



# Mekong Express Mail

Volume 7, Issue 1

THE THAILAND LAOS CAMBODIA BROTHERHOOD, INC.

www.TLC-Brotherhood.org

## Breathing fire in Skyraider's radio bay

By Howard "Hap" Wyman

My year at Nakhon Phanom RTAFB, Thailand, APO 96310, started on 28 Apr 68 with an 02:00 departure at Travis AFB in northern California. The inevitable multiple stop military charter flight landed me in Bangkok 24 hours later. A three-day in-country R&R to partake of the sights and smells of my new home, and then an enjoyable (not) flight aboard the C-130 "Klong Hopper" to northeast Thailand and a place called Nakhon Phanom, a special place I came to know as NKP or "Naked Fanny".

I knew absolutely nothing about NKP or my upcoming assignment. My PCS orders listed my new unit as the 56th Combat Support Group. I couldn't understand why I was being sent to a Thai Air Force base. I didn't find out until later that all bases in Thailand were Thai bases and we were just invited to use them.

Landing at my new duty station was an experience in itself. When the C-130 landing gear connected with the runway it sounded like the whole gear was coming off the aircraft. My immediate thought was, "Dear God, I've come halfway around the world and we are going to crash on landing." The aircraft reversed props and came to halt and the noise went away just as fast as it came. I recall there was a lot of swaying and rocking around as we taxied in. It was sure not a very smooth surface, whatever it was we had connected with.

I was later informed the runway was constructed of interlocking sections of AM-2 aluminum matting. The taxiway was assorted sections of steel products and asphalt. So that is where all the racket had come from on landing! The C-130 taxied across the steel parking ramp to an area near the base control tower. We came to a stop and engines were shut down, and everyone began to exit out the back ramp. As far as I could see in any direction were aircraft with propellers. It looked just like I had stepped back into WWII. I remember thinking, "what the heck has the Air Force done to me, and what have I done to deserve this?" Another thing was the oppressive heat and humidity was overbearing. Shimmering heat waves came off the ramp. I was soon soaked with perspiration. It was in the late afternoon but must have been 100+ degrees out there.

There were plenty of aircraft here at NKP but most of them had no U.S. insignia on them. Maybe all these antique aircraft belonged to the Thai Air Force and I was going to be attached to them, doing God only knows what. After a closer

identification I realized all the personnel working on the aircraft were Caucasian, most probably American.

An official looking SSgt appeared and told us to file through the building in front of us. I later learned the building was Base Operations, the first and last stop when arriving and

departing NKP. We were instructed to board a waiting bus and told we would be taken to our individual duty stations. The bus started up and we made the rounds stopping at various locations to drop off our passengers.

The bus eventually arrived at a long narrow metal building painted a very dark olive green color. I later learned the building was up at the north end of the base and located right on what was referred to as the "main road." The sergeant called my name and I grabbed my baggage and climbed off the bus. A large sign over the door told me I was at the 56<sup>th</sup> Armament & Electronic Maintenance Squadron. My Air Force Specialty Code or AFSC was 30150. I was what was known as an Aircraft Radio Repairman. Well it was the proper unit for my AFSC. Just maybe that SSgt knew what he was doing!

There was one entrance door right in the middle of the building underneath the AEMS sign. I walked over and tried the door and it opened into a long parallel hallway. I looked in

see **Hap**, continued on page 2



Hap Wyman, back then. Photo: the author

**2006 Dues information.** If your dues are current in our records your mailing label will show "2006" or greater. "2005" will be suspended on March 31st.

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one direction and saw only doors to rooms. I turned in the other direction and was face to face with Mike Hayes, who I had been shop mates with at Beale AFB and hadn't seen since the previous spring when he was transferred PCS to Taiwan. The first squadron person I ran into being someone I knew immediately lifted any newcomer hesitation off my shoulders. Mike and I exchanged greeting and he took me to the squadron orderly room to begin the signing in process.

The 56<sup>th</sup> Armament and Electronic Maintenance Squadron, or AEMS for short, was one of the direct combat support units that comprised the 56<sup>th</sup> Air Commando Wing. It consisted of four maintenance shops and their support. There was my shop, the Comm Shop (Radio), Radar and Autopilot Shops, and the Instrument Shop, plus the squadron orderly room and forward supply point. The Comm Shop was at the very south end of the building in a large room it shared, split down the middle, with the Radar shop. Double doors opened to a dirt road that ran from the main road out to the aircraft parking ramp or what we called "the flight line." This whole area in the Air Force was usually a maximum-security area and required a "line badge" identification issued by the security police for access. At NKP there was no security at the entrance, which I thought was strange. The apparent lack would change in the months to come.

Shop indoctrination was a quick two-day snap course on the flight line to familiarize myself with each of the different Wing aircraft types and their communication systems, locations and any idiosyncrasies. I was informed that I would be working on the flight line crew. Our shop was broken up into three basic sections. The flight line crew, whose job it was to troubleshoot, remove and replace, and repair defective equipment on the aircraft out on the flight line. The line crew was split into day and night shifts. The second section was the in-shop repair crew, which performed bench maintenance on all defective equipment (black boxes, etc.) removed from the aircraft. The crew was on duty only during the day shift. Our third section was something referred to as "The Project" and I was told worked

in a building located on another part of the base.

The strange assortment of antique aircraft turned out to indeed be some planes from WWII. Along with a few other types not much farther removed. There was the Douglas A-1E/G/H/J "Skyraider," the Douglas A-26A "Counter-Invader," Fairchild C-123B/K Provider, North American T-28D Nomad, something called the U-10A/B HelioCourier, and a Sikorsky helicopter called the CH-3E. There were other aircraft on the parking ramp but I was told they belonged to other units and were not part of our responsibility. There was even some baby poop green Navy P2V Neptune aircraft parked not too far from the shop. I couldn't quite figure out just what the Navy was doing out in the middle of the steaming Southeast Asia jungle with a submarine patrol airplane. There sure were some mighty strange things going on at this place called NKP!

Combat operations at NKP were continuous 24/7. You only knew it was a weekend when you saw a calendar. The squadron and most of the base were on 12-hour shifts, two days on and one day off. A day off every third day was pretty darn decent! About the time you got settled in at the shop it was time for a day off. Heck, there were catering trucks racing up and down the flight line that even sold ice cold beer! But the only beer available was something in rusty cans, that tasted like it had been out in the sun since WWI, or maybe even the war of 1812. This entire "leisure world" Air Force would change several weeks down the road when a new Wing DCM, Deputy Commander of Maintenance, arrived on base. We were soon working 12-hour shifts, and six on and one off. The loose "Commando Can-Do" attitude I found at NKP was soon a thing of the not so distant past.

