



# JUNE 2012

## BARK



*A Publication of the International Birddog Association*

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19<sup>th</sup> TASS Birddogs at Quang Nai. Photo thanks to Ken Hinks

## NEWS

### **IBDA Contest**

Look at the photograph below. It was something occasionally found on certain Birddogs. What is it??

First correct answer to [N305AF@ktc.com](mailto:N305AF@ktc.com) wins a never worn white IBDA T-shirt, perhaps even in your size!! The correct answer will be in the July BARK and thanks to IBDA Member Monte Bowe for finding this puzzle.

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### **Cubs and Dogs**

At a recent fly-in at Gaston's resort in Arkansas there was an eclectic mix of Piper Cubs and the mighty Birddog. Leading the pack was Greg Smith from Montgomery, TX with his 1997 Grand Champion Oshkosh winner. Formerly owned by Mr. Birddog his self, Minard Thompson, this is a premier airplane. Also attending was Tim Terry from Gainesville, TX in his very nice Tom Mayo restoration. All went well and the Cub's probably learned some new tricks.....



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### **Keokuk Birddog Gathering**

The annual IBDA General Meeting will be held at Keokuk Liaison Aircraft Fly-in on October 11 to the 13<sup>th</sup>. This should be a great time of year to visit the mid-West and we all know how entertaining Keokuk can be. All members are encouraged to attend

not only the IBDA meeting, but also participate in the Liaison Aircraft fly-in activities. For additional information and reservations visit the website <http://www.lindneraviation.com/flyin.htm> . We'll look forward to seeing y'all there!!

## **Birddog Gathering on the East Coast**

Another Birddog gathering is planned on the East Coast by IBDA member Steve Noyes. He relates:

“I would be happy to host an event / gathering up here in New England in the fall, I normally do the 3rd weekend of

Sept as a birddog tail dragger fly in (17th annual coming up), either at 2b2 (Newbury Mass) or there its also a great time to see the foliage up north, in Millinocket KMLT Columbus weekend is a car show fly in (annually)”

## **Restoration at its finest**

For many years the FM whiskers and bullets common on all active duty Birddogs were hard to find. Seems some one had shaved the whiskers out of existence. Enter our #1 fabricator of all things Birddog. IBDA member Jon McLinden already has a substantial reputation for developing, building and selling replica rockets for the Birddog. Now

he has filled another niche by creating replica FM whiskers and mounting them on the appropriate bullet receivers. No restoration would be complete without them, but you better hurry. Jon only made enough for a few aircraft and at \$395 for a complete set (two bullets and four elements) they won't last long. Contact him at [jmclinden@satx.rr.com](mailto:jmclinden@satx.rr.com)



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### **Birddog Mug on Mug**

For a variety of reasons, none of which are plausible, the IBDA has not stocked coffee mugs with pictures of the Birddog on it. IBDA member Monte Bowe has found a simple solution to this dilemma of lack of liquid consumption paraphernalia. Although found at many commercial outlets, Monte prefers to have his made at Costco,

([costcophotocenter@response.costcophotocenter.com](mailto:costcophotocenter@response.costcophotocenter.com)). The results speak for themselves and allow for an individuality of mugs not realistic for the IBDA to stock. So during those lazy, hazy days of summer take your favorite photo and a few dollars to individualize your drinking implement. If nothing else, don't your loved ones know that your birthday is in the near future, and this is the perfect gift??



## Recognition at Oshkosh

**Monday, July 23, 10 a.m. - L-19 Bird Dog - Vietnam tribute:** The service of Charlie Finch and Doc Clement, who flew the L-19 Bird Dog with the 220th Catkillers, will be highlighted. Both are featured in the book *A Hundred Feet*

*Over Hell*, a thrilling account of the mission of this little airplane and "ordinary men, doing extraordinary things." Plane owner: Randy Maiville. Book signing: 11 a.m.

## Canadian Birddog History

Thanks to Murray Balzer we have a history of several of the Birddogs used by the Air Cadets. He explains:

“ History of C-FTGA & C-FTGF

Basically, they were both L-19A's acquired by the RCAF for use with the Canadian Army Aviation Division in 1954. C-FTGA (was 16702/119702) is now with the Air Cadet Gliding Program in Atlantic Canada.

C-FTGF (16709/119709) was written off in an accident on June 19th, 2010 (see picture from DND Canada). I'm told that another IBDA member, Kris Reynolds bought the wreck of C-FTGF and is restoring her.

