

FROM THE EC-47 HISTORY SITE

Welcome to the new Guestbook. The standard process is that Guestbook comments are received and buffered in our website Admin function. Joe Martin and I routinely monitor and check this Admin feature daily and approve all the valid entries. A valid entry being defined as other than SPAM. Approved comments then display on this website Guestbook. Note the new Login/Register feature in the lower right-hand corner of the Comments box. If you complete the Registration and are approved as a bona fide friend of the EC-47 program, you will be able to Log In to this Guestbook feature and have your comments display immediately. As a registered trusted author, your entries are considered pre-approved and will by-pass the standard approval procedure. Pretty cool, huh! Again, welcome to our new Guestbook feature.

Tom Nurre, website co-manager.



JIM BELL, CAPTAIN, USAF

15-04-2020, 20:38

Capt., USAF, Aircraft Commander, 360th TEWS, TSNAB, September 1970 to June 1971. Previous SEA duty as co-pilot on KC-135 flying out of U-Tapao Air Base, Thailand and Kadena AB Okinawa - TDYs in 1968, 1969 and 1970. I loved flying the workhorse EC-47, some of which were built pre WWII, though transitioning from a 500 MPH aircraft to the C-47 cruise speed at 105 knots was a minor challenge! :-). The 360th TEWS was a great outfit to be a part of - great leaders and memorable fellow crew members.

ROBERT BERGSTROM

16-04-2020, 16:18

Hi, I am helping the brother of a VR-7 C-130 co-pilot who was lost in a crash in Vietnam on June 17th 1966 (took off from Cam Ranh Airport and flew to the former Cape Varella lighthouse (Mui Dien), 2.5 miles offshore of which the aircraft exploded and hit the water). Does anyone have any recollection of this area and if there was antiaircraft fire from the cape? The accident report just says they think hostile fire brought it down but there is no reference to actual gun fire in the report being seen.

JOE MARTIN

16-04-2020, 22:25

A re-do of my initial reply to Bob Bergstrom: Attached is a summary from 'Vietnam Air Losses' by Chris Hobson. It's probably about as much as we'll be able to find.

ROBERT G (JERRY) BAKER

20-04-2020, 00:13

I was at Danang as a 20250 from Dec 71- Oct 72.

MIKE (HONDO) HOMCHA

20-04-2020, 01:43

I was a 292x1 on the EC-47, flying missions out of Pleiku, and, later, PhuCat from Oct. 69 - Oct.70...Times that will be with me forever.

ED JOHNSON

20-04-2020, 11:33

I was in the 361st, 69-70, at both Nha Trang and Phu Cat. I recently heard from Sabrina Redman, the daughter of TSGT Sylvester (Red) Redman, the flight engineer who was on Prong 33 which we lost in October 1969. If any of you would like to pass comments to Sabrina, please email them to me and I will pass them on. Sabrina never knew her Dad, she was born in August 69 and he was KIA the following October, a month before DEROS.

GERALD BRADLEY (JERRY)

20-04-2020, 14:31

I was a pilot in the 362 TEWS from September 1969 thru September 1970 at both Pleiku and Da Nang. I arrived as a 2nd Lt and left as a 1st Lt. CAP 53 remains, forever, in my memory. I went on to fly for both the Air Force and the airlines. I retired as a Lt Col from the Air Force and as a Captain for the airlines. I still work for the airlines as a flight crew training instructor. I credit the great crew members and the EC-47 as being the foundation to my aviation career. This site is a great resource and is a logical extension of the original website.

TOM NURRE

21-04-2020, 10:53

For Ed Johnson: Please pass along our greetings to Sabrina Redman. Over the last five years, the EC-47 History Site has hosted Vietnam War Commemoration ceremonies honoring family members of veterans who lost their lives during the war and are listed on the Vietnam Veterans Memorial Wall. Sabrina is eligible for the Commemoration In Memory Gold Star lapel pin and Certificate of Honor program. Please tell Sabrina that we would love to assist her in remembering her dad through the Certificate of Honor program. Our sister website <http://www.vietnam50thcpp.com/in-memory-of> has much information that may be of interest to her. For more information, contact me directly at: partners@vietnam50thcpp.com and we will follow up. Thanks for this opportunity to communicate with Sabrina.

DAVE BRITTINGHAM

21-04-2020, 13:19

July 69 - July 70 Det 1. Started at Nha Trang, then to Phu Cat in Sept. TDY to NKP in Nov and Dec, then back to Phu Cat for the remainder of my tour. A time I will never forget. Proud to have served.

PETE SIEGEL

22-04-2020, 03:37

Read Larry Lane's email to the Prop Wash Gang about the Paver Project. How about a link for it. Flew with the 6988 on missions out of Danang on TDYs Sep 65 - Dec 67 as Chiling.

Admin: Pete - here is the link to the Memorial Paver program: <http://www.vietnam50thcpp.com/pavers>. Tom N.

RON ROLAND

09-05-2020, 21:04

Do you have a newsletter/mailling list? I was a navigator with the 362 TEWS from Sep 1968 to Sep 1969. A lot of water under the bridge after that. C-141 navigator at Dover, De. C-130A navigator in Reserves at Selfridge Air National Guard Base in Michigan. F-4 WSO in ANG also at Selfridge, F-16 Maintenance Squadron commander, and C-130E navigator. 'Retired' after 31 years in 1998 and enrolled Lutheran seminary in 1999. Won't bore you anymore but would like to hear about others. Was good friends with Jim Harwood when we were at Dover but lost contact after. Still hear from Tom Brown occasionally. Heard there was a 'reunion' well after it happened. I didn't know there was any following for the EC. If I ever mention it, which is almost never, people think AC.