All the 56<sup>th</sup> Wing aircraft were equipped with at least three types of radios. There were UHF (ultra high frequency), VHF (very high frequency) and FM (frequency modulated) radios. Most were referred to as "transceivers," in that the transmitter and receiver were both housed in the same unit. Some aircraft types contained an additional HF (high frequency) radio for long-range communications. The UHF and VHF radios were line of sight communications with a range of around 500 miles. The FM, "Fox Mike" radios were of two types with a different bandwidth, and under ideal conditions had a range of around 150 miles. The HF radio would theoretically transmit around the world on single side band and was used for very-long-range communication.

All the major radio bands contained a universal emergency frequency, or "guard channel." The UHF radios contained a built-in separate "guard receiver" which operated on 243.0 MHZ and could be left permanently on to monitor for the telltale air crew member emergency bailout beeper signal. All other bands beside UHF would have to be manually set to the band emergency frequency.

All aircraft were equipped with one of two types of aircraft interphone systems. The interphone system is used to communicate between crew members, connect audio transmission and monitoring to the different radios, and provide a speech path to the crew chief through a ground interphone cord. Additionally, nav-aids such as TACAN fed their audio signals into

Hap is continued next page

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## **Win \$1000 and help Assistance**

Inside this issue of the MEM, in addition to the raffle tickets for the TLCS quilt, you will also find raffle tickets for a **\$1000 gift card** redeemable at any Best Buy electronics retail store. The drawing will be held at the 2006 annual reunion banquet. What a great way for you or someone you know to get that new computer they've been wanting, or that digital camera, or that slick new GPS unit or DVD player for the car! Tickets for the gift card are priced at \$10 each, with no limit on the number you may purchase. Print more tickets from the TLCS web site, or photocopy the enclosed sheet of tickets.

Please make these tickets available to friends, neighbors, family and coworkers. We are depending on you, our membership, to help distribute them to the public and make this outreach a success. Please fill out each ticket with the purchaser's contact information and forward to TLCS, P.O. Box 2371, Seabrook, NH 03874, along with check or money order payment made out to TLCS ASSISTANCE FUND.

the interphone system.

There were two simple forms of radio navigation used. The UHF radio on most of the aircraft had something called Automatic Direction Finding or ADF, and was used to home in on a radio transmission. The FM radio had what was called a "Homing" function and would also home in on a radio signal. Both installations gave out a bearing and distance reading. Effective range for these units was in the vicinity of 50 miles. ADF and Homing was effectively used to locate a downed pilot or crew member emergency beeper, friendly troops on the ground, or an enemy radio transmitter.

The Comm shop performed routine and preventative maintenance on all life support emergency bail-out radios used by the aircrews. It also maintained any aircraft radios used in the control tower and ground controlled approach; ground control and VIP staff cars such as the Wing Commander, DCM, Operations Officer, etc. Some of the aircraft even contained life rafts with the famous "Gibson Girl" CRT3 life boat radio. The hand held emergency bail-out radios operated on a frequency of 243.0 MHZ. The units contained both transmitter and receiver and could be used in both voice and continuous wave (CW) oscillating beeper tone mode.

Since the emergency radios could be heard over some distance we received many complaints from pilots, control tower, flying command post, ground control, etc, when testing the emergency units. A large copper screen room specially designed to collect radio signals and route them to earth ground was ordered and assembled, and stuck in one corner of the Comm Shop. The screen room was grounded to the building, which in turn was grounded to earth and supposed to block out the radio transmissions to the outside world while testing. Our shop was already housed inside a solid steel building. With the screen room, nothing should get through to the outside world. WRONG! The combination screen room, steel building filtered out some of the distant transmissions but did absolutely nothing to eliminate the signals transmitted in the immediate vicinity of NKP. The fancy copper room, which weighed a ton and cost a small fortune, turned out to be absolutely worthless for the task it was designed for, and was sold. It did make a nice room for the HF radio workbench though, right near the outside antenna rigged between two power poles, a setup probably not legal anywhere, but it served its purpose for us very well.

All base transient aircraft Comm problems were maintained by my shop. If something came into NKP and needed service we received the work order. If it turned out to be a system unique to just one type or a few aircraft we were sometimes not able to fix the problem and would have to bow out with a simple "sorry but no can do, have to wait until you get home" explanation. The military uses many different types of radios on their airplanes and hardly any base would be set up to repair them all.

Working on the flight line was rather interesting at NKP. The oppressive Southeast Asia heat and humidity made aircraft and equipment so hot you could not touch them at times. You could have cooked meat in the aircraft "hell hole" equipment bays or probably on the wings. I remember going inside a

Skyraider equipment bay for a minute and coming out looking like someone had poured a barrel of water over me. A few minutes were about all you could take. The air inside was like breathing fire.

The summer monsoon had just started in northeast Thailand when I arrived. NKP was located in what the geography books call a heavy rain area. I remember it raining so hard you barely could see your hand in front of your face. World statistics say it rains over 100 inches a year in that part of Thailand but fail to mention that most of it falls in just six months. The stats do not say how much over 100 inches though. I personally witnessed it rain over 20 inches in a 24-hour period. Sections of the aluminum runway literally floated away and had to be repositioned by the local Red Horse unit. The other six months were dry as a bone and no rain at all. The goeey red clay of the region turned to fine red powder, which permeated and pigmented everything.

After I had been at NKP about three weeks I was told that I was being transferred to the in-shop repair crew. I thought about the new assignment for a few minutes and realized that I would be working in a dry, air-conditioned shop. We, after all, had one of the very few air-conditioned buildings on base, only because of the heat electronic equipment generates. I asked when I would start and was told it was effective immediately. A few weeks later I was informed that I would be made NCOIC of the in-shop repair crew. The current chief was returning CONUS and I would take over the position in mid-July and remain in charge of the in-shop crew for rest of my tour at NKP.



