



MARCH 2014 BARK



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IBDA member George Eeds greasing it on at Kingsbury, Texas in 2013

NEWS

IBDA Directors Meeting

On Saturday, March 22nd the IBDA Board of Directors meeting was held at the Fredericksburg, Texas airport terminal. The following decisions were made by the Directors:

1. The IBDA will continue to pursue having the book "Lovable One Niner" re-published.
2. Except for the 2015 National Roundup, the IBDA will focus on and continue to support Regional gatherings.

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3. The IBDA will examine an increased focus on back country flying.
4. To assist in recruitment of new members the IBDA will offer a free one year membership (one time only) to a new purchaser of a Birddog.

For a detailed review of the meeting please contact President Dan Kelly at dankelly@gvec.net and ask him for the minutes.

Birddog Monument Installation Ceremony

Although the official dedication of the Birddog monument at Fort Rucker is not till October 2015, it was unveiled subsequent to its installation. IBDA Recruitment Director Sam Dawson reports:

On Friday 7 March the installation dedication for "The Birddog Memorial" was held at Ft. Rucker, AL. The Memorial is located in front of the Army Aviation Museum in an area set aside for memorials to various Army Aviation units. The Memorial is the culmination of several years of planning and work by Hank Collins and his committee. The Memorial has plaques dedicated to various Army Aviation units that flew L-19 Birddogs in Vietnam. The IBDA contributed funds for a bench as part of the overall Memorial.

The installation dedication was well attended, and like everything else about the Memorial was first class and a fitting tribute. The keynote speaker was Col. Harry Harper, Battalion Commander of the Delta "Phantoms" 307 Battalion. Col. Harper shared a story about flying a Birddog in Italy during the 1950's. His unit stationed in Austria had two Birddogs and one pilot, himself. While flying in Italy he ran low on fuel, due to weather, and landed at an Italian airfield to refuel. The Italian Duty Officer met him arranged for fuel and took him to lunch at the officers mess. Generous portions of wine were served with lunch, in the Italian tradition. After lunch the Duty Officer took him back to his plane, where he did a pre-flight, climbed into the cockpit and fell sound asleep. The fire watch noticed the pilot was slumped in the cockpit and called the Duty Officer, who awoke Harper and asked if there was a problem? Col. Harper got out walked around for a few minutes, climbed back aboard, called for clearance, proceeded to the runway and took off. He said it was the smoothest takeoff he every made in a Birddog!

Pictured is the IBDA bench, left to right, Hank Collins, Jo Dawson and Doug Hardcastle! Hank Collins was the driving force behind the Memorial and Doug Hardcastle was the General Contractor from Madisonville, TN. Col. Harper speaking to the group.

The official dedication will be at the Reunion to be held in October of 2015, plan on attending!

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A True Assault Weapon by Definition

In the November 2013 edition of *Guns & Ammo* is an unlikely definition of a Birddog. Mr. Ray Caryl wrote a brilliant letter to the magazine re-defining what an assault weapon really is. After reading this amazing letter it is difficult to argue that perhaps, with the firepower at hand, the Birddog was and is the ultimate "Assault Weapon":



In your August issue you went to the "man on the street" to ask, "What's your definition of an 'assault weapon?'" I just thought I'd go ahead and toss my two cents in as well. The picture is of me back in 1967 at Marble Mountain, I-Corps, Vietnam. I was an Army Bird Dog pilot, seen here leaning up against my Bird Dog, a Cessna 0-1. I'm holding a Colt CAR-15 with a three-position selector, and yes, it is an "assault rifle." But I would like to point out that the real assault weapon is that harmless-looking little

two-seat, tail-dragger aircraft behind me. It is unarmed, except for two 2¾-inch rocket tubes under each wing. They carried white phosphorous rockets, and I used them to mark targets for the Marine and Air Force attack jets that I controlled. I had a UHF radio and two FM radios with which I could call in artillery, naval gunfire, helicopter gunships---in short, just about any kind of mayhem you could imagine short of lightning bolts from Zeus himself. Gentlemen, *that* is an assault weapon. And I loved every second of flying it.
Raymond Caryl

Visit With A Birddog Hero

Just one of the many cool things happening at the Sun-N-Fun Airshow, Florida will be the chance to meet and listen to former South Vietnamese Air Force Major Bung Ly at a special presentation on the Warbird Ramp at 11am on Saturday, April 5.