BOB SNIFFEN

12-05-2020, 15:30

A well done project. Thank you.

JAMES C. (J.C.) WHEELER

13-05-2020, 14:29

Hello to all: It has been a while since I have been on here and I just wanted to try and encourage all to offer/give any support you can to this Web Site. I know I have done this before but Joe and Tom could always use your input. I know too that there are at least a few who have a personal experience story they could share. Also I know that our time to do this is fast growing short, I myself who was a youngster of 28 during my time during the Phyllis Ann Project in 1966/67 but now a little older, be 82 in another 28 days. And now again, as I have been saying since my Retirement almost 45 years ago, 'My tour with the EC-47 Mission was the BEST YEAR of my 20 Year Career'. Thanks Again, James C. 'J.C.' Wheeler Flight Mechanic 361st TEWS 114 Missions. jc@ec47.com

KELLY R ZADAKAUS

14-05-2020, 12:30

292X1 IRO and SEFE at Pleiku AB March 03, 1967 - July 28, 1968. Privileged to have met and flown with some of the finest people on God's green earth. We worked hard and played hard.

TERRY MARKLEY

25-05-2020, 17:25

I was an A207x1 at Det 3, 6994th at NKP. I flew 111 missions on the EC-47 from 30 Sep 69 - 30 Sep 70. My year at NKP was definitely a highlight of my 26 years in the military.

MICHEAL FLOYD

26-05-2020, 02:19

I helped keep your radios and intercom on the aircraft functioning Jan 68 - Jan 69. Enjoyed debriefing on the flightline right after you guys cut engines after returning from a mission. USAF preached Preventive Maintenance. Feel like we practiced it. We had a maintenance officer named Roper in those days. Since we were attached to the RF 4C wing he had to attend maintenance meetings at wing headquarters each Monday. I understand they were frustrated that flying overloaded WW II Gooney Birds we had better records than the new mid 60 RF 4C aircraft. I have an Antique Airline cigarette lighter. Still new. It has never had lighter fluid in it. A couple of memories. Pulling a power unit across the taxiway between aircraft one night. Many times we dragged them by hand when the maintenance truck wasn't available. Also no or minimal ground lighting on the flightline to avoid being targeted. Anyway I'm about midway across the taxiway and looking at the deployed landing gear on a C 141 about to land on the taxiway. Do I abandon the power unit and run for it. Or pull like hell and hope to get out of his way. I decided to go for getting the power unit off the taxiway. Figured I would probably lose and create a big mess running for it and abandoning the power unit. I got lucky. Someone evidently notified the crew they weren't over the runway. So they pulled out. So here I am to tell about it fifty-two years later. Hard to imagine it's been that long. I was privileged to work with children of some of the Vietnamese immigrants prior to retirement. These were young engineers who made good on their opportunity. Made me finally feel my time in Nam had purpose and reward.

RON ROLAND

26-05-2020, 16:38

Yeah, most people knew nothing about the mission we had. The planes were just old Goons - that cost more than that new F-4 (nothing against F-4's, flew them for 12 years in the late 70's and 80's). The age, lack of excitement factor, a guard on duty, and "secret" stamped on the cover of the aircraft forms, meant we always got second shrift. Interesting, your work with the Vietnamese immigrants. We had a pilot (Burke, I think) who used to go out to the local villages and help them. I always meant to go with him. then one day he didn't come back on tail number 1133. The road to "you-know-where" is paved with good intentions. Gotta' watch those C-141 guys . . .

LEE

28-05-2020, 05:15

I was standing there when the first EC dropped in at natang 1966.

02-06-2020, 16:40

Lee Bargeron

Arrived at na tang (Nha Trang) Sept 66 and worked my ass off building bunkers for a month. Then we were assigned to the AC-47 line till the first EC-47 arrived. We had to take down tent buildings to make room for our squadron line shack. Don't remember the date of the first arrivals. Worked the evening shaft. We worked till every plane was bedded down and ready for flights. Lost two flights during that year, those were long and sad nights. The first was the one the right-wing fell off, the other hit a mountain. Left Aug 67. The sqd commander had to go to T S Nhut for some meeting so he said let's take your airplane, i said aaaahhhhh ok!? One close call one flight took a .30 cal. round right thru the flight mechanics desk, between his legs. And yes, he didn't fly for a few days. I was Airman First on return to stateside, assigned to a VIP squadron at Dobbbin AB. They assumed I was on my second hitch, had the 5-level rating and third stripe before two years of service. After a short talk with the line chief, after they passed me over for staff, I realized why they had been so cold to me. I resigned that day and explained to them that I had not reenlisted...that was my enlisting date!! Sorry to dump so much, but that was so unprofessional. I was planning on staying in. But I enjoyed a good life because of the training I received. I worked for Lockheed Martin for 30 years (off and on) retiring as a final inspector on the F 22 program. Lee

Ed. note. The following email is in response to a duplicate of a poem by J.C. Wheeler, not copied. See original at: <http://archive.ec47.com/homepage.htm, item #47>.

RON ROLAND

03-06-2020, 22:29

That's good. Thanks. Need a little encouragement these days, as these same enemies are now working within us.