
Kiefer, Lt Karl F., USA	Observer, Pilot
Munson, Capt. Merton E, USA	Pilot
Schneeman, Maj Douglas, USA (Col ret)	Commanding Officer, Pilot
Yates, Capt H. Walter, USA (MG Ret.)	Pilot

Notes: 1. Awarded Distinguished Flying Cross.  
2. Airborne Observer on Bell's DFC Mission

Two four-hour missions per night per aircraft were planned within a 70-mile radius of Soc Trang, with a crew change at turnaround. On-station times were approximately half of the mission time and a one-hour fuel reserve allowed for unplanned events.

The Prize Crew operating area extended from the Parrot’s Beak Area, West of Saigon, to the Southern tip of Ca Mau Peninsula, Three Sisters, U Minh Forest, Plain of Reeds, the Mekong Delta, and Rung Sat Special Zone.

The aircrews were briefed and debriefed in our ops shack (assignments, intel, etc).



USAF pilots Maj. Charles Bell and Maj. Dave Tobey in cockpit of a QT-2PC at Soc Trang, Vietnam.

### QT-2PC Crew Stations

Owing to weight and space limitations, our aircrews were initially limited to a maximum height of 69 in. and a maximum weight of 165 lbs.

Little room was available to maneuver the Starlight Scope. Map reading and stowage (more like origami) was difficult.

The Prize Crew aircraft had no ownership ID markings. Only a 1 or 2 in outline on the empennage.

Flight operations, conducted only at night to preserve the covert nature of the mission, were coordinated with other military units and integrated into their operations on a need-to-know basis:

Call signs were Nighthawk or Hawk One or Two, but no other information about aircraft type, location, or capabilities was provided.

This was a problem communicating with other friendlies. An example: Prize Crew observed a group of sappers digging near a bridge between a canal and road and called for an attack on them.

It was known that enemy interdiction teams were used to ambush, ▶▶

►► destroy infrastructure, limit usage, and collect taxes.

A Seawolf gunship responded and as it approached along the canal, was told that the sappers were just beyond the bridge between the canal and the road.

The Prize Crew was asked for its identity, location, etc, but could not answer, as it was operating in a lights off covert mode.

The gunship made a run on the target, but did not attack. As it flew over the target area – an explosive charge blew -up.

The gunship made a 360 for a gun run and exclaimed “I don't care who or where you are, but the next time you ask me to shoot – I'm shootin'!”

Aircraft exterior lights were used only when operating in the Soc Trang control zone or when transiting in a non-operational mode at higher altitude.

#### Mission Roles

- Hot Contact, Pre- and Post- Strike intelligence.
- Linear surveillance along roads, routes, trails, tree lines and waterways
- Area and perimeter searches around bases, camps, and outposts for defense and location of enemy attack positions.
- Artillery support – call of shot fall and gunfire direction.
- Pre-insertion reconnaissance for

Special Forces and SEALs.

• Surveillance of traffic for Riverine and Coastal Naval Force support.

Any vehicle or personnel movement during curfew periods was considered significant and assumed to be enemy.

Mission operating areas included all typical Vietnamese environments including mountainous, heavily vegetated, dry and inundated savanna, paddies and other cultivated biomas as well as canals, rivers, waterways, coastlines, surf zones, bays, tidal flats, marshes and mangrove swamps.

Northeast monsoon weather prevailed throughout the evaluation period. There was light to moderate monsoon winds and rain, but generally clear skies with some morning fog.

Ambient noise levels between 20 Hz and 4000 Hz were 30 to 60 dbA in Delta terrestrial settings and at 48 to 70 dbA in the Delta Riverine settings.

#### OpEval Results

Mission effectiveness was gauged from analysis of after-action reports, frequency and strength of enemy contacts, and improved utilization of friendly forces and assets.

#### Statistics

A total of 263 sightings during 591 hours of night flight time were made from 24 Jan. to 24 March of the OpEval.

Note: The OpEval is not available

for Prize Crew II, that continued from the April to December.

More targets were detected during river, canal, and route linear surveillance than during other missions.

Motor vehicles, watercraft, and vehicular traffic were the most frequently detected objects.

The Prize Crew aircraft was seldom detected when operating above 1000 ft. AGL, but was fired upon with automatic weapons, possibly because its long wings made it appear to be closer than it was.

In every case, it was after the Prize Crew aircraft repeated passes in front of the moon.