*Hap's story will be continued in the June issue.*

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## SEEKING NEW MEMBERS

Your Membership and Public Relations Committees are seeking more ways to attract new members to our organization. Member referrals and our website have been producing an average of 3 to 4 new members a week but there is a large group of publications out there whose readership includes many veterans we have yet to reach. Many are beyond our budget, asking for \$1500 per ad, which we cannot support. However, there are many of you that may subscribe to newsletters from local veteran organizations or who are aware of publications aimed toward veterans that offer low cost advertising. Recently the TLC Brotherhood placed an ad in SF magazine, which is produced quarterly, for just \$50 an issue. An ongoing ad in MILITARY magazine at a cost of \$24 a year has consistently brought in new members. If you know of a similar publication we would like to hear about it. Just send the Membership or Public Relations Committee an email with the name of the publication, a brief description of the contents and their advertising rates, if known, and their address. Once the rates and content are found to be acceptable a proposal will be forwarded to the Board of Directors for approval. Again, thank you for your past individual efforts to recruit new members and we look forward to your support of this initiative.

*"Mac" Macdonald, Membership Committee Chairman*

# Complexities of building the FRAG in Southeast Asia

by Gerry Frazier

I want to begin this article with thanks to Bob Wheatley for asking a good question on the Mission server back in December that opened some long-closed brain cells. What I'm about to comment on was learned informally, sometimes second-hand, and often without benefit of the formal instructions that would insure a complete picture of the process. Nevertheless, for a couple of years I read and extracted information from the daily FRAG about the sorties assigned each day to the Lao Panhandle (Steel Tiger and Tiger Hound area), the FAC recon areas in the western Panhandle, and all preplanned USAF sorties designated for Northern Laos (Barrel Roll area).

I did this as part of preparation for the 7/13AF daily Morning Briefing, while I worked on the 7/13AF Intelligence Watch office. I also scanned almost all the FAC Daily Intelligence Summary (DISUM) messages (issued generally every six hours by each FAC squadron around the clock), the OPREP-3, -4, and -5 series mission reports, the ABCCC Post Mission debrief reports, and a few other odds and ends, for the better part of three years. So, I think I understand in general, how the system worked. I'll try to summarize what went into the mission assignment system—the process that dictated contents of each daily FRAG, in the article.

Let's start with the basics. In about 1965 or 1966, COMUSMACV directed the Commander, 2nd Air Division, (later re-designated 7th Air Force) as the Air Component Commander of the US Military Assistance Command, Vietnam. 7th AF was also operationally in charge of the air combat assets based in Thailand. (Within the USAF, Thailand fell within the area of responsibility of 13<sup>th</sup> Air Force, headquartered in the Philippines. HQs 7/13AF was established at Udorn to coordinate the needs and responsibilities of the two numbered Air Forces.)

To operate the forces under operational control of 7<sup>th</sup> Air Force in support of MACV, a basic Air Operations Order was issued. This broadly stated order declared there was a threat and a need to respond with force. The order defined the boundaries of the theater, described the threat, talked about the assets available, and said, in effect, "Let there be air combat." The details of how that combat was to be conducted on a daily basis were issued in the Daily Fragmentary Air Operations Order—the FRAG, for short.

The FRAG was a lengthy but rigidly formatted electronic message, often running as long as six message sections (2-3 printed pages of text per section) for the complete order, and was usually classified Secret. The frag format was not reader-friendly. Different sections described different aspects of the plan, and in order to get a complete picture of a single mission, it was necessary to cross reference a line number, mission number, or call sign to other sections of the total message. Each line of the daily message was actually typed on a single IBM card, and the cards were stacked in order, for delivery to the communications center where they could be sent electronically directly from a card reader. There were also supplements to the FRAG, issued separately, sometimes in different communi-

cations channels, sometimes classified Top Secret. These supplements covered various special missions.

The builders of the FRAG had to address several different issues every day. The first matter was force allocation. How much of our total air effort must directly support (a) the ground war in South Vietnam, (b) the bombing campaign in North Vietnam, (c) the Interdiction Campaign on Ho Chi Minh Trail in the Lao panhandle, (d) Northern Laos, Laotian ground support elsewhere, and (e) Cambodia? Percentages were arrived at for allocated weight of effort, and percentages were translated to numbers of missions and sorties by area.

The next issue was, what airplanes were operationally ready? As we all know, airplanes break, and most days, some airplanes were unavailable, so, for each day, how many could be planned for use at mission time? The total force availability varied by the state of maintenance, availability of parts, and the skills and innovations of the maintenance work force.

Next, do we have suitable targets? This question may sound silly at first, but you just don't fly off and bomb something without a reasonable idea of what it is, and how attacking it will improve our position overall. Some targets were considered unsuitable, others were still being developed or were deemed no longer lucrative. There were different categories of target, but a major distinction was made between preplanned and tactical or "fleeting" targets.

Preplanned targets were usually relatively large, and relatively stationary. They were frequently well camouflaged, and it took work in the intelligence shops to collect and correlate several different kinds of intelligence to locate and verify the target, and justify the effort to bomb it.

Preplanned targets typically included truck parks, logistics storage areas, troop bivouacs, pipeline facilities, fords and bridges, covered roads (to clear camouflage trellis over the roads), or any of the major targets in North Vietnam. A certain number of fixed targets were preplanned, and a specific number of aircraft would be dedicated in the FRAG to hit a particular target.

You may have heard such missions described as "hard-fragged" to a particular target, meaning that regardless of what else might happen, those planes had as their first priority to hit that target. The FRAG described the type of aircraft, the number and types of bombs and fusing to be used, the squadrons that would conduct the attack, whether or not they would be controlled by FAC, which FAC, radio callsigns, enroute cruise altitudes, planned refuelings, rendezvous with other aircraft

see **FRAG**, continued next page

supporting the same mission, and finally, planned times for the attack to take place.

Tactical or “fleeting” targets were mainly trucks or other vehicles a FAC might see briefly, and be able to kill if they could be attacked before disappearing into the jungle. Tactical targets also included anything to do with ground combat, such as enemy troops, mortar positions, artillery, trench lines, and especially, troops in contact (TIC), if there was radio contact with the friendly troops.

The official definition of the term Close Air Support (CAS) has been modified over the years, but in SEA CAS usually denoted air directly in support of friendly units in the field—American and ARVN units in South Vietnam, Royal Lao Army and the CIA-led “irregular” or Special Guerrilla Units in Laos, and after April, 1970, Khmer “FANK” elements in Cambodia.

The “standard” bomb in SEA was the Mk82 500 pound low-drag bomb, but “iron” bombs of 250lb, 750lb, 1000lb, and 2000lb of explosive were regularly used. The bomb was fused to detonate in different ways depending on the target. A bomb intended to crater a road would be set to blow with a slight delay after impact so it would penetrate below the surface and create a crater. Bombs intended for use against soft skin trucks or troops needed to detonate at ground level or slightly above, so the blast effect was maximized and less energy went to digging a hole.