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During the evacuation of Saigon in 1975, Major Bung-Ly took off from Con Son Island in a two-seat Cessna O-1 Bird Dog with his wife and five children crammed into the small cabin. With enough gas to remain in the air for only one more hour, he spotted the aircraft carrier Midway (CVA-41) and by means of a dropped note requested permission to land on board. The ship's commanding officer ordered the deck to be cleared and brought a Vietnamese interpreter to the island to communicate with the pilot by radio.

Without the benefit of a tailhook or barrier, Bung-Ly made a successful landing despite the fact that he had never seen an aircraft carrier before in person, let alone landed on one. Inspired by the event, the Midway crew adopted the pilot and his family, establishing a fund to help them settle in the United States. The Bird Dog now hangs in the [National Naval Aviation Museum](#)!

Famous Again

Italian IBDA Chapter member Renzo Catellani received everyone's attention when he flew during last year's Air Domination Day, despite some difficult weather. Never one to rest on his laurels, this year he has a beautifully illustrated magazine article on his Aermacchi MB.326 jet in the March edition of FlyPast Magazine. The Birddog is also featured in one of the pictures. Congratulations Renzo on an outstanding restoration!!



A Belated Moment of Fame

A bit late, but nevertheless recognition is due, for an excellent article in InFlightUSA magazine regarding IBDA member Gary "Doc" Beck. Seems Gary collects L-Birds and owns a stable full of them, including of course the legendary L-19. The article titled "A Vet's Passion For Birds - L-Birds, That Is" is found on page 47 of the November 2013 issue. It can be downloaded on the web if you are so inclined. Thanks to Troy Cobb for forwarding this information.

More Fame

It is said that everyone is entitled to 30 seconds of fame in their lifetime. In the March 5, 2014 edition of General Aviation News is a feature length story on Type Clubs, with 5 great pictures of Birddogs and Birddog pilots. So does that mean each pilot only gets 6 seconds of fame?

Regardless, some great pictures featuring in order of fame: Dan Kelly and Cliff Chavez spraying for mosquitoes, Jim Mulvihill's dog chomping on a bone and Bill Finney/ Mike Weinfurter discussing the advantages of having hands. Congratulations to all!

Spanish IBDA Chapter Patches

Several months ago we spoke of the new chapter of the IBDA in Spain. True to their word they have now not only formed their own chapter, but also a very handsome patch. Congratulations to Jose Luis Olias Sanchez for making all of this come to fruition!



Spanish Fly-Party Invitation

Not only does our Spanish Chapter have its own patch, they also have a fly-in. This invitation was sent to IBDA members to allow them to attend without a registration fee and even free fuel if you're flying a Birddog. What an incredible opportunity!! So get those bags packed, long range tanks installed and head to Burgos, Spain for the Fly-Party on June 13 to 15th.

Below is the poster and agenda. Please contact Jose Luis Olias Sanchez (L14JLOLIAS@telefonica.net), Director of the Spanish IBDA Chapter, for any additional information.

(this is a Google translation) MEETING AERONAUTICO FLY-PARTY 2014 BURGOS 2014 Burgos Airport --- Villafría Dates 13, 14 and June 15, 2014

Arrival of participants - Friday the 13th. Activity participants - all of Saturday 14th. Departure of participants - Sunday the 15. Participation open to international traffic and National Aircraft of all kinds, especially members of the sector Overall, historical and recreational aviation. Objective discover Burgos, it's province and Burgos-Villafría airport and its culture, monuments and gastronomy.