Evasive or hostile actions occurred 14 times in 132 sorties due mostly to visual detection. Consequently, the operating altitude for future missions was raised to 1500 ft. AGL This limited the usefulness of the Starlight Scope to a small degree.

#### Conclusions

The QT-2PC was not completely quiet, but the noises that it made would not normally be associated with an aircraft, and ambient masking noises and limited human hearing made the aircraft difficult to detect.

Significant targets were detected, tracked, and reported. Hot targets were found in all mission areas.

The more serious limiting factors ►►

### The YO-3A

Following operational trials with the QT-2PC in Vietnam in 1968, a production version, designated the YO-3A was ordered by the Army. The YO-3A was highly modified. It had a low-mounted wing, retractable main-wheel landing gear and a modified fuselage with tandem seating with a pilot in back and an observer in front using a NVAP (Night Vision Aerial Periscope) and infrared illuminator.

The YO-3A was powered by a 210 hp IO-360 engine driving a six-bladed fixed-pitch propeller operated by V-belts. The propeller was later changed to a three-bladed constant-speed version. The exhaust system ran the length of the aircraft and other sound quieting technologies were used.

In 1970, YO-3As were sent to Army



A YO-3A operating in Vietnam in 1970. Note the triangle firebase at lower left.

airfields at Long Thanh North, Phu Bai and to Binh Thuy, Vietnam. The aircraft were used at night, at low altitudes using techniques developed during testing of the QT-2. The YO-3A operated silently at 1,000 ft. or lower depending on terrestrial background noise. Some pilots have gone unobserved over the enemy at 200 feet.

After launching the YO-3As for a

mission, the crew chiefs would remain in the revetments and listen for noises (whistles, rattles, etc.) as the YO-3A flew overhead at about 50 ft. AGL. Hearing only the whisper of the aircraft, if anything at all, the YO-3As were released for the mission. Otherwise the plane would be landed and adjusted to silence unusual noises (sometimes tape missing from a tie-down bolt hole in the wing or a mal-adjusted main landing-gear door. None of the YO-3As were damaged or downed by enemy fire.

After Vietnam, two YO-3As were used by the Louisiana Department of Wildlife and Fisheries to catch poachers and later by the FBI. One is still flying with NASA being used for rotorcraft and sound research at Moffett Field, Calif. Others are in museums.

► were the aircraft design, avionics and the sensors.

### Recommendations

Immediately inspect, refurbish and upgrade the QT-2PC in CONUS and return them to RVN to continue the OpEval (Prize Crew II).

Procure 13 additional (upgraded) QT-2PCs. Ten for the Army (some for each RVN CTZ) and three for the Navy.

### Future

Initiate a study for an improved quiet aircraft. To include:

- Better aero performance. More engine power with a more efficient and quieter propeller (six-blade/variable pitch).

- A less visible exterior: Camouflaged pattern, lighter shade, or mottled paint.

- Conventional landing gear (retractable preferred).

- A better sensor with multiple FOVs, stabilized 360-degree azimuth and horizontal-to-nadir elevation with target marking i.e. laser target designator.

- Better aircrew viewing angles: A bubble canopy with the technical observer in front.

The recommendations were fulfilled with YO-3As in 1969.

### Summary

Was it perfect? No; we needed more of everything: time, people, money, aircraft, etc.

We designed, built and flew two experimental QT-2 Aircraft for \$500,000 in six months, upgraded them to QT-2PCs for \$100,000 in three months, and operated them through the TET offensive with very high availability.

I suspect that our aircrews were told "they won't hear you or see you, so don't worry - they won't shoot you." Whatever, They did it.

We were pioneers and all of our crews deserve medals.

### Claims

- Our OpEval was the first combat use of night vision devices in an aircraft.

- The X-26 Program is aviation history's longest "X" Program.

- The QT-2PCs were the first military aircraft to survive a hostile environment by means of "low observables" - now called "Stealth." ✈

## Final Flights

### David Glenn Wright

David Glenn Wright passed away Dec. 16, 2008 in his driveway. He was brushing the snow off his new Ford Explorer Super Trac SUV and collapsed next to the truck. We were so in love and were best friends.

David loved his Air Force buddies and was so proud to be an officer. We will miss him terribly. Thank you for being his friend.

—Twila Wright, 1022 SW Frazier Ave, Topeka, KS 66604; 785-232-1035; [captaindoright@sbcglobal.net](mailto:captaindoright@sbcglobal.net).