Factors about the target were always considered in selecting the ordnance for use against a particular target, and the wide range of specialized ordnance we used, such as napalm, the M36 incendiary, delayed action mines, and cluster bomb units (CBU), of which there were many kinds, were intended to im-

prove our effect on targets of a particular type, or posing a particular problem. Bombs are expendable supply items. Sometimes we ran out of those we preferred, and had to delay a mission or find a suitable substitute—however it was dealt with, it typically showed up in the FRAG.

The Rules of Engagement were different for South or North Vietnam, Laos, or Cambodia, and this materially affected whether the FRAG permitted bombing at night or in bad weather, or whether they required control by a FAC or ground guide.

Aircraft that were not “hard-fragged” to a target were often hard-fragged to the airborne command and control center (ABCCC) to be allocated to FACs or fleeting targets or support of troops in contact. The ABCCC was literally an airborne command post where current activity was monitored and available aircraft were allocated in flight to a mission or target that was unknown to the builders of the FRAG. In this way, the tactical air support system remained very flexible in the face of changing daily needs. Sorties could also be fragged to a specific US or ARVN ground unit, where the attack might be controlled by a ground FAC or Tactical Air Control Party attached to the ground element.

One other factor that had to be considered was the aircrews. There were practically always enough pilots to fly all the assigned missions, but the pilots selected for the missions had to be checked out by their squadron or wing to ensure they understood the tactics, the geography, the rules of engagement where they would be flying, and unique features of local flying that it was impractical to teach in the States. Pilots were not named on the FRAG, so it was up to the staff of the assigned squadrons

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**Reunion 2006**

August 14, 15, 16  
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Room rate \$50: 13—17 August

**TLCB tax return and board minutes:** On web site, in *members only* section. Password, 4/1/06: [see printed copy]

to be sure their pilots achieved their mission qualifications early in their tour, so the squadron could meet its mission tasks as set forth in the FRAG.

Lastly, the attack aircraft were supported by a wide variety of other mission aircraft, all identified in the FRAG to perform their own mission and/or support others. This meant that specific aircraft, ordnance or specialized missions were also listed in the FRAG and coordinated by time, area, and other factors. Forward Air Controllers, photo reconnaissance, refueling tankers, air defense alert, MigCAP, Flak suppression, electronic counter measures, Command and Control, Combat Search and Rescue, sensor emplacement—and many other mission types—were necessary pieces of the puzzle that made up the daily FRAG.

Yet, with all that data published every day, the 7<sup>th</sup> Air Force FRAG was never complete; that is, it did not list every mission flown. It excluded most VNAF, RLAF, and Khmer AF missions, and omitted much of the long-range airlift that came in and out of the Vietnam theater. It used general statements that covered many in-country airlift sorties. It usually allocated all the Marine attack missions to the Marines in a single statement of a couple of sentences, but allowed re-allocation of Marine sorties to non-Marine support when they were available. Likewise with Navy sorties.

The missions flown off carriers into Route Packs 5B and 6 of North Vietnam, or into the Trail network in Laos, or into South Vietnam were usually accounted for in the FRAG because the FRAG was a Joint document even though it came from an Air Force headquarters. But, Navy carrier based missions that supported air defense of the fleet, or anti-submarine patrol, for example, did not show up in the FRAG. Most Army aviation operations were not reflected in the FRAG. The helicopter missions were excluded.

Fixed wing sorties by L-19, U-6 Beaver, U-8 and U-21 Beechcraft airborne radio direction finder aircraft, and the OV-1 Mohawk reconnaissance planes were sometimes reflected in the FRAG, but it was not consistent. SAC B-52s and KC-135s were never specifically turned over to 7<sup>th</sup> Air Force, even while operating in SEA. Strategic Air Command set up an Advanced Echelon (ADVON) co-located with 7<sup>th</sup> Air Force, to coordinate their operations so that the SAC missions were reflected on the FRAG.

The process by which combat aircraft were allocated to targets and missions in SEA can be traced directly back to World War Two, and the process used in SEA was not greatly different from that used in WWII. It took between 48 and 72 hours to draft and complete the FRAG for a single mission day using the largely manual processes available in the 1960s and early 1970s. There was a lot of information to keep track of, many competing priorities, and no doubt some mistakes were made. After the end of our engagement in Vietnam the FRAG was renamed the Air Tasking Order, or ATO—in my opinion, a better term to describe its purpose. The ATO is now heavily automated, is much more responsive to current conditions, and can now literally be altered after an attack sortie is in the air. But whenever I think of the work that went into building that daily

message which became the focus of our workday for so many of us, it is hard not to be impressed with the fact that it worked as well as it did.



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## Controlling Your Server Access

### *Self-service now easy*

Members continue to post requests to be subscribed or unsubscribed from a server, either on the servers or b/c, even after we have posted messages telling you how to control your own email delivery. One of the advantages of the new software is members have complete control of their email delivery. If you do not like a thread, or if the traffic is too much, or if you are going to be away, you have the ability to control your own email delivery. You can sign yourself on and off of the Mission and Brotherhood servers as you wish. You do not have to ask or tell anybody. Just do it. It is not rocket science.

When you were subscribed to servers after the software change you received an email from the Mailman program containing your password and URL to change your email settings. You should have saved that message for future reference. You may still be able to find that email by going through your received or deleted items. If you have lost your email with your password you can easily retrieve your password.

To change your email settings or retrieve your password simply follow the steps below for the Brotherhood or Mission as the case may be.

1) You must copy and paste the appropriate URL shown below into your internet Browser.

For the Brotherhood Server <http://www.nexus.net/mailman/options.cgi/tlc-brotherhood/jblow@email.com>

For the Mission Server <http://www.nexus.net/mailman/options.cgi/the-tlc-mission/jblow@email.com>

2) Replace “[jblow@email.com](mailto:jblow@email.com)” with your email address.

3) Click “GO” or hit enter.

That will take you to a page where you can change your email settings. If you do not have your password go to the “PASSWORD REMINDER Section at the bottom of the page and click on the “Remind” button and your password will be emailed to you.

That is three easy steps to control the delivery of your email.

If you have a problem, which you likely will not, contact our List Master Back Channel for assistance. Do not post your requests on the Servers.