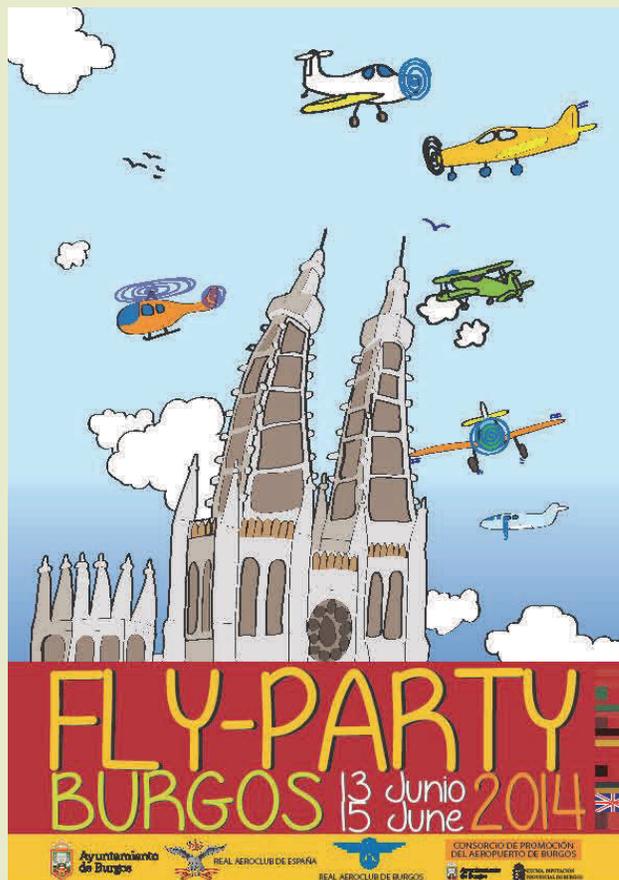
AGENDA: Day 13 - Check in from 12:00 local time. 13:00 - Presentation to the authorities and the press in the Museum of Human Evolution, RF demonstrator - 4 Emulator and Eagle Patrol Aircraft. Transfer to hotel. Tourist information and proposed activities. Free dinner. (suggestion Tapas and Wine)

Day 14 - Guided tour of Burgos Cathedral (and Atapuerca excavations). Aviation activity at the airport. 13:30 Typical food on the ground. 18:30 visit the Human Evolution Museum Cocktail / Networking Dinner (MEH)

Day 15 - Transfer to the airport at 10:00 local time Dispersion after 11:00 local time. The demonstrator RF - 4 and Emulator Eagle Patrol will open to the public: Day 14 between 11:00 and 13:30 / 17:00 and 19:30 and Day 15 between 10:30 and 13:30 LOGISTICS: --- Car Hire available. --- Tourist Information available. --- Taxis available. --- Buses for tour organization. ACTIVITIES: Demonstrator --- RF --- 4 Phantom. Emulator --- the Eagle Patrol. --- Aeronautical Store. --- Hot air ballooning organization. Chance captives night. --- National Meeting of Experimental Aviation Association. AAE. --- Historic Vehicles. --- Historical and Classic Aircraft --- Visit the Museum of Human Evolution. ---

CHANCE: -- Acrobatic flights. Joined: 25 € --- Flights balloons. ---

Flight reactor L39 Albatros fighter Registration includes: Landing fees --- (ARR / DEP) Parking fee --- (13/14 and 15) --- Food Day 14 at the airport. ---Cena/Coctel Night 14th. --- Hotel shuttle. Not included in the registration: --- *Hotel. will be paid directly by the client (discounts agreed with the organization*



Another One Flying

Yes, the good news is another Birddog is airborne, this time in Spain. Our good friend Jose Olias Sanchez reports:

Dear friends, I want to share the joy with you all today (3-14-2014) at 12:15 am at the Cuatro Vientos Airport Madrid have flown the Cessna 305C, or L19, with registration EC-MAB. After more than four years of work, today has flown and well, the first flight is thirty minutes in the afternoon another forty-five minutes both without incident.
Best Regards