One of the pictures was sent (by me) to Phil Phillips (years ago) and he published it in one of his newsletters for the IBDA called "Observer." It was the Holiday Issue - 1996 .”



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### Canadian Air Cadet Patch

Speaking of the Air Cadets, they recently initiated a new patch in honor of the Noyes Enterprise Super Dog.

## **New Entertainment Video**

Recently Honor Flight Airshows produced a U-tube video which features the Birddog in action. This is a well done video and if you understand German the music is also entertaining. Click on <http://www.youtube.com/watch?v=BG9n0GFFCkI> and enjoy!!

## **Senior Birddog Pilot**

Tuesday, June 26th marked an important date in the worlds most senior Birddog Pilot's life. Jack Upham from College Station, Texas will be 91 years young. During his career in the Army, Jack flew the first production Birddog back in 1951 and also flew Birddogs in Korea. Congratulations Jack and many more!!

## **With Deep Regret**

IBDA member Gary Prosser of Sequim, WA lost his wife Elizabeth on June 13th. In behalf of the membership of the International Birddog Association we offer our sincerest condolences.

## **TECHNICAL**

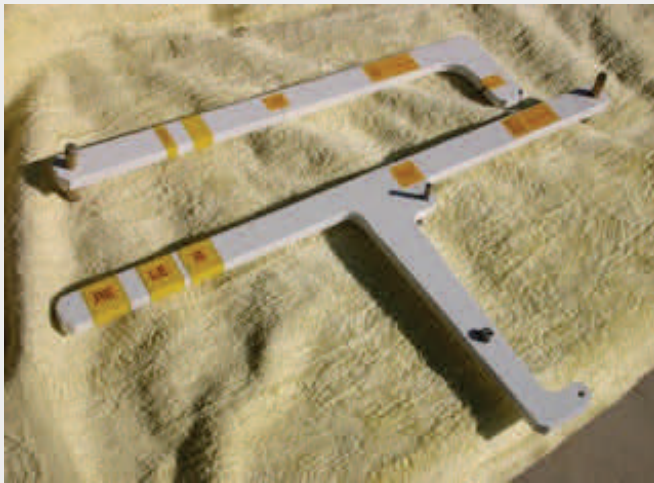
## **Balancing the Controls**

The book ( TM 55-1510-202-35) says the flight controls have to be balanced when ever they have been painted, damaged or replaced. This is especially true for the elevators and it is a well worthwhile effort to make the Birddog the smooth little fighter that it is. In several of the manuals (TM 1-1L-19A-3) are specific instructions how to accomplish this. Important to this procedure are the jigs required. IBDA member Monte Bowe has taken the time to build some very professional looking jigs and photograph them for our edification. Pictures on next page.

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### **Neglected Rod End Bearings**

One of the items on our Birddogs that is often neglected routine maintenance are the sealed rod end bearings. Although inspected on most annuals, seldom do they receive the proper lubrication. They are usually found on the

push and pull ends of flight controls. Here is a fast and easy way to bring them up to speed and make them last much longer : <http://www.eaavideo.org/video.aspx?v=1628410977001>

## **COMBAT OPERATIONS**

### **Lest We Forget**

Our monthly installment of looking at combat losses in Vietnam as described by Author Chris Hobson in his book "Vietnam Air Losses":

30 April 1968

O-1G 51-17648

19 TASS, 504 TASG, USAF, Bien Hoa

Capt. I. S. Payne (survived)

SSgt. J. Applebey (survived)

Capt. Payne was on his way to control a strike in his Birddog when he came under small arms fire about 5 miles west of Cao Lanh on the banks of the Mekong. The engine stopped but Capt. Payne brought the aircraft down to an almost perfect forced landing. Both crew were later rescued by an HH-43.

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4 May 1968

O-1G 51-11976

19 TASS, 504 TASG, USAF, Bien Hoa

Maj. C. R. Gregory (survived)

1Lt. R. F. Cook (survived)

An O-1 was shot down by ground fire during an FAC mission 20 miles north of Vung Tau. Maj. Gregory was flying near the village of Xa Binh Gia when his engine was put out of action by enemy fire. He crash landed the Birddog and he and his observer were rescued by a USAF helicopter.

10 May 1968

O-1E 56-2469

20 TASS, 504 TASG, USAF, Da Nang

Maj. B. R. Telshaw (survived)

Maj. Telshaw was flying his Birddog just south of Hue when its engine was damaged by ground fire. He flew away from the area but was forced to crash land a few miles to the west of the city.