**Further info on handling your email account can be found at the following URL:**  
<http://www.list.org/mailman-member/>

# 2006 TLC-Brotherhood Reunion

Gold Coast Casino, Las Vegas, Nevada  
August 14, 15 & 16, 2006

## Sunday Aug 13

- Early check in, Reunion Hotel rates (\$50) apply.  
NOTE: You must call Gold Coast Reservations at 1-800-331-5334, tell them you are with the TLCB Reunion and use Reunion Code THA 0813 to make a reservation at our rate.

## Monday Aug 14

Morning

- Registration and Check in.
- Nipa Hut open.

Noon

- Lunch On your own.
- Nipa Hut open.

Afternoon

- Seminar – Everything you need to know about Medicare and Medicare Prescription Plans presented by Social Security Representatives.
- Nipa Hut open.

Evening

- Assistance Auction in the Nipa Hut.

## Tuesday Aug 15

Morning

- Annual Business Meeting and Election of Officers.
- Nipa Hut open.

Noon

- Lunch on your own
- Nipa Hut open.

Afternoon

- Jimmie H. Butler—*Crickets on a Steel Tiger, The Interdiction of the Ho Chi Minh Trail 1966-1968*. Slides from Jimmie's 2003 trip to the Trail will be included. His presentation is the background to *A Certain Brotherhood*, which is the root of the TLC-Brotherhood. Questions and answers will follow his presentation.
- Nipa Hut open.

Evening

- President's Banquet
- Speaker - TBA

Menu

- All American Buffet

Fresh Seasonal Sliced Fruit Tray

Mixed Green Salad w/Dressings (with salad bar toppings)

Cucumber & Tomato Salad

Southern Fried Chicken

Smoked BBQ Beef Brisket

Baked Orange Roughly

Garlic Mashed Potatoes

Mini Baked Potatoes

Sweet Corn on the Cob

Chef's Seasonal Vegetable  
Bakery Fresh Rolls & Butter  
Chocolate Layer Cake, Carrot Cake  
Hot Peach Cobbler

## Wednesday Aug 16:

Morning

- Memorial Service

Afternoon

- Departures

## Thursday

For those who wish to stay over, reunion hotel rates will apply. Various tours can be arranged.

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## TLCB Memorial Quilt Raffle

By Bob Wheatley

As in previous years, the TLC Sisterhood will raise funds for the TLCB Assistance program to help needy children in Southeast Asia by having a custom made quilt raffled off at the annual TLCB reunion banquet. Last year's quilt brought in more than \$2000 to aid such children of Thailand and Laos.

The theme of the 2006 raffle quilt will be "War Birds." Each block will display a photo or graphic of a famous wartime aircraft of the Twentieth Century along with a caption detailing essential information, such as its use in war, years of production, country of origin, armament, aircraft specifications, etc. Aircraft will be those of WW I, WW II, Korea, Vietnam and Desert Storm vintage. Members will have a chance to suggest specific aircraft to include. Watch the list servers for this opportunity. Members not on line may vote for their favorite war birds by mail.

Raffle tickets will sell for \$2 each. Tickets are available for purchase immediately. There is no limit to the number of tickets you may buy. A sheet of printed raffle tickets is in this issue of the MEM. Want more? Photo copy the sheet, or print more from the TLCB reunion web page. To buy a large block of tickets, send your check and contact information, and we will be happy to fill out your tickets for you and enter them in the drawing. Make your check payable to TLCB Assistance Fund. Mail it with your filled out tickets, or your contact information and request for a block of tickets, to Bob and Rosie Wheatley, 8018 W 900 N, Carthage, Indiana, 46115

Watch for further details and updates on the project on the List Servers. Questions? Contact Bob or Rosie Wheatley by email at [rewheatl@cnz.com](mailto:rewheatl@cnz.com) or call 765-565-6595 between the hours of 7:00 AM to 7:00 PM EST.

# Rustic Yankee missions over Cambodia

## *Enlisted USAF crew member in an unusual assignment*

MEM interviewed TLC member Roger Hamann, who got an unusual assignment because of his fluency in both French and English, French learned in his French Canadian youth. Roger was needed to speak to ground forces in Cambodia during Rustic Yankee FAC missions, riding the back seat of OV-10 twin turboprop close air support aircraft, known officially as the Bronco.

MEM: You had an exciting job, Roger. Can you tell us about any particularly memorable mission?

RH: Yes, my final flight, mission # 169, was one of the more eventful missions. This mission took place in Northwest Cambodia, at a town called Ponle, about 15 kilometers off the Southeast end of the Tonle Sap Lake. We flew out of Ubon RTAFB.

All hell had been breaking loose for the past week and we were about to be involved in a rare situation. The Rustics had been flying above this town all day in support of the Cambodian Army and the “friendlies” they were trying to protect. Reports from different Cambodian patrols throughout the town of Ponle requested immediate air support through their radio operators as TICs (troops in contact) kept popping up all over. My notepad had coordinates of both friendly and enemy locations. The ground commander asked that an unusual target be destroyed, that would create a problem for both friend and foe in the long run. But it was decided that due to the increasing influx of enemy troops attacking the town, the bridge on the southern end of the town must be taken out. In all my other missions, we had never put an air strike on a bridge. This was easier said than done, and it is probably where those 2000 pounders came into play. The fighters had to set up their headings perpendicular to the bridge to eliminate the chances of dropping a bomb on the friendlies. This proved quite a task as our fourth set of fighters that day began their bomb runs on the bridge. I believe the fighter pilots managed to hit the bridge enough to make it at least temporarily impassable.

This last mission of my tour proved personally satisfying as we managed to hold off any further enemy advances against the people of Ponle and to squelch several TICs against the Cambodian Army troops

MEM: How did you prepare for those missions? Did you have crew duties?

RH: We flew about 5 or 6 six sorties per day. Preparation for a mission began approximately 1 1/2 to 2 hours before launch. If I had the first launch of the day, 0500, which often happened, I'd get up about 0300, shower to wake me up, jump on my ten speed bicycle and pedal down to Rustic Ops. From there my pilot and I would report to Intel about an hour or so before takeoff and get briefed on recent mission activities in our area of operation (AO).

Intel guys would brief us on current operations going on in the AO and any bomb damage assessment from the previous days' missions that might indicate that a flyover for further reconnaissance was warranted. The day's code wheels were given

out, and we were given map co-ordinates for areas or sites that might need our visual reconnaissance (VR). These would be based on reports from the Cambodian ground commanders. Other suspicious areas might be identified by a Rustic coming back to base from his mission and requesting further investigation. After briefing was done, we'd pick up our weapons and ammo and head back to Rustic Ops.

