

Toooo Weeet... Attention on Deck...“Saints...March newsletter”...Arriving!

ALSO ON SAINTS WEBSITE

VA-163 SAINTS GRAM

—|—
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KEEPING THE MEMORY ALIVE

Distance and time may separate us

but friendship and memories won't

Dedicated to those who have invested their lives to the cause of Freedom in America! God Bless our Men and Women who are (or Have) in any way or manner served to protect our Great Nation and the freedom we have.

And God Bless the United States of America.



16th Year Edition

Established Nov 2002

VOL 1 Issue 184



Standing the Watch



Ed Copher, Editor, "Saints Everlasting Keeper of the Flame"

Saints Tradition

An old Saints tradition is that friends who have not seen or heard from each other for long periods of time never question their friendship. These friendships resume at the same time they left off regardless of distance and time between them. We call these friends **"Family"**.

Saints Motto

"Fight by Night or Day, Land or Sea"



A-4 Skyhawk
VA-163
Saints4ever



ONCE A SAINT, ALWAYS A SAINT



http://en.wikipedia.org/wiki/Douglas_A-4_Skyhawk







Birds of a feather... Flock Together



VA-163 "Saints"



[Click Here](#)

<http://www.flickr.com/photos/va163saints/sets/>

Also on Saints website, [PHOTOS](#) section

Contains 80 Albums (Sets)... 4,832 Photos

View Counts as of 04 March 2018

Photos

787,054 views

Albums

30,950 views

Total

844,640 views



www.Flickr.com charges \$24.95 per year to keep the [SAINTS Photo Albums](#) on their web site.

****PAID the \$24.95 annual Flickr photo site fee on 15 Nov 2017****



*****SAINTS WEB SITE*****

THE WEBSITE HAS THE LATEST NEWSLETTERS AND ROSTER

Saints website www.va163.org (password: *Saints4ever* (capital S))

14,215 Visitors since Mar 09

[History](#), [Latest Info](#), [Photos](#), [In Memoriam](#), [Miscellaneous](#), [Newsletters](#), [Links](#), [Recall Roster](#)

*****Total cost for the Saints Website is \$293.97 per year**

New Fee: Webmaster Maintenance Fee. \$120 p/year (due Jan 2018)

*****Paid 30 Jan 2018: the annual webmaster fee of \$120*****

"NEW" * Paid 22 Feb 2018: Domain Registration \$26.90 for 2 years, next due 31 Mar 20**

Jim Houston, **Webmaster** for www.VA163.org began charging for maintaining the Saints website. He is only asking \$10 a month (\$120 p/year).

I am asking for donations to continue to utilize Jim's services.

Ed Copher

242 Toye Blvd

Canyon Lake, TX 78133


Submitted by Bill Tomko tomkowj@aol.com

Dear Saints, I wanted to share the update and info on Pete Fey's newly published Project on CAG 16 which focuses on most all of our Squadrons. The book includes many photos' interviews with the Pilots and Skippers, etc and all fact based history. Thought you may be interested and may be a nice keepsake for us and pass down to our families. Amazon is taking Pre Orders now and it should be released soon May 1st potentially. . Ed Copher can you distribute this to the Email Roster please since there are no news letters and put pertinent info on the Book List regarding Saints, CAG and Big O?

Thanks. Warm Regards. Bill PS check out the Amazon link/book if interested https://www.amazon.com/Bloody-Sixteen-Oriskany-during-Vietnam/dp/161234979X/ref=sr_1_1?ie=UTF8&qid=1519093789&sr=8-1&keywords=peter+fey&dpID=51AewtWjQ5L&preST=_SY291_BO1,204,203,200_QL40_&dpSrc=srch


Wally Spain:

Hi Ed,

I have a new e-mail address and phone #.

I finally got in touch with Burt Mahoney, and we talked for about a hour or so. I miss the squadron news letter. I hope you and family are doing good. I'm doing okay. My old computer died a while back and I have a new one now. A lot has changed as for my email address and phone #. My home address is still the same. 488 Mt. Hill Rd. Ringgold Va. 24586. My email address and phone has changed, as follows.

waspain@outlook.com and my phone#, [434-822-5002](tel:434-822-5002).

I miss all of the Saints, as they are all brothers to me.

Take care and be safe.