Thanks to Jon  
McLinden for  
finding this  
picture.

## **Pakistani Birddog Operations**

In this months look at combat operations we not only focused on the US involvement in Vietnam, but will look past international boundaries into the operation of the Birddog by the Pakistani Air Force. The Birddog was for many years a mainstay of the Pakistani military and highly respected. They originally acquired 62 examples and manufactured additional aircraft over a period of years. The below narrative is from a CD provided by our Pakistani contingent of IBDA members. It is part II of IV:

### **First Operational Use of L-19**

In 1959 Nawab of Kalat had almost revolted, therefore the army decided to take action. In order to meet the immediate requirement of 52 Infantry Brigade ex 8 Infantry Division for this operation, a flight of two L-19 aircraft under Captain H. R. Abbassy along with Captain Aslam Janjua was dispatched to Quetta to support this operation. Later Captain Ghalib and Captain Akhtar relieved them and provided the aviation support to 8 Division from mid March to mid April 1959.

### **The First L-19 Fatal Crash**

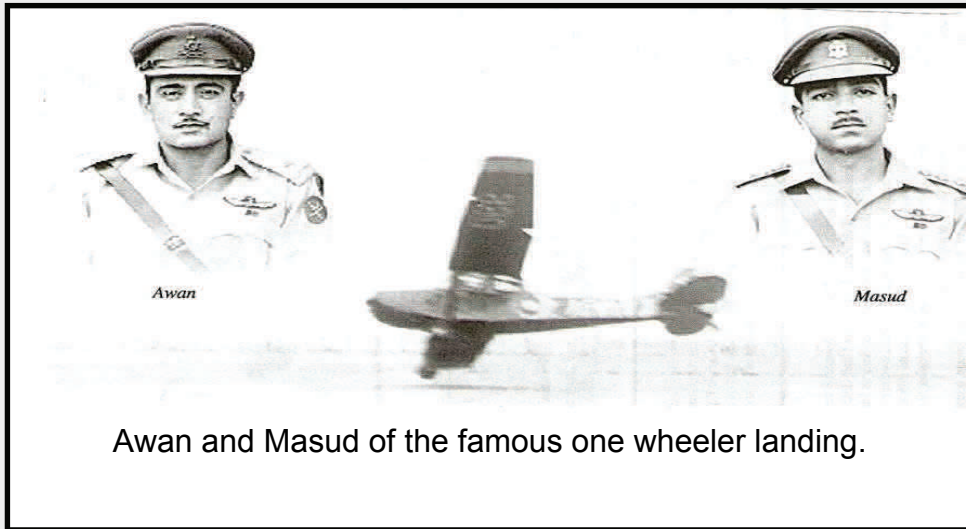
The operation in Dir Bajar also saw the first fatal crash of L-19 in Pakistan. It was preceded by a non fatal accident at a strip in the area. One aircraft piloted by Captain Masud ul Hassan (later

retired as Brigadier), carrying Inspector General of Frontier Corps, nosed over at Munda Qilla on landing. As the story goes, despite lying inverted the pilot showed immense courtesy to the red-ribboned passenger by opening the door with some difficulty and saying "After you sir". To repair the aircraft on site or arrange its evacuation to the base Captain Aziz-ul Hassan was deputed to take Major Maqbul of EME to Munda Qilla to assess the damage and prepare a suitable course of action. However on the way the aircraft crashed in Malakand Mountains near Dargai on 1 December 1960 and both occupants died due to burns.

### **Marriage Aviation Style**

On a blessed day of October 1960, Major Qayyum, one of the flight Commanders of the squadron, entered the office of the commanding officer with an invitation card for his marriage. "How many other squadron officers want to attend your marriage?", Colonel Blaker asked, "Almost everyone sir", was the reply. After a pause the Colonel said, "OK, Chum, let us establish an Advance Landing Ground close to your village and we would go flying." Villagers, however were duly amused by the go-arounds of Captain Ahafaat when the aircraft finally arrived on the wedding day.

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Awan and Masud of the famous one wheeler landing.

### Anti Locust Operation

On 22nd November 1961, four aircraft were detailed with Major Qayyum as the leader for the operation. The aircraft initially moved to Karachi from where two moved to Sukkur and two to Chhor and Mirpur Khas. Pilot's job was to fly and locate the swarms of locust. 2 Squadron was awarded the Commanders in Chief's Commendation card by General Muhammad Musa for successful accomplishment of this feat.