David Wright was an administrative officer in the 15th TRS at Kadena, Okinawa Sep 1963 - Oct 1965. To his friends and associates, he was affectionately known as "Lt Fuzz."

—Bob Gould

### Alethia Crutchlow



Alethia Gibney Crutchlow, 80, mother of Russell and Larry Crutchlow, and Lynne Hodges, died Tuesday, Nov. 18, 2008.

Alethia was the wife of Col Russell Crutchlow recently deceased.

### Kyle Riddle

Brig. Gen Kyle Riddle passed away Nov. 21, 2008. He resided at Air Force Village I in San Antonio. He flew RF-101s at Laon. He assumed command of the 66th Tactical Recon Wing in Sept. 1959 and served in that capacity until July 1961.

—Wayne Roberts  
[flyr42@satx.rr.com](mailto:flyr42@satx.rr.com)

### Bill Nelson

William H. "Bill" Nelson died at age 90 on Wed., Nov 19, 2008 at Covenant Place, Sumter, SC. Burial will be at Arlington National Cemetery at a later date. Online condolences and Bill's obituary can be viewed at [www.sumterfunerals.com](http://www.sumterfunerals.com).

—Chuck Lustig  
[vulturebait@earthlink.net](mailto:vulturebait@earthlink.net)

### Ted Gesling

Ted Gesling who flew with the 15TRS at K-14 (Kimpo, Korea) and



Komaki AB, Japan passed away on October 27th after a long illness.

Cards may be sent to Joyce at the home, 2414 Constitution St, Colorado Springs, CO 80909.

—Larry Garrison  
[LGARR@satx.rr.com](mailto:LGARR@satx.rr.com)

### Katie McCann

My dear wife Katie passed away Jan 15, 2009. Her memorial service will be at the Fort Myer Post Chapel on Monday, 9 March, at 1500 with internment in Arlington National Cemetery.

—Robert I. McCann  
320 Summerbreeze Drive  
Boones Mill, VA 24065-4844  
540-334-7080  
[rimccann@earthlink.net](mailto:rimccann@earthlink.net)

### Bob Mock

Bob Mock (RF-4C pilot and 18th TRS CC for a while) died very recently. Apparently, Bob was taking some strong medications, which may have lead to his serious traffic accident, wherein he hit another car. His airbags deployed, and both he and his wife initially seemed okay. However, he was bleeding internally and did not survive. I suspect he was about 72-73.

—Chuck Monroe  
[charles.k.munroe@boeing.com](mailto:charles.k.munroe@boeing.com)

### Don Hemmer

My father passed away from a heart attack on June 5, 2008. He was at home, clearing trees from the driveway which fell in a severe storm (perhaps a tornado) the night before. He came into the house and asked Mom to call the rescue squad as he was not feeling well. They revived him once, but then lost him again and could not recover him. A memorial service was held on June 21 in Charlottesville, Vir.

—Bruce Hemmer  
785 Bedford Hills Dr.  
Earlsville VA 22936  
434-973-5800; cell 949-351-3383  
[hemmerexpeditions@yahoo.com](mailto:hemmerexpeditions@yahoo.com)

# Did Yeager Really Fly Under W.Va. Bridge?

## "If it wasn't in print; then it never happened."

By Sandy Wells  
The Charleston Gazette via AP  
Tuesday Oct 7, 2008

Charleston, W.Va. Nothing on the radio. Not a word in the newspaper. Not even a picture to prove it. But 60 years later, it remains one of the most fabled events in Charleston's history.

"It was known only to those of us who saw it, and through word-of-mouth later on," said Neil Boggs, a Clay County native and retired NBC correspondent.

Nobody talked about it on the record for years, he said. "Tens of thousands of people saw it. They knew it was done by one of them, for one of them, and they joined in a conspiracy of silence."

On Oct. 10, 1948, on a festive Sunday afternoon, thousands of people lined the Kanawha River to watch boat-racing championships sponsored by The Charleston Gazette. Hundreds more hung over the railings of the South Side Bridge.

Roaring hydroplanes churned the river into a choppy sea. The Stonewall Jackson High School band played peppy tunes on the judges' barge. Announcements from Gazette Editor Frank Knight blared over the public address system.

Boggs, a 19-year-old Gazette reporter, scribbled hurriedly in his notebook to keep up with the action.

The F-80 jet appeared out of nowhere.

Bill Kelley, 14, stood midway down the riverbank steps at Brooks Street. The eventual WSAZ photographer had a camera even then. He forgot to bring it.