Wally



Submitted by Ed Chadwick: Scroll down to websites of interest for links to videos

These films are from a two part TV series showing a combat cruise where the pilots logged many hours, but not one of them dropped a weapon during the 7 month cruise. They basically drilled holes in the sky while waiting to deliver a weapon. Had they dropped anything it would have been from above 18,000 feet, their minimum. The people hammed it up for the show, so things are not realistic. They shot the landings in open water, where the deck movement was predictable. For seasoned carrier pilots with a good LSO, there would not have been the big deal they attempted to portray. The Oriskany was a much smaller deck and our landings were in confined waters where the pitch, roll and yaw were not predictable. That was due to the relative close shore lines allowing the waves to be deflected back to the ship. I told you once that we damaged three out of the four A4s that landed one day, due to a storm and a pitching deck. That day the ship's movement was much greater than shown in the movie, as well as being erratic. Years ago I told some young pilots of that era [at a reunion] that I would have had to become a SEAL, so I could have had enemy contact. Their war was nothing like Vietnam. Never believe anything that comes from a screen.

Ed





Pensy Feb 2018



A-6 Mission over NVN:

Note from Ed Copher: I maintained the ECM systems on the A-4E, the APR-27 missile warning system and the ALQ-100 missile avoidance/jamming system. The ALQ-100 weighed 100 lbs and was located in the hell hole of the A-4E, next to the gun pressure bottles, every time the guns were fired, the ALQ system went down. Allot of pilots turned off the APR-27 because the audio sounded like a British police siren, and sounded constantly when they crossed into NVN.

A great Aviation story...A Navy A6 driver's flight against the Thai Nguyen Steel plant.

A couple of thoughts from the story, other than the bravery and skill of the pilots in Vietnam, one is the fact that it was a political war, with strict limitations on targets controlled from Washington. Stupid. The other was the fragile technology that was being used. It was a wonder any of it worked.

[This is a story from the book THERE I WAS ... Sea Stories from the U. S. Naval Academy Class of 1965, a 320-page collection of active-duty memories from 78 classmates published in 2002.]

It was the spring of 1967. Ho Chi Minh's Pride and Joy, the Thai Nguyen Steel plant, had always been on the US forbidden target list and had never been touched by a bomb. Located 35 miles northwest of Hanoi, the steel plant was the centerpiece of North Vietnamese Industrialization Program. The plant was an ideal strategic target - it was the only plant in the whole country capable of producing steel for railroads and bridges.

Since the KITTY HAWK had been on Yankee Station for a while, we knew the steel plant was in the area assigned to the Air Force, so we never thought we would have to worry about it. We had heard that there were lots of high-level discussions (CINCPAC and above) going on about the possibility of removing the steel plant from the forbidden target list, but those discussions were way too political for those who salute, take cat shots, and carry out their duties as directed. Since the steel plant was so far inland, we were quite surprised when we learned that our A-6s were volunteered to participate when the plant was declared a Must-Hit JCS target.

Even before the new high-level discussions about attacking the plant started taking shape, the plant and its associated railroad complex were already well defended by AAA, and also, it was close enough to Hanoi for mutual SAM protection. When the Air Force was directed to bomb the railroad yards, but not the steel plant as yet, the NVN predictably added even more SAM sites and guns to defend the steel plant.

When the Air Force eventually sent fighter-bomber formations against the steel plant, the cloud cover was too extensive to dive bomb the target with any accuracy. The Air Force lost many aircraft in this repetitive effort because the strike group was required to fly all the way to the target to check conditions before aborting. Thus the Air Force aircrews had to fly through some of the strongest air defenses in the world before diverting to alternate targets. That the Air Force could continue this effort in the face of fierce opposition and daily losses is a credit to the professionalism of their Tactical Air flyers.

However, the Navy A-6s added another dimension to the mission because A-6s were designed for night and bad weather attacks ... when they worked. Our first concern was A-6 reliability. To have any chance of success and survival, you needed a good working weapons system. On a mission of this difficulty that meant that at least the main video display, computer, inertial navigation system, search radar and radar altimeter plus the normal A-6 flight and engine systems had to function properly. If the Doppler radar and track radar worked, that was a bonus. Also the Electronic Countermeasures (ECM) and the chaff dispensers had to be operating to survive in the Surface-to-Air Missile (SAM) environment. If the weapon system didn't work you had to abort because you couldn't find, much less hit, the target using visual means alone.

The NVN air defenses were quite formidable, and were growing by the day as our planning continued. This, coupled with our aircraft reliability uncertainties, increased our concerns as our strike planning continued. We knew that the area surrounding the steel plant was defended by SA-2 SAMs, many radar-directed 85 and 100 mm guns, plenty of 37 and 57 mm automatic flak cannon, and a whole host of smaller automatic weapons.