### One Wheeler—Awan/Masud Style

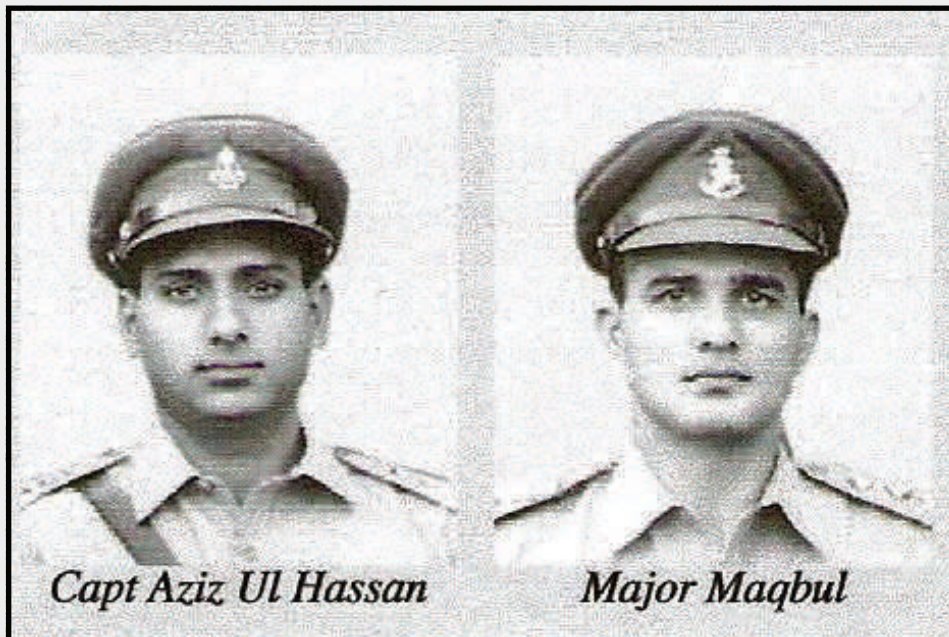
On 7th December 1961, Major Abdul Latif Awan, an instructor at the Aviation School, took Captain Masud-ul-Hassan of 1 Squadron for a night flying check-

out at a strip near Sheikhpura where contingent of fliers had assembled to support exercise "Milestone". During approach Captain Masud undershot and some protruding object hit his left landing gear and broke it completely. Major Awan immediately took over the controls and declared the emergency. The aircraft was diverted to Lahore Airport where preparations were made to receive it. Pilots consumed major portion of the fuel and then made a perfect one wheel landing. No further damage was done to the aircraft and both pilots walked away uninjured. For this cool handling Major Awan was awarded "Tamgha-s-Basalat". He was the first one to get an award amongst

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the army fliers. Also from then on, one wheel landings, became an essential and thrilling part of every air demonstration. Maj Minhaj thrilled many with his superb L-19 handling during flying demonstrations in 70's. His one wheeler and dead stick/prop stop landings are still talked about. Maj Minhaj is shown on the right proudly standing along-side his favourite Bird Dog/L-19 number 100 (this particular aircraft crashed a few days later). Maj Minhaj retired as Lt. Colonel after having been the VIP Flight Commander. Living a retired life in Rawalpindi.



Both Capt. Hassan and Major Maqbul were the first to die in an L-19 in Pakistan.

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### The Second L-19 Fatality

At the fag-end of 1961, 10 Division conducted a training exercise "Milestone" in general area Sheikhpura. Flight of 1 Squadron was moved in support of it. Later one flight from 2 Squadron also joined up to get the much need field experience. On 10 December 1961,

Captain Ikram of 2 Squadron, while on a mission in Pindi Bhattian area crashed and was killed. This was the first fatal accident of 2 Squadron. Ironically the elder brother of Captain Ikram had also met the same sad end some years back, while flying in the PAF.

## MONTHLY SAFETY MESSAGE

### Monthly Safety Minder

This advice is taken from the Office of the Director of Safety, Ross Aviation, Fixed Wing Division, Fort Rucker, Alabama circa 1962. In this fourth edition we look at advice as to going around after the landing roll:

1. An aircraft will not become airborne immediately when full power is applied to go around from the after landing roll.
2. Starting a go around with aircraft in a swerve will not result in "straightening up the aircraft".
3. Starting a go around in a swerve, or from a diagonal after landing will not keep the aircraft from running off the runway. "

***THAT'S ALL THE NEWS FIT TO  
BARK AT SO BOWWOW FOR !!!!!!!!!!!!!!!!!!!!!***