A Model Modification

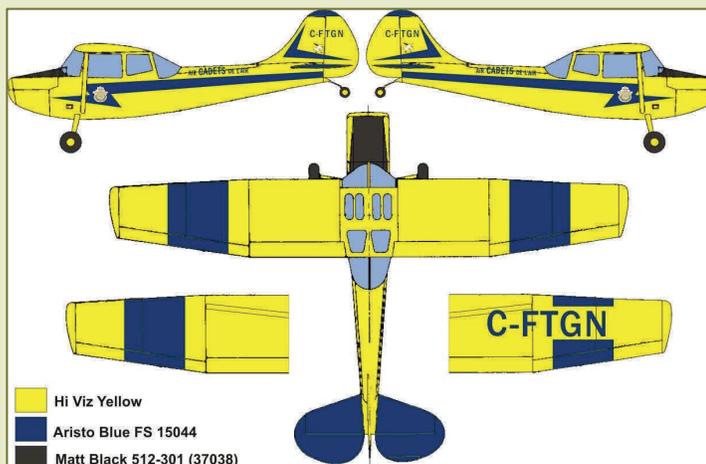
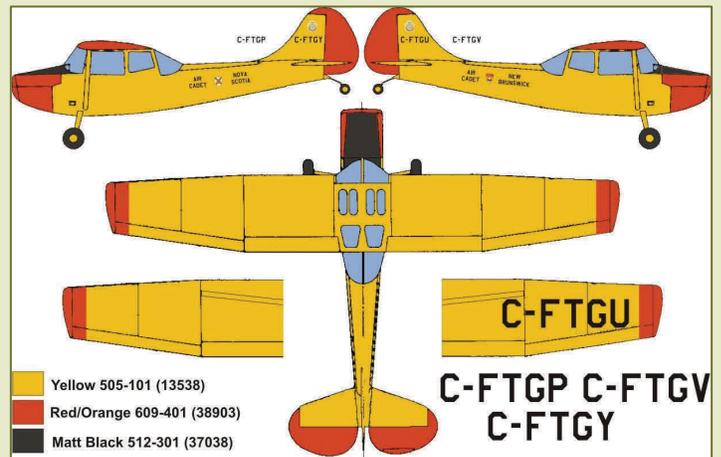
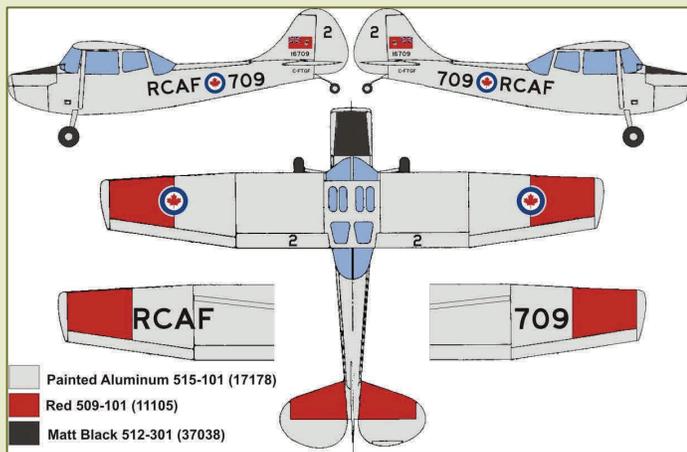
Never let it be said the Birddog is gone and forgotten. Recently IBDA member Murray Balzer from Quebec, Canada informed us that the modeling community has some new decals for the Birddog. There are also some excellent pictures of Birddogs in the Canadian Armed Forces. He says:

CanMilAir Decals of London, Ontario has released multiple scale decal kits for the Cessna L-19 "Birddog" towplanes as used by the Air Cadet Gliding Program in Canada.

These decal kits are historically accurate for Birddogs serving with Atlantic Region, Eastern Region, Central Region, Prairie Region, Pacific Region and 800 "Black Forest" Squadron from the early 1970s to present.

Even if you don't build model aircraft you should checkout CanMilAir Decals tribute to Air Cadet Aviation and the Cessna L-19 Birddog's service to Canada at:

<http://www.canmilair.com/products.asp?cat=150>



And Another View of Modeling

For those of you wishing to build a replica of our favorite flying machine, Mr. Colin Wilmshurst of the Atlantic Canada Aviation Museum explains our current options:

Hi L-19 fans,

Looks like a slim selection of model kits... Airfix made a 1/72 scale and model USA made a 1/48 scale model. I believe both are discontinued. Get them while you can!

[http://modelingmadness.com/review/mod/us/usaf/attardl19.htm /product/mdu0001/Air](http://modelingmadness.com/review/mod/us/usaf/attardl19.htm/product/mdu0001/Air)

<http://modelingmadness.com/review/mod/us/usaf/attardl19.htm>

For those interested, I'm still in the process of trying to restore an ex Canadian military L-19 for the Atlantic Canada Aviation Museum, for static display. The project is 90% complete, but I am still missing a few parts to get closer to the 100% where I'd like to be ;-)

I'm also having trouble with the markings...this has been over a 2 year problem. Originally got a quote from Can Mil Air...but the museum could not afford the cost of the vinyl. Another person had stepped forward to do them, but has not been in contact with us for MANY months now and will not return my emails. She also has a few drawings that I'm trying to get back!