Then of course there was the issue of aircraft speed vs payload weight. Evading the defenses required high speeds, but at the same time, making a dent in the robust and large steel plant required lots of heavy ordnance. High speed and heavy bomb loads don't go together that well, especially in the hot and humid Southeast Asia climate. The best A-6 bomb load for the mission was 13 Mk 83 1000 pounders mounted on five triple ejector racks. This maximized the both the number of bombs and the weight of bombs carried on each aircraft, while retaining a 500+ knot potential if the engines were trimmed well. But it meant a max capacity catapult shot at 56,000 pounds at night into the spring monsoon.

At 0030 on 24 April 1967, we completed our final briefings, and left the ready room. When we reached the flight deck, KITTY HAWK was already turning into the wind. It was a strange sensation to note that only our strike package was operating; everyone else aboard was asleep. After the usual greasy slide across the deck and stack gas inhalation, we climbed into our cockpits and strapped ourselves in.

Three tankers and eight A-6 aircraft were launched into the dark, wet night, and began heading northward toward our refueling rendezvous. A straight route from the carrier to the target could have been completed without refueling, but it required a 200 nautical mile trip overland through the defenses. The more roundabout north and then west route cut the overland distance in half, but increased total distance and fuel usage. Unfortunately our late night tanking would also alert the NVN that something unusual in the air war was about to occur.

Five minutes out, one aircraft reported a weapon systems failure and turned back. When we reached the tankers over the water due east of

the target, six planes successfully linked up and refueled. One A-6 was unable to accept fuel and returned to the carrier. Six A-6s turned to the west. During the practice attacks, just before going “Feet Dry,” two more aircraft reported weapon system problems, and set a course to home.

The four remaining aircraft split up onto their assigned individual tracks and turned inland at 200 feet above ground level. Two proceeded over the offshore Karst Islands, then into the mountains to the northeast of the steel plant; the other two headed directly across the low-lying delta area south of Hai Phong and southeast of the target.

Once overland, my heart rate increased as I realized that our original eight aircraft were now reduced to four. The more targets the enemy had to deal with, the better were our chances of evading their defenses. Besides the SAM installations, there were estimated to be over 4,000 flak guns in the delta area, with highest concentrations around Hanoi, Hai Phong, and Thai Nguyen. Due to the rugged terrain, there were fewer guns in the mountainous areas, but I was inbound over the delta, heading just north of Hanoi.

I knew it was unreasonable to expect all eight A-6s to reach the target, but I had hoped for six, just to spread the defenses and to increase our chances of getting through to the target. Having only four was a real concern - the only good part about that was that it reduced the chances of mid-air collisions among ourselves, with half the aircraft racing northwest through the delta and the other half going southwest through the mountains. All aircraft would try to egress through the mountains to avoid the now alerted defenses. Our flight path coordination would be made by each crew broadcasting their arrival at each planned turn point. Each crew had all attack routes marked on its chart, so a quick estimate of potential collisions could be made.

The 200-foot run-in altitude should keep our A-6s below the effective level of the NVN’s FANSONG SAM radars and reduce tracking time for FIRECAN AAA radars. The high speed also shortened the tracking time for manually-aimed weapons. These tactics usually reduced the NVN to firing at engine sounds that left a trail of tracers arcing behind the aircraft but no damage. Only when the AAA was fired forward of the aircraft was the probability of damage high. The efficiency of the gunners could be checked by watching the tracer paths over the nose and in the cockpit rear-view mirrors. Judicious low level zigzagging helped avoid the heaviest flak.

The low level run-in would be followed by a rapid pop-up maneuver to 1200-1500 feet, about ten miles from the target. This was needed to avoid damage from your own bombs. At 1500 feet and 540 knots the bombs would release about 1.5 miles before the target. After release the aircraft would be pulled into a 4-5G turn followed by a rapid descent back to 200 feet to escape the bomb blasts ... if everything went right.

At fifteen minutes to target, one of the planes in the delta lost its computer system from the jolting ride and aborted. At thirteen minutes to target, one of the aircraft in the mountains had a similar failure and turned back.

There were now two planes, their jet engines roaring, racing each other to their common target. At nine minutes to target, the A-6 in the mountains suffered a radar failure. The crew was now blind while snaking through the mountains at night. At the last second, the crew jettisoned their bombs and bounced off some trees. That A-6 turned back, with green and brown scrapes on the wing.

One plane thundered onward into the blackness Alone.