About 30 minutes prior to take-off we'd head out to our trusty OV-10 Bronco, which was standing by in the Rustic “corral,” just 25 feet out the Rustic Operations door. I flew with many different pilots, and for some of them I helped with aircraft preflight while others did the preflight themselves—it all depended on the pilot's preference.

Even though we backseaters were recruited for our French speaking abilities, by November of 1971 French speaking FACs

were not much needed any longer. Most of the Cambodian ground commanders or their radio operators spoke enough English to get by. But when our language skills were needed, I just had to make sure my French was understood by whomever I was talking to and that I understood him, because I spoke French

Canadian while those below me on the ground spoke Parisian French, so we both had to speak slowly and distinctly.

MEM: We're very interested in the matter of targets and working through the French-speaking allies. Can you think of one an action in which the role you played was so critical that it would have failed otherwise?

I remember one hectic occasion when I had to use my French language skills, when a Cambodian radio operator contacted me in a panicked voice as his troops were involved in a TIC. He kept pronouncing my name as Rustic “Junkee” instead of “Yankee.” I think this was near KamPong Chang. Anyway, I made sure to remain calm as he described his situation to me and informed me of his position and that of the enemy. We had used the OV-10's own firepower on the TIC because there was not enough time for an air strike. Not only were we low on fuel but we were also the last mission out that day. This was one of the few times I could actually *see* the tracers coming at us, because it was starting to get dark. Since the Rustics flying out of Ubon (during my tour anyway) flew only day missions, tracers were something we only *heard* were coming our way but seldom saw.

At this point my panicked friend down below informed us that our rockets had temporarily squelched the TIC and he thanked us endlessly for our support

MEM: Were there ever times when the pilots you flew with

Rustic Yankee is continued next page



scared you?

RH: I can't remember any of my pilots ever doing anything I felt was unsafe or stupid in the course of putting in an airstrike or doing some VR work, either in Cambodia or an occasional trip into Laos. But in the beginning, the scariest moments were probably not knowing what to expect every time I flew with a pilot for the first time. Was he a "gung-ho" type who never gave a second thought to the fact there was another guy sitting 3-4 feet behind him? Or was this a pilot who was glad to have an interpreter with him, another set of ears and eyes, someone who could help with the radios and communications with the ground commanders, fighters checking in, FACs leaving the AO or relieving us after our mission was completed?

I remember after we'd finished one mission, the pilot, with fair warning (I think), suddenly pulled the stick aft and up we went. As we continued skywards, the OV-10 slowed down, to the point where all of a sudden I felt myself "browning out" and I could feel that mighty little Bronco just start a *shaking*. I thought, "What the hell is he doing?" Seems the shaking lasted for only a few seconds before I regained my senses enough to catch a glimpse of my pilot in his rear view mirror with a big grin plastered all over his face!

In another incident, we lost an engine as we were returning to Ubon. After contacting the proper authorities at Ubon, we fired and jettisoned anything we could; any left over ammo, rockets, rockets pods and center line fuel tank. Again, this was a new experience for me so when my pilot began briefing Ubon control of our situation, the words "We have two souls on board" definitely caught my attentive ear. My prayers were answered. We made an uneventful landing and I lived to fly another day.

As a rule, I tried to stay cool, calm and collected whenever we were out on a mission. Having a calm voice while talking to our allies below who were involved in a TIC was probably the key to conducting a successful air strike that would suppress the enemy's attack

MEM: We assume you employed napalm on some missions. That weapon has become somewhat controversial. Have you any comments you'd like to make regarding napalm?

RH: When I saw my only "Snake and Nape" mission unfold, I was completely taken aback by the immensity of that fireball and how it just engulfed everything in its path. Never had I seen such rapid destruction of life in all forms. Seeing what lay below us, after the nape had burned out, left me speechless, awestruck, somewhat satisfied (as the TIC was broken off) but most of all with a sense of having just experienced death at its most devastating.

MEM: Who were the Rustic GIBs? What kind of people were your buddies?

RH: We had all been "found" by Uncle Sam via our records, or for some, word of mouth, which identified us as French speakers. Therefore, the Rustic backseaters included a cook, clerks, an air traffic controller, radio operator and yes, even a POL troop (me). We had been asked to volunteer for a special assignment that would involve flying. That's all I needed to hear! Just how many Air Force personnel actually get to fly while serving in the Air Force? I couldn't pass up this opportunity.

The comradeship among enlisted backseaters and pilots was

truly outstanding and possibly unique. When the Rustics first began their mission in 1970, flying out of Bien Hoa AFB [in Vietnam, near Saigon], the enlisted GIBs



OV-10 Bronco over Cambodia

lived in the same housing as the officers. Imagine that! Of course, that was brought to an end soon enough. Once at Ubon, the living quarters became separated but we often got together with the pilots for spaghetti dinners, cooked by one of our own backseaters, and for the monthly parties at Jeannettes in downtown Ubon. The Rustic hootch (bar) was always open to both enlisted GIBs and pilots.

Not only did we develop a working relationship with the pilots but we also had to deal with the Cambodian ground commanders and their radio operators. Working directly with our Cambodian allies proved to be one of my most rewarding endeavors during my tour as a Rustic GIB.

MEM: Well, thanks very much, Roger. It's been very interesting. By the way, did you get to do any flying in your backseat?

RH: Yes I did. In April of 1972, I flew two consecutive days with our commander, Col Stratton. We flew a regular mission over Cambodia then returned to Saigon. Then we took off about 1600, flew another mission over Cambodia, taking the place of a Sundog who was flying a special convoy cover, then returned to Saigon once again to refuel and finally got back to Ubon about 2300. I flew all the way back from Saigon to Ubon. When we landed the colonel complimented me on my flying and said I "...must have a pilot's license!" But it sure was a long ride back to Ubon; not scary as much as it was a test of my ability to fly by the seat of my pants with my CO in the front seat.



## Omnimed, TLCB Collaboration

On January 25, 2005 Dr.'s Michael and Kathy Morley of OmniMed ([www.OmniMed.Org](http://www.OmniMed.Org)) returned to Boston from another extensive humanitarian visit to Nakhon Phanom in association with the TLC Brotherhood. There were 450 cataract surgeries performed by 5 Thai doctors and one American doctor in 4 days. Nothing like this has ever happened before in Nakhon Phanom Province, according to Dr. Suwat, Ophthalmologist at Nakhon Phanom.