So, once the weather warms up, we're going the old fashion route by using what limited drawings/pictures we have, to make stencils or mask off what we need.

If any of you have a good source for old, unwanted parts, or good drawings/pictures from around 1968 vintage, please let me know!

Colin Wilmshurst

USS MIDWAY

As you may recall in the January issue we requested information on a picture showing the Midway loaded with jet fighters and a lone Birddog. More mail has arrived dealing with the issue of where all these jet fighters came from. Thanks to IBDA legend Minard Thompson we now have another view:

The second was the story about Bung Ly's Birddog on the deck of the Midway with the F-5s. I was flying into Cambodia every week from January thru the end of April. We knew the day that Phnom Penh would fall due to the nature of our work. We were watching the advance on the capitol daily, so it wasn't hard to say when the final day was. The day Saigon fell I was returning from a flight over Cambodia and what was normally a Thai controller's voice became the voice of an American controller. I can still remember what he said, "when you pop out of the clouds you will see aircraft everywhere, join in the pattern and do the best you can." When we descended out of the clouds right off our nose was a VNAF C-47 pooping out flares as fast as they could. We found out later that the foreign aircraft could not land with munitions on board. As I landed there was a A-1 Skyraider on its belly off the side of the runway. Seems an F-5 was landing north and the A-1 was landing south at the same time, same runway. The A-1 ground looped to get out of the way and the USAF forklifted the A-1 to the side of the runway so landing operations could continue.

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Many of the VNAF aircraft were "quarantined" in a fenced-in area controlled by the Thai government. This was OK for the Birddogs, A-1s, Hueys, and the other old tired warbirds, however the US government had just given the F-5s to the VNAF and they wanted them back, regardless of a fence. Along comes a big US helicopter and a PJ comes down on the hoist. He hooks up an F-5 and they head for the carrier in the gulf. There were new in the box F-5s still in VN that came up for sale a few years later. I don't know if any F-5s came back to the US in those sales, but I think some were sold in other countries.

So that's the story of how the jets ended up on the carrier deck with Bung's Birddog. I can still remember the border crossings to this day...the radar, homing and warning (RHAW) device would illuminate from just about every quadrant, with every gun & radar symbol illuminating. In a RU-21D there weren't many things we could do to get away from so many threats, so we just shut the indicator off and flew on, hoping that today wasn't our day. We were young and immortal, so life was good.

A Video from Yesteryear

The below link will take you to an excellent video regarding the Vietnam War. In it is a substantial amount of footage of the Birddog doing, well, what the Birddog does best. The Catkillers are prominently featured in action. So pour yourself an adult beverage and find ten minutes of peace and quiet to enjoy this video. Thanks to IBDA Safety Director Fred Mooney, IBDA Recruitment Director Sam Dawson and IBDA member Mike McKendry for finding this gem.

Here is the official description of the video:

"Welcome Home" is a new series being produced by Sleeping Dog Productions, Inc. It tells the story of Viet Nam Veterans, from all branches of the service. It is scheduled for release in 2015, the 40th anniversary year of the end of the War. It is a thank you -- and a welcome home that is long, long, overdue.

<https://www.youtube.com/watch?v=K-CTKFzWjjw&sns=em>

Friendly FAC

Should you need some additional entertainment click on the below link and enjoy a classical Birddog song from the Vietnam era. Only 4 minutes long, but guaranteed to make you smile. Thanks to Roger Hansen for this gem.

<http://www.youtube.com/watch?v=N5tG5bFu0Zw>

Another Birddog Ready For Action

Steve Noyes Birddog factory has not hibernated this winter. The fruits of their labor are evident and it flies great. The Birddog is owned by Lt. Col. Greg Vince, USMC Ret. and has a Dash 11 with the Noyes STC'd cruise prop. Also installed were a rare pair of NOS AWB-2500 skies. Enjoy!!



Need A Birddog?