The weather over the North was poor, low clouds, drizzle and some fog ... good for an A-6, so very little anti-aircraft fire was seen until reaching the Hanoi area. There the gunners were awake and using their ammo stockpiles to put up a barrier around the city. Quickly the remaining A-6’s track turned north of the city to avoid some of the defenses and try to use the sides of the great Thud Ridge north of Hanoi as protection. But to get near the ridge the aircraft had to climb to 500 feet to clear some smaller hills.

As the plane passed through 300 feet the intermittent sounds from the AAA FIRECAN radars became a constant buzzing. Then the deeper sounds of SAM FANSONG radar could be heard on the ECM equipment. Approaching 500 feet the FANSONG radar moved to high pulse repetition frequency (PRF) and the telltale rattle of a lock-on was heard in the cockpit. This was followed rapidly by the loud shrill tones of the APR-27 missile-warning receiver. Nicknamed the “warbler,” the APR-27 sounded just like a European police car, and the sound increased when the SAM site guidance signal was aimed at your aircraft.

The adrenalin flow in the cockpit was already high from being so far inside North Vietnam, but the rapid DEEDLE-DEEDLE of the warbler pushed the heart rate level up to a “double-pumper” – where both chambers of the heart are pumping at the same time to provide maximum blood flow to the brain. With increased oxygen in the brain, time seemed to slow down just as the night sky lit with the bright flares from SAM launches.

Instead of the normal three-shot salvos, two SAM batteries each fired all six of their launchers. One SAM went ballistic, but eleven SAMs were about to intercept my life.

The normal defensive move with a SAM was to maneuver to place the SAM at your 1 o’clock or 11 o’clock position for good visibility,

and when the SAM was about 300 yards out go into a 4-5G barrel roll and dive out under the SAM. The small control surfaces of the SAM usually couldn't turn the SAM enough for a hit. That worked for the number #1 SAM, and usually for the #2 as well, if you had the speed and altitude. But #3 was often the killer. Eleven SAMs at 500 feet was an impossible task unless you can somehow break the FANSONG's lock-on. Technically, that meant jettisoning our bombs, radical maneuvers, max ECM, and chaff. Mentally, that meant keen observation and good judgment. Morally, prayers were definitely pouring out of that cockpit. Then there was luck, lots of good luck, and we kept our bombs.

To this day I cannot describe all the gyrations used to avoid the SAMs. I do know that somehow we never reached 1000 feet above ground level. I also know that we ended up about 15 miles off our pre-planned track. I distinctly remember seeing the ground light up in slow motion by the flash from an exploding SAM's 300-pound warhead. I also have no recollection of pulling any Gs but only high-G maneuvering avoided the SAMs. That's what a double-pump of blood flow will do for your senses.

I do believe that the low altitude combined with the ECM's magic reduced the FANSONG's accuracy so that we could generate a miss with radical maneuvers. At low level the SAMs had to dive toward the aircraft to make a hit, and any kind of miss distance meant the SAM couldn't pull up so the SAM hit the ground or detonated in passing. All the A-6 received from the ordeal was some holes here and there, plus shrapnel stuck in the engine bay armor.

As my heart slowed back down, the A-6 provided another surprise. Despite all the wild whifferdills, the weapon system was still locked on the steel plant! Even though the aircraft was now well out in the flat delta, away from the protection of the mountains and Thud Ridge, the system was still working and the attack could continue. The SAM sites would have to reload before they became a threat again. Even the ECM was quiet. Following the system's steering toward the target, I put the A-6 into Attack Mode. Now we were committed to the bombing run as we started a zoom climb to a 1500-foot release altitude. Then the horizon lit up from left to right. I had just enough time to think, "What the hell is that?" when AAA detonated all around the aircraft.

My first reaction was disbelief followed by an instant and intense rage. We had just survived eleven SAMs and now the !@#%&* NVN were trying to shoot us down with old-fashioned guns. I started shouting: "You dirty *&%#, you couldn't hit me with missiles and now you are going to try guns, too!!! I'll destroy your whole @#%&* steel plant, you *&%#."

Directly forward through the intensive flak we flew until the familiar shudder of 1000-pound bombs releasing broke the spell. A "Bombs Away" call was followed by 4+Gs of a right break toward the nearest mountains and relative safety.