"Frank Knight had just announced that Capt. Chuck Yeager was going to fly over," Kelley said. "I didn't see a plane in the sky. I looked east, below the horizon, about where the Capitol is, and I saw a plane.

"I actually had to look down to see it. That's how low it was. I thought, 'Oh, my goodness!'"



*The Associated Press: Chuck Yeager, the first pilot to fly faster than the speed of sound, sits in a cockpit in this 1948 file photo. Another Yeager feat, flying a jet under a Charleston, W.Va., bridge in 1948, was not reported by the local media.*

He watched that jet fly right under the South Side Bridge.

The jet did a victory roll and roared out of sight.

"The crowd went nuts."

"We all just looked at each other open-mouthed in disbelief," said Boggs. "Then there was a swell of applause. By then, Yeager was probably halfway to Cincinnati."

"I was on the docks when he did it," said lifelong Charlestonian John Lilly. "I was 11. It was so quick, it hardly even registered until he was gone. It shocked me."

He almost missed it. He was watching a crane at the levee plop a hydroplane race boat in the river. Suddenly, he heard a thunderous sound in the other direction.

"The plane was about at the bridge. It seemed like it was right on the water. It went under the bridge. About where Magic Island is now, it started going straight up.

"I was flabbergasted."

Boggs wrote a long story about the boat races the following day. The article mentioned Yeager's visit: "Capt.

Charles Yeager of Hamlin, the first man to exceed the speed of sound in a Bell XS-1 jet, buzzed the course shortly after 3:30 p.m. as he started back to his base in California.

"Officials present said his speed when he flew over the river probably was more than 600 miles an hour. As he flew over in a jet Shooting Star, he did three slow rolls before disappearing from sight."

Three slow rolls? What about flying under the bridge?

That evening, the Daily Mail published a photo of Yeager with his father at the airport. The caption stated simply that the celebrated pilot buzzed the boat races on Sunday afternoon.

What about flying under the bridge?

"When I got back to the paper to write my story," Boggs said, "Ed Brannon, the night city editor, turned a call over to me. It was an Air Force public information officer from Wright-Patterson Air Force Base in Dayton.

"Flying under a bridge violated all kinds of Air Force and FAA regulations. He didn't ask me directly if

Yeager flew under the bridge. Instead, he wanted to know if my story would include anything 'unusual.'

"He said if a violation had taken place, the Air Force would be forced to take action. But if it wasn't in print, or hadn't been broadcast or photographed, then it never happened.

"He asked if we had any photographs. We photographed the races extensively, but nobody expected Yeager to go under the bridge, so we didn't have pictures. Anything we got would have been a blur anyway.

"The Daily Mail didn't staff it because it was a Gazette promotion. There was no radio broadcast. And West Virginia didn't get its first commercial TV station until the following year."

The paper chose to protect him.

"It wasn't exactly suppressing the news. I didn't react as much like a journalist as a country boy from West Virginia. We were just trying to protect a local guy who was always in trouble with the Air Force.

"He was such a rebel. He basically thumbed his nose at the brass to give the home folks a show. He's a wonderful character, and I think he loved to defy authority."

"He broke every rule in the book," said retired Brig. General J. Kemp McLaughlin, renowned World War II fighter pilot and former commander of the West Virginia Air National Guard. "Chuck was a maverick all his life. That guy would do anything."

"He frequently borrowed P-51 jets from the Guard just to fly around", McLaughlin said. (*Editor's Note: Does anyone have a picture of a P-51 jet?*) "One time, he brought his brother with him. Those jets only have one seat. He put his brother on his lap and climbed to the end of the northwest runway. Just as the gear was coming up, he did a slow roll with his brother strapped to his lap."

McLaughlin attended a luncheon for Yeager the day of the famous bridge fly-under. He watched the incident on Kanawha Boulevard, outside the Press



*South Side Bridge, Charleston, W. Va.  
as it looks today.*

*Photo by J. Waters and viewed on Google Earth.*

Club. "We all just laughed. Nothing ever surprised me about Chuck."

Later, Boggs interviewed Yeager concerning his space flight. He asked about the bridge incident. "He said, 'Let's not talk about that.' Then he gave me that Chuck Yeager grin."

Boggs left the Gazette in 1955. He eventually worked as a correspondent for NBC and co-hosted "Meet the Press." He taught journalism for 12 years in Belen, N.M., where he retired.