Although you never know, there might be a bargain coming our way. IBDA Web Coordinator Larry Flinn recently found a Birddog soon to be auctioned off! It appears to be a web auction and that gives all of us the opportunity to participate. Lots of pictures to look at. If you're interested here is what it is all about:

"Absolute auction sale of a Cessna Birddog aircraft on April 8, 2014. The auction is online and can be viewed at

<http://www.belchermcpherson.com/040814-cessna-airplanes>

and bid on now. Questions can be answered by Kevin Belcher of Belcher & McPherson Auction Service."

Last Call to Regional Roundup

Just a last reminder The Southern Order of Birddogs (SOBs), are planning a regional gathering of Birddogs. It is scheduled for Fredericksburg, Texas (T-82) with an arrival date of Wednesday, May 21 and a departure date of Friday, May 23rd. Thursday, May 22nd is scheduled as the activity day, including a local fly-out. Here is what the program looks like:

A special rate of \$99 @ night has been procured at the world famous Hangar Hotel. Fifteen rooms have been blocked till **April 21st**. Reservations after that may **not** be available and/or at the special rate. When you call be sure to mention you are with the "IBDA" or "International Birddog Association". Call 830/997-9990 or www.hangarhotel.com .

1. On the arrival date the IBDA will host a pizza event.
2. There is no registration fee.
3. Thursday there is a tech session on landing gear and tailwheels in the morning, a lunch fly-out to the world famous Coopers BBQ (pay on your own), a safety session in the afternoon and an IBDA light dinner.
4. Fuel Prices will be at a special rate.
5. All local transportation will be provided.

Make your reservations now and avoid the rush. Come join us for some rollicking fun in Fredericksburg, Texas. It is a great way to start the summer. For any questions or a printable agenda contact your scribe at

N305AF@ktc.com .

2015 All Birddog Unit Roundup

- OFFICIAL INVITATION -



ALL VIETNAM SERVICE BIRDDOG (O-1/L-19) UNITS –

- U.S. ARMY
- U.S. AIR FORCE
- U.S. MARINES
- ROYAL AUSTRALIAN AIR FORCE



PERSONNEL INVITED TO ATTEND INCLUDE –

- ENLISTED
- WARRANT
- COMMISSIONED
- FAMILIES
- FRIENDS

2015 ALL BIRDDOG UNIT REUNION

WYNDHAM BAY POINT RESORT
Panama City Beach, Florida

October 8 – 11, 2015
(Early Bird Oct 6-7)

Every person who served in Vietnam with a unit that was assigned the O-1/L-19 BIRDDOG Aircraft is invited to attend. All Enlisted, Warrant, & Commissioned personnel. This includes all personnel attached or assigned to support or fly the Birddog. This includes all U.S. Army, U.S. Air Force, US Marines and Royal Australian Air Force units that were assigned the Birddog.

Some 50 Years ago, the first Birddogs arrived in South Vietnam to support military combat operations. This reunion is to commemorate those times of service by all personnel and honor all those who were lost.

Hotel Registration Opens 10/22/2013

Reunion Registration Opens 11/12/2013

Official Reunion Website www.L19Birddog.com

Watch Your Email or Go to the website for
Updates on Events, Dates & Times

**EVENTS WILL INCLUDE THE BIRDDOG UNIT
MEMORIAL DEDICATION AT FT. RUCKER, AL**

IBDA Membership Information Change

Just to let you know if anyone has changes to their *email or other contact information* (such as if you've recently moved) there is the Contact IBDA form on the website (www.ibdaweb.com).

This can be used to update your information if it is not time for renewal. It is important to update your info so that you will still receive the BARK and other pertinent info from the IBDA.

Birddog Down

ST. PETERSBURG, Fla. – The Miami Herald reports that on 3-23-2014 the pilot of a small plane safely escaped after crashing his plane into the waters of Tampa Bay.

The plane ditched into the water Sunday at around 2 p.m. about 300 to 400 yards southeast of the Coast Guard base at Bayboro Harbor.

The pilot was flying a 1951 Cessna L19 "Bird Dog" owned by Advertising Air Force and managed to evacuate from the cockpit after it entered the water. The St. Petersburg Police Department says Robert Gilchrist sat on top of the plane until a rescue team arrived.

Authorities say he appears uninjured. Gilchrist told officers he had just picked up an advertising banner at the airport and was starting to climb when he began to experience engine failure. The plane remains submerged and preparations for recovery are ongoing.