Planning is underway for an even more extensive undertaking next year. Everything went well and the TLCB got its share of publicity, along with Lions International, the Lois Chapter at Nakhon Phanom, Provincial Public Health, the Pla Pak Hospital, and district health personnel at Pla Pak, located about 20 miles southwest from Nakhon Phanom RTAFB base.

# PRESIDENT'S REPORT:

**January 23, 2006**

During 2005 there was a lot of work accomplished to place a solid foundation under the TLCB from which we can grow.

## **Assistance Committee**

The Assistance Committee completed two new brochures, a Power Point presentation, have brainstormed ways to increase funding for the program, such as possible motorcycle raffle, grants and numerous other ideas that have been kicked around over the last year. A lot of this began on our trip to Thailand in October of 2004 where John Sweet, Bill Tilton and myself had a lot of conversations about how and what we need to do to grow the Assistance Program. On that trip I had the opportunity to see first hand how much good we have done. It was absolutely gratifying to see how much our work is appreciated. It was easy for me to see we could do more. The good news is the Assistance Fund has maintained a steady balance all year long. The bad news it hasn't increased. The Assistance Committee is being pro active and has some excellent ideas and plans to change this. These ideas and plans must continue to move forward to fruition. We must develop outside sources of revenue because the well is only so deep with our membership base. Has progress been as fast as I would like to see it? No, but progress is being made and that is what is important.

## **Servers**

It has been over a year since the last firefight on the servers. Firefights on the Servers set the TLCB as well as the Assistance program back, cost us members and took up a lot of the Board of Directors time dealing with them, when we could have been doing other more productive things. This has changed because of work by the Communications Committee to upgrade the Server Regulations and deal with offenders quickly, fairly and uniformly. It is now to the point the BOD doesn't have to get involved with this except on very rare occasions. Traffic on both Servers has increased steadily all year with more new people participating. There have been excellent threads on a lot of different subjects.

## **Communications Committee**

Communications has worked hard to upgrade the Web Site, brought it current, and are keeping it well maintained. In the last year we purchased the latest software for our Webmaster so he can keep the site up to date and running smoothly. When you Google our Web Site you will find it is at the top of the list worldwide. One of my goals was to make the Web Site the focal point of the TLCB.

Want to know who our members are? Go to the Roster Page. Want to know who the members are in your state? Go to the Roster Page. Want to know what the Board has

been doing? Go the Members Only Section of the Web Site. All of the Board of Directors and Annual Meeting minutes are posted as they are approved. Want to know who the leadership is? Go to the Web Site. Want to see our tax returns? Go to the Members Only Section of the Web Site. Want to find out about our Assistance Program and what has been spent and what has been accomplished? Go to the Web Site. The Web Site is having an effect on our growth. Over the last year I do not think I would be too far off in saying 99.9% of the new members found out about us and joined through visiting our Web Site.

An assistant Web Master was appointed this year so we have a back up to maintain the Web Site.

The MEM is rocking right along. Content is good and it is published on schedule. The slow delivery problem of the past is just that, in the past. The MEM is arriving in Members mailboxes within two or three days from mailing and overseas not too much longer.

Communications upgraded the Server Software in late 2005. The Mission, Brotherhood and Official Server were upgraded to the latest and best available with easier administration better security and eliminated other problems we were having with Majordomo. This upgrade allows members to control the flow of their own email by being able to change their email address, sign themselves on and off the Servers and decide how their email will be delivered. This capability has greatly reduced the workload on our List Master.

Communications also appointed an Assistant List Master so we have a back up to keep things running smoothly.

## **Membership**

Membership Committee is another bright spot. They have established an efficient operation where new members are processed quickly and accurately as soon as an application is received. Early this year they contacted every former member they could find either by snail mail or internet and were successful in getting several to rejoin. No small accomplishment there at all. Rosters are immediately updated and are sent to key personnel monthly. They changed the renewal process and as we speak we are further ahead with renewals than any time in the past.

The Membership Committee is pro active in increasing our Membership rolls. We have gained new members just about every month. Seventy-three new members joined us in 2005, which represents nearly a 20% increase in membership. Seven former members rejoined. At the end of 2005 our membership roll is 443 members.

## **BX**

Under the direction of our new Shopkeeper, the BX was moved. The Shopkeeper is proactive in selling hard

inventory that has been sitting around for years. Inventories are current and kept up to date. The Assistance program received \$2,500 from the BX in 2005. That represents approximately one month of Assistance for the kids. New BX items have been added and more are forthcoming. They are a new shirts, a new decal and a jacket. The BX can be a good revenue source for Assistance as it was intended.

### **Public Relations Committee**

Earlier in the year a PR Committee was established to get the word out. They have developed a list of some 70 publications and media outlets through which Press or News Releases about our activities are distributed. The effect of PR work is many times hard to measure. I for one think the PR Committee's work is effective. Here is why. Before the PR Committee was established the hit count on our Web Site was in the neighborhood of 12,000 hits. As of this week the count is nearly 38,000 hits. The hit counts have gone up three fold since we started sending out Press Releases. Another measure is the number of inquiries I am receiving from other organizations. Frankly, most are solicitations for donations, and even inquiries from two inmates, but at least it tells us that the word is getting out. Press Releases are posted on the Web Site and are available for download so members can send them to their local publications. Soon there will be an ad running in Special Forces Magazine. A member donated the funds to cover the cost and the PR and Membership Committee produced the ad. It will be inserted on a quarterly basis.

### **Internal Communications**

Another accomplishment in 2005 is our internal communication was greatly improved. The Membership, Assistance, History and PR Committees each have their own ListServers over which they conduct their business. The Board of Directors has two ListServers over which they communicate and conduct their business. From time to time special ListServers are set up to deal with particular items. This system has certainly made the Committee Chairman's job easier. As set forth in our By Laws the President is a member of all Committees. As such I am subscribed to these servers. This enables me to keep up on a daily basis the activities of these Committees. How was this accomplished you might ask? Larry Hughes stepped forward and volunteered to set up these servers and maintain them for us.

### **Monument Committee**

One area that did not progress as well as I had hoped in 2005 is the Monument. After an excellent meeting with the Thais in October 2004 regarding the Monument, things ground to a halt. This was not because of anything we did or did not do. For some reason we couldn't communicate with the Thai's. Recently we believe we have solved that issue. Only time will tell.