"I got to know Chuck Yeager many times over the years," he said, "but I never asked him about the bridge thing again. We talked about Hamlin and fishing and Mud River and going to Huntington on a Saturday night. He didn't want to talk shop."

In today's technological, media-saturated environment, a cover-up like the one to protect Yeager in 1948 wouldn't stand a chance, Boggs said. "It would have been on *YouTube* in an hour. But in 1948, it was unusual for a family to even own a box camera."

Yeager knows he lucked out. In 1983, after a talk at the University of Charleston, a woman in the audience asked him about his historic flight under the bridge.

"I dropped down to about 6 feet above the water," he said. "They were having a boat regatta. These guys were coming up river (in their boats) and I could see their eyes get bigger. I went under the bridge, pulled up, did a roll and went on.

"Every time I would come back home in a jet, or even yesterday in a P-51, I know damned good and well there were probably at least three press photographers sitting under the bridge

## Carlos was There

**Y**ep. I was there, age 13, and I saw it. That bridge across the Kanawha River was not all that tall. And with all the pollution from the chemical plants back then, the visibility was not all that great. Most of the time, our air had a yellow tint to it, and a strong chemical odor. Once in a while, it was so strong it hurt your chest to breathe. And the river was pretty much a cesspool, but we (boys from up the holler, a little on the wild side) swam in it. Ugh! Our local hero Chuck was from down around Logan. I lived in South Charleston.

Many years later, I buzzed my Mother who was fishing on the docks on the Little Kanawha River at Elizabeth, W. Va. Bad news, she told the local newspaper editor, and a little article showed up on the front page, naming me as the one who buzzed. Good news, it was such a small town and such a small circulation for the newspaper that, apparently, it didn't get back to the Air Force. At least, I never heard any more about it.

Flying. What a fun thing to do. And they paid us, too. —*Carlos Higgins*

just waiting for me to come back."

That won't happen. "We learned in combat you only make one pass," Yeager said, "because that man is going to shoot you down the second time you come back."

In his autobiography, he mentioned the South Side Bridge along with many other bridges he flew under in his jet pilot heyday.

He learned to fly low in combat, he told the audience at U.C. "You get pretty good at flying low with those guys smoking at you," he said.

Over the years, Charlestonians got accustomed to seeing Yeager's plane swooping over the city. Yeager got a kick out of buzzing the city whenever he flew to town, Kelley said.

"It was a common occurrence to see him flying over Charleston when he would come in to see his parents. I was at Lincoln Junior High when he flew over, and we all waved at him, and he wiggled his wings. He kept coming around."

# Visiting Vietnam and Cambodia

By Dick Carr

I spent a month last Feb. and Mar. in Vietnam and Cambodia. It was a commercial tour with Overseas Adventure Travel and not nearly as exciting as the POW tour or the Misty's tour of a few years ago. I thought I might add a bit to what has already been said because we went the entire length of the country.

Hanoi: I second what was said about the rebuilding of the areas we bombed heavily such as Thy Nguyen. There are new factories and they even have housing subdivisions around them for the workers. We also spent a night on Ha Long Bay and found it quite beautiful, even from sea level.

The B-52 museum was interesting with parts for a few BUFFs there. Also went to the "Hilton" and can add nothing. We visited the power plant John

McCain was bombing when he was shot down. (It's now being torn down.) He landed in West Lake, downtown Hanoi. They built a monument there to honor the unit which shot him down. I was wondering if the other guys found such a monument when they visited their shoot-down site? Anyway, the monument says Col. John McCain, USAF. Seems they did not understand our rank, etc. in 1967. His flight suit is in the Hilton.

Central Vietnam: Our concrete arches are still used at Da Nang and at Ton Son Nhat (note new spelling). China Beach is being developed as a very large resort. They are still carving marble at Marble Mountain instead of dropping mortars on us. Hue Citadel is well preserved, including the bullet holes from the six weeks of fighting at the west side during TET. The airstrip at which I landed

inside the fourth wall is still there.

The really big change is Nha Trang. I arrived there in 1963 and it was a quiet fishing village of about 25,000. French villas lined the waterfront boulevard, the beach was outstanding and a jungle covered island rose out of the mist in the middle of the harbor. Indeed beautiful. Today, only light aircraft can fly from Nha Trang because of encroachment from the community of 400,000 people! The VNAF basic flight training is still there.