Gone West

It is with deep regret that the IBDA informs you of the passing of Mason "Bubba" Hunt of San Antonio, Texas on March 24th, 2014. Bubba was an IBDA member in good standing and had purchased a Birddog several years ago.

He entered the Army during the Korean Conflict in 1950 and was a civilian Birddog instructor pilot from 1957 to 1959 at Gary Army Airfield, San Marcos, Texas. Mason completed the Army Aviator Program in 1964 at Ft. Rucker and then he was sent to Vietnam in 1964.

In July 2013 he received the coveted Wright Brothers Master Aviator award.

He will be missed. Cleared to depart Runway 27, maintain Runway heading, unrestricted climb. Godspeed Sir.

COMBAT OPERATIONS

Website Pictures

Recently the below pictures were forwarded to me from a website

http://www.ar15.com/forums/t_1_5/926975_Sunday_afternoon_plane_BBQ___OV_10_Bronco.html

and were found at the very bottom of the page. No credit or explanation accompanied them. Since they are such outstanding pictures does anyone have some info. on them ??



Lest We Forget

This month focuses on Birddog combat incidents as described by Author Chris Hobson in his book "Vietnam Air Losses":

4 June 1970

O-1E 56-2620

22nd TASS, 504TASG, USAF, Binh Tuy detached to Chau Doc

Maj. J E Zahm (survived)

Lt. Col. W C English (survived)

A Birddog was hit by small arms fire as it took off from a strip at Chau Doc close to the border with Cambodia, about 90 miles west of Saigon. The aircraft's engine was damaged and Maj. Zahm crash landed near the airstrip. Both men vacated the wrecked aircraft without a scratch and were picked up by a VNAF helicopter.

9 June 1970

O-1F 57-2890

21 TASS, 504 TASG, USAF, Cam Rahn Bay detached to Pleiku

1Lt. John Leslie Ryder (KIA)

Capt. Barry Wayne Hillbrick, US Army (KIA)

An O-1 went missing during a visual reconnaissance flight in the Central Highlands. The aircraft took off from Pleiku and headed for Ben Het, the crew's first destination, before proceeding to Dak Seang Camp. However, at some stage in the flight the crew failed to report in by radio and calls from various ground stations were not answered. The weather was poor at the time and a search could not be mounted until the next day. The search continued until the 19th but to no avail. Capt. Hillbrick was an Operations Officer with the Army's 5th Special Forces Group.

20 February 1971

O-1F 57-2872

21st TASS, 504TASG, USAF, Cam Rahn Bay

1Lt. P Peacock

1Lt. Peacock was ferrying a Birddog from one airfield to another when he was shot down near Plei Djereng, 20 miles west of Pleiku. He survived a crash landing and was subsequently rescued by USAF SAR helicopter.

SAFETY MESSAGE

Tailwheel Tales

As we all know the tailwheel is a critical component in the prevention of bent-sheet-metalitis. It is not enough to kick the tire and light the fire. In this months Safety Minder we bring you just two aspects to be considered;

1. IBDA Recruitment Director Sam Dawson sends us this message regarding a tailwheel steering arm found in his inventory:

If you need to modify your tail wheel steering arm this is not how to do it!

- a. Not a legal repair or modification.
- b. Not safe.
- c. Serious ugly.

Don't try to save money and compromise your entire airplane. New parts available and used parts on E-Bay.



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2. CFI and Birddog owner Mike Weinfurter offers an alternative view of last month AOPA article on landing L-19's:

I have concerns about folks using the term "dancing on the rudders" to keep a Taildragger straight. Being proactive in directional control is most important. Telling someone to dance on the rudders, if interpreted incorrectly, can & will cause more problems than they cure. I've seen more than a few students dance on the pedals constantly as they interpreted the phrase to mean just that. When constant movement occurs, said movement can cause it to swerve when it was already straight, creating a problem that wasn't there. Just like overcorrecting, the cure or mis-applied prevention can make things worse.

One person mentioned applying rudder including all of it's travel when necessary, then removing some to most all when the swerve has stopped and the aircraft is once again back on course. Well said. Being ready to apply as much or little rudder as needed, when it's needed, then removing as much of the correction as necessary to keep it where it belongs, and do so are key elements in proactive directional control.

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