### **History Committee**

The History function should change drastically in 2006 as a new History Committee Chairman is in place. He will be responsible for coordinating our History gathering efforts with Texas Tech. He is in the process of getting up to speed and opening communications lines with TTU.

### **Budget**

As for our Budget, we operated in 2005 on an austere budget, spending only what was absolutely necessary. This has put the TLCB on a very sound financial footing.

### **IRS Status**

Mid year we received our Final Determination Letter from the IRS establishing the TLC Brotherhood as a 509 (a) (1) Public Charity under Section 501 (3) (c) of the Code. There are many other small accomplishments in 2005, too numerous to list here. Mechanisms and tools are in place. Now we just have to refine them and use them to our advantage. Are we to the point where we can rest on our laurels? Absolutely not, we must continue with our efforts to move forward.

All of the Committees are being pro active in their areas of responsibility. Committee Chairmen were given the authority, responsibility and accountability for their areas of operation. The Committee Chairmen cannot do all the work and are not one-man shows. Each member of each committee must help carry the load. Committees are a team effort, and Committees, along with the BOD, are a Team that can go far. Membership on our Committees is open to anyone who wishes to participate. If you wish to join a Committee, contact the Committee Chairman. They are listed on the Web Site.

The 2005 Reunion in Washington, DC was a resounding success. Feed back from attendees has all been good. Planning of the 2006 Reunion in Las Vegas is well under way.

As we move into the new year we will be working toward upgrading our Accounting System with a full fledged Accounting Software Package and work will be started to upgrade our By Laws. Both of these tasks will not be easy and will take a good deal of work.

All-in-all it has been busy year, although at times early on, a trying year, In the final analysis a very good year. We can look to 2006 to being even better. We just have to keep our noses to the grindstone. We cannot let up now.

I extend my heart felt thanks to the Members of the Board of Directors, Committee Chairmen, Committee Members for your hard work, commitment and devotion to making the TLC Brotherhood a great organization. A special thanks goes to others who stepped up to the plate without being asked to handle other tasks that helped us make it all work.

**Dick Hopkins**  
**President**  
**TLC-Brotherhood**  
**vikings28@jdickhopkinsassoc.com**

# How Thai Marines learned intrusion detection

By Joseph P. Martino

In 1962 – 1963 I was assigned to the Combat Development & Test Center (CDTC), in Bangkok, Thailand, whose mission was development and testing of equipment for counterinsurgency.

Equipment was tested stateside for technical functioning. We then tested it in the Southeast Asia (SEA) environment. We had jungle and riverine sites nearby, and could use troops from the Thai Army.

A serious problem in Vietnam was detecting ambushes and locating enemy forces in jungle areas. CDTC's only two "electronickers" (Major Gus Akerland and me) became "personnel detection" specialists by default.

One of my projects was testing a seismic intrusion detector (SID). This detected low-frequency soil vibrations and converted them to audible range. The SID was supposed to pick up signals from intruders. I was to determine how it worked in SEA soils.

I devised a "standard thump," a weight that slid down a steel rod and struck a steel plate, to calibrate the SID in different soil types. We needed to determine the detection range against troops, trucks, and animals in soils as different as river deltas and dry season paddy fields. Would wind in trees mask footsteps in jungle areas? Could the device be operated by troops from a low-tech culture?

We used several sites with different soil types. At one site, some Thai troops took part. Thai Army radio operators served as detector operators, since they had experience with electronics. Thai Army troops served as "infiltrators." We even tested an oxcart. The ox got closer to the SID, without being detected, than did the soldiers.

We successfully evaluated the SID in SEA soil types, which couldn't be done stateside. We demonstrated that Thai soldiers could use the device effectively. When we finished the tests, we shipped the SIDs to Korea, where there were problems with North Korean infiltrators.

I also tested a "breakwire detector," a cigarette-pack-sized device. It contained a transistor oscillator, a speaker, and a spool of fine double-stranded wire. The strands were shorted together at the far end. The short disabled the oscillator. The wire would be laid across or around an area to be protected. Any infiltrator would break the wire. The oscillator then sounded through the speaker.

The question was could troops from a low-tech culture use it effectively?

We tested the devices at a Thai Marine base at Sattahip. The Marines designated several sergeants to be trained, and allowed us to test the devices in various types of terrain. Training the operators was a challenge. They spoke no English and I spoke very little Thai.

I sat them in a circle on the ground, and gave each one a packaged detector. Without speaking, I opened the outer plastic bag. They did likewise. I opened the inner bag with the alarm unit. I removed a screwdriver from the bag, opened the battery compartment, and inserted the battery. They imitated me step by step through the complete assembly.

The Deputy Commandant invited us back for an exercise a few weeks later. Thai Marines were to defend a bluff behind a

beach, while a submarine (the Perch) launched boatloads of "infiltrators." The bluff could be climbed by only a few trails. Two trails were reserved for observers. The infiltrators could use any others. The Thai troop commander selected trails he wanted wired, and we trained his men to use the detectors.

That night, from atop the bluff, we watched the infiltrators come ashore. The troop commander noted that the observers were not using one of "their" trails. He ordered it to be wired, in case the attackers used it.

The first warning came when an attacker broke a wire. Two minutes later a sentry confirmed contact by firing a shot. Both sides blazed away with blanks, and mortars dropped illuminating rounds over the beach. A few minutes later the umpires called a cease-fire, assessed casualties, and the infiltrators withdrew.

The exercise was "canned", so the defenders' extra two minutes' warning didn't change anything. However, we showed that troops from a low-tech culture could use the detectors effectively to detect infiltrators, and that an alert commander could redeploy them quickly.

My CDTC assignment was interesting and technically challenging. I had some experiences that as an electronics engineer I couldn't have had in a laboratory.

**TLCB Shopkeeper Frank Marsh** advises that he now has in stock two interesting new books on Laos. One is "Tragedy in Paradise" by Charles Weldon MD, who was in Laos 1963-74 working with Meo forces fighting the Pathet Lao and the NVA. The other is "Sunsets, Bulldozers and Elephants: 12 years in Laos, the stories I never told."

There are other TLC-oriented books on our website that are well worth reading. You can also find there a range of TLCB-connected items worth checking out.

Frank can now get business cards made for members in lots as small as 50, a nice change from the days when printers insisted on minimum orders of 500 cards.

To get complete information use the following url:  
[http://www.tlc-brotherhood.org/brotherhood\\_exchange.htm](http://www.tlc-brotherhood.org/brotherhood_exchange.htm)