As a commercial airport they use Cam Ranh Bay. Only three buildings are left, I guess the Russians stole everything when they left. But there is a new divided highway on the cliffs over the water to Nha Trang, so it only takes about 20 minutes.

The beach and boulevard are still there but the French villas have been replaced with high rise hotels, with



*Dourmer Bridge*



*SAM and radars in B-52 Museum*



*REX Hotel*



*Dick climbing out of one of the Chu Chi tunnels*



▶▶ three more under construction. You need not take a boat to the island anymore as they have a huge cable car running across to the Vin Pearl Resort. The smaller islands further south also have resorts on them. I could not find the place I lived for a year, the whole of the town looks new.

Da Lat (Dalat) is as beautiful as ever and the Vietnam "West Point" is still there. More people, but the beautiful lake is still in city center as are the two restaurants on the lake.

South Vietnam: Anyone who has been there would immediately recognize "District One" in downtown Ho Chi Minh City, commonly called "Saigon" today. The roof top garden of the Rex Hotel looks nearly the same; the Continental and the Carravelle are still on either side of the Opera House. I had a few drinks on top of the Carravelle.

There is a restaurant on the river in the same place as 45 years ago. The only thing I found changed was Tu Do

Street – which means "freedom." It no longer exists. A visit to the Chu Chi tunnels is eye opening. In 1975, at the fall of Saigon, 160 miles of tunnels existed. They were begun in 1953. Very elaborate with all the elements of towns underground.

We spent a day and a half in the Mekong Delta and found it about the same as it has been for years.

The highlight of the trip occurred in the War Remnants Museum in Saigon. One of the planes I flew on my first tour was there, a U-17 well preserved on the outside. I could not speak for a few minutes when I saw it! There are also an A-37, A-1E, F-5 and various ground equipment there. Also much propaganda, but you really get used to it and expect it.

Cambodia: Thanks to Pol Pot, Cambodia is a real basket case, but Angkor Wat and vicinity are well worth visiting.

Overall: I spent an evening with the head of Deutches Bank, Saigon and

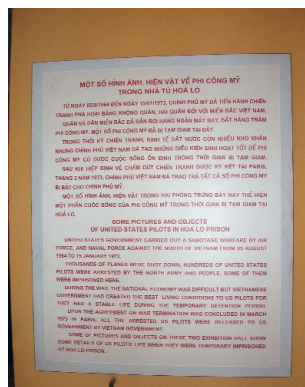
learned that Vietnam is really bustling with business, the only problem, and it is a big one, is corruption. Did you know they are net exporters of oil? The people are very friendly and seem to like Americans. No mention was ever made of the war.

As an aside and the stuff of Hollywood movies – our tour guide, from the Delta, said his uncle and two cousins fled to the jungles and fought the communists until 1980 when they were caught and executed.

Bob, this is a very quick overview and I will gladly answer any questions anyone has. Also, I took 507 pictures and would gladly email any to those who would like to see the Doumer Bridge or the Opera House or anything else again. (Some of his pictures are printed below.) My address is: Dick Carr, 3612 San Sabastian Ct, Punta Gorda, FL 33950; 941-637-8272; dickc59@embarqmail.com.



*This is the monument where they dragged John McCain out of West Lake.*



*Propaganda at the Hilton. The English portion is reproduced at right.*



*Nha Trang beach looking north.*



*U-17A at War Remnants Museum. This is the plane Dick Carr flew on his first tour in Vietnam.*

**SOME PICTURES AND OBJECTS OF UNITED STATES PILOTS IN HOA LO PRISON**

UNITED STATES GOVERNMENT CARRIED OUT A SABOTAGE BY AIR FORCE AND NAVAL FORCES AGAINST THE NORTH OF VIETNAM FROM 05 AUGUST 1964 TO 15 JANUARY 1973.

THOUSANDS OF PLANES WERE SHOT DOWN, HUNDREDS OF UNITED STATES PILOTS WERE ARRESTED BY NORTH ARMY AND PEOPLE. SOME OF THEM WERE IMPRISONED HERE.

DURING THE WAR, THE NATIONAL ECONOMY WAS DIFFICULT BUT VIETNAMESE GOVERNMENT HAD CREATED THE BEST LIVING CONDITIONS TO US PILOTS FOR THEY HAD A STABLE LIFE DURING THE TEMPORARY DETENTION PERIOD.

UPON AGREEMENT ON WAR TERMINATION WAS CONCLUDED IN MARCH 1973 IN PARIS, ALL THE ARRESTED US PILOTS WERE RELEASED TO US GOVERNMENT BY VIETNAM GOVERNMENT.

SOME OF THE PICTURES AND OBJECTS ON THESE TWO EXHIBITION HALL SHOW SOME DETAILS OF US PILOTS LIFE WHEN THEY WERE TEMPORARY IMPRISONED AT HOA LO PRISON.

## TAC RECCE REUNION 2009

San Antonio, Texas, 28-31 May 2009

El Tropicano Riverwalk, 110 Lexington Avenue, San Antonio, TX 78205

1- 866-293-1842 or 1-888-465-4329, [www.holidayinn.com/eltropicano](http://www.holidayinn.com/eltropicano)

Plan to be in San Antonio, for a memorable reunion this coming spring 2009. There is much to do and many sights to see in S.A. Two of the most famous sights are the Alamo, scene of a historic battle for Texas Independence and the Riverwalk. Or take a scenic stroll through downtown S.A. There is also Market Square for shopping and eating and at least two additional historic Missions, great Dixieland music, and much more. There are three military bases available for BX/PX shopping.

### THE WEEKEND AGENDA

- THUR.**           Registration and hospitality begins at noon, snacks and drinks available.  
**28 MAY**           In the evening, you are on your own.
- FRI.**            0900-1215 - S.A. "Highlights" Tour: See the Alamo, Market Square/El Mercado,  
**29 MAY**           Mission San Jose and Mission Conception. Price is \$26 per person.  
                  1000 - (or as announced) Golf Tournament. Pay as you go. Details later.  
                  1830-2000 - Tex-Mex Dinner Buffet at El Tropicano. Wine will be at tables.  
~~2000-2100 - A nighttime riverboat tour of the Paseo Del Rio. (Sold out).~~
- SAT.**            0900-1215 - S.A. "Highlights" Tour: See the Alamo, Market Square/El Mercado,  
**30 MAY**           Mission San Jose and Mission Conception. Price is \$26 per person.  
                  1800 - Pay as you go cocktails. Wine will be provided at tables during meals.  
                  1900 - Sit-down dinner. Coat and Tie. Please indicate your choice of menu on your  
                  registration form.
- SUN.**            0900-1100 - Sunday Brunch. Time to say goodbye to recce friends for another  
**31 MAY**           year. Meeting/discussion session if desired.

### ABOUT THE TOURS:

The San Antonio "Highlights" tour is scheduled for both Friday and Saturday at 0900 in order to accommodate those who wish to play golf and also go on the "Highlights" tour. Busses will pick tour goers up at the El Tropicano and drop us off at the same place following the tour.

The night time riverboat tour will allow participants to see the lights of S.A. along the beautiful Paseo Del Rio. **Seats are limited.** Riverboats will pick us up at the dock just east of the El Tropicano on the river and will bring us back to the same place following the tour.

### QUESTIONS:

Contact the host, George Wehling, at  
1905 Winter Park Road, Austin, TX 78746;  
email: [gweh@sbcglobal.net](mailto:gweh@sbcglobal.net); phone: 512-328-2391

### ABOUT THE HOTEL:

When making reservations tell them it is for the TAC RECCE Reunion. The El Tropicano is located just north of the downtown area. It has been recently refurbished and is quite nice inside. It is a nonsmoking hotel. Parking is adjacent to the hotel and will cost \$10 per day (reduced from the normal \$14). To get to the hotel, take the Lexington Ave. exit from Interstate-35 and go east toward downtown. The hotel will be about 4 tenths mile east of I-35 on the left (north) side of Lexington. A \$2 breakfast-only chit will be given for each day.

Hotel rates will be \$102 and are good two days before and two days after the reunion. Again, use the words Tac Recce Reunion when calling for reservations at the hotel.

## REGISTRATION TAC RECCE REUNION – 28-31 MAY 2009

Name(s): \_\_\_\_\_ Street address: \_\_\_\_\_

City: \_\_\_\_\_ State and ZIP: \_\_\_\_\_ Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Member & Guest names on Name Tag

\_\_\_\_\_  
\_\_\_\_\_

Registration (includes meals)      No. of persons x \$85 =      \$ \_\_\_\_\_

Friday morning "Highlights" Tour:      No. of persons x \$26 =      \$ \_\_\_\_\_

Fri. Evening Buffet:      # People attending      \_\_\_\_\_

Saturday morning "Highlights" Tour:      No. of persons x \$26 =      \$ \_\_\_\_\_

Sat Evening Banquet      # People attending      \_\_\_\_\_

Sunday Brunch      # People attending      \_\_\_\_\_

Total rendered      \$ \_\_\_\_\_

Please indicate your choice of entrée for the Saturday night banquet:

No. of Chicken \_\_\_\_\_ No. of Beef \_\_\_\_\_ No. of Salmon \_\_\_\_\_ No. of vegie plates \_\_\_\_\_

Special Meals: Specify number and type: \_\_\_\_\_

**MAIL THIS FORM WITH YOUR CHECK TO:  
DONNA MARTIN, 3010 HONEY TREE LANE, AUSTIN, TEXAS 78746**

**\*\*\*\*RECHECK YOUR ENTRIES\*\*\*\***

## Health Reports

### Tom Nash

Tom Nash is suffering from pancreatic cancer, blood clots in his lungs and has refused further chemo.

Tom flew the RF-101 and was stationed in France.

Tom & Denise Nash live at 1176 Whippoorwill Nest, Choctaw, OK 73020. email tomndeenash@cox.net; phone 405-769-6639. —*Bill Talley*

*bil55lou@aol.com*

### Chuck Hartman

Chuck's condition is considered critical. He had a heart attack on Feb 14 and was airlifted to Las Cruces. He has a very severe kidney and bladder infection which may have attributed to the heart attack. An angiogram was per-

formed and he was four blocked arteries. Being 79 and with the history of diabetes and many other medical conditions he is not a good candidate for open heart surgery. If bypass is out of the question, the only other option is to put in stints, which is also very risky. On Feb. 19 Chuck had a procedure on his bladder. They performed a TURP but do not think there was any cancer. When he went to the hospital the kidney infection he had was called sepsis.

Chuck flew the RF-101 in the 18th TRS at Upper Heyford in the late 60s and later at Shaw and SEA.

--*Vi Hartman*

*2463 Desert Hills Dr  
Alamogordo, NM 88310  
hartmanc@zianet.com*

## Final Flights

### Ron Brown

Ron Brown passed away Feb. 22, 2009 at Hudson Creek Alzheimers Care center in Bryan, Texas where he had been since July of 2007.

Ron flew the RF-80 in 1953 in the 15th TRS where he also flew the RF-86. He flew the F-84 at Larson AFB, Wash and Malmstrom AFB, Mont in the mid 50s and later went to the 20th TRS at Shaw for checkout in the RF-101. He was with the 17th TRS at Laon. He flew the RF-4C at Toul Rossiers (32nd TRS) in the 12th TRS in Vietnam.

—*Mary Alice Brown*  
*2303 North Pioneer Trail  
Bryan, TX 77808  
maryalice33@verizon.net*

# Gatherings

## Jet Jocks – Loan AB, France – 1960s



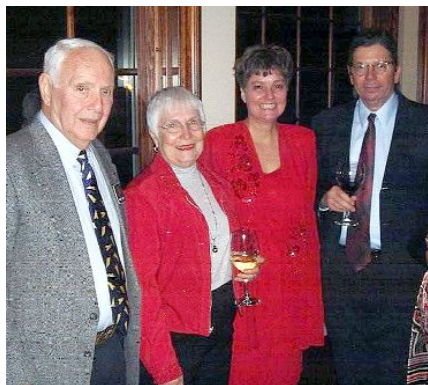
*This was taken in the O' Club at Laon AB in the early sixties. What a dashing young group of jet jockeys! Left to right: Jim Murphy, John Stavast, Red Cresswell, Pete Hunt, Dick Newbury and Fred Meller.  
—Harriet Hill*

### Ken Nolde flying with Kevin



*Our grandson Kevin (4-1/2), endorses flying in Grandpa's Flight Design CTLS sport plane. —Ken & Nancy Nolde  
kennolde@cox.net*

## Daedalian Dinner (Whiteman AFB) – Jan. 2009



*Bob & Marj Gould with Linda Suttlehan & John Duquette.*



*Louise & Norman "Duke" Duquette.*

## Gathering of Mustangs – Columbus, Ohio – Sept. 2007



*Clyde East in "Lil Margaret" replica at Gathering of Mustangs, Columbus, Ohio.*



*Carolyn & Jerry Rogers with Clyde East at Coumbus Ohio Sept. 27, 2007.*



## The Recce Reader

15918 Meadow Lane  
Stanley, KS 66224-9741

**ADDRESS SERVICE REQUESTED**