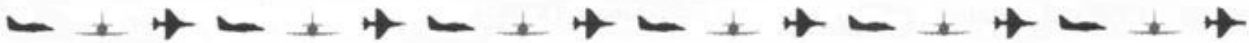
The initial return toward the coast seemed almost anti-climactic. The route through the mountains was basically empty of guns, and the peaks could hide our position from SAMs and MiGs. My breath became closer to normal as nothing big seemed to have fallen off the aircraft, and no warning lights were lit. The engine power seemed a little low, but the J52-P6 has always been hard to trim to 100% and correct TGT in high humidity. (TGT is Tailpipe Gas Temperature, better thought of as exhaust temperature.)

Then the Air Force did its part to make our night complete. The Big Eye surveillance plane broadcast to the world at large: "Border Violation RED 60 miles north of BULLSEYE (Hanoi)." So now everyone knows that an A-6 is sneaking through the restricted zone near China, and where we are. A quick change of course and lower altitude hid the plane from our friends, but the violation reports continued for some time.

Finally the northern Karst Islands slid under the aircraft, and the A-6 was truly "Feet Wet." A sigh of relief, turn the oxygen off, and now it's Marlboro time. We were totally drained after crossing back over the water, but then the black hole at the end of the boat was still waiting for us to screw up if we let our guard down now. Really all that's left is the hard part - another night trap in the goo. A two wire was okay that night.

Epilogue:

Bomb damage assessment showed we did hit the plant that night, mostly in the Number One Furnace area, and enough damage was done so that the furnace was out of action. Over the week following this strike, more Navy A-6s and Air Force fighter/bombers completely demolished the steel plant. By then I was in Cubi Point to pick up a repaired A-6 and get special early R&R.



SCUTTLEBUTT

Latest was heard at the "Gedunk"

The Smoking Lamp is out due to JP-5 Jet Fuel in the drinking water.

Cold Saltwater showers "only" due to no fresh water.

Remember: The soap will not rinse off in cold saltwater shower....



The Skyhawk Association has 797 members, 14 Saints are members

Ed Copher is the Association SDO for VA-163 Saints and VA-125

Skyhawk Association Links:

Association main page: <http://a4skyhawk.info/>

VA-163 page: <http://a4skyhawk.info/article-unit/va163>

Please join the Skyhawk Association. A great Quarterly Magazine, allot of A-4's and Saints articles.

Only \$30 per year.

Skyhawk Association Digital Journal: Feb 2017

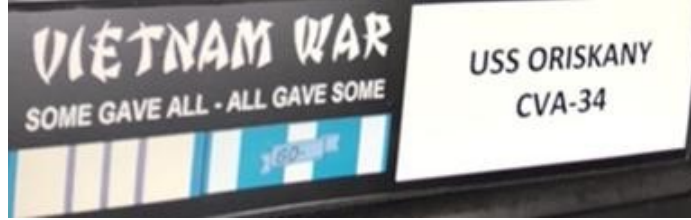
This year's digital edition can be found at: <http://a4skyhawk.info/article-journal-public/skyhawk-association-journal-public-page1>

[Skyhawk Association Journal - THE A-4ever](#)

a4skyhawk.info

Our "Members Only" Journal is published twice yearly and contains excellent textual and color image examples of the historical and current activities of one of the ...





Agent Orange Troop



Vietnam War Resources:



Below is a link to a web site about the war in Viet Nam. Whether you are a Viet Nam veteran or not, you may find this web site very interesting because it contains an absolutely enormous amount of information about the war. <http://www.cc.gatech.edu/~tpilsch/Vietnam.html>



ALMOST ALL YOU EVER WANTED TO KNOW ABOUT VIETNAM AND A LOT MORE:

This is probably the best search list ever compiled about Vietnam. It would take months to look at everything this site offers.

Click on the link: <http://www-static.cc.gatech.edu/fac/Thomas.Pilsch/Vietnam..html>

[Life Magazine Vietnam War Photography:](#)

<http://www.bing.com/images/search?q=Life+Magazine+Vietnam+War+Photography&go=&form=QBIR>



[Newsletters are on Saints Website:](#)

Go to [Saints Website](#), click on [Newsletters](#),

To view the Roster: click on [Roster](#), then [Complete Roster](#), password: **Saints4ever** (capital S)



****Websites of Interest****

Oriskany Web Sites:

<u>USS Oriskany</u> (CVA 34)	25 Sep 1950 / 20 Sep 1979	Stricken from Navy List 1989. Sold 9 Sep 1995, but contractor defaulted. Repossessed by the Navy and contract terminated 30 Jul 1997. Sunk off coast of Florida 17 May 2006 for use as artificial reef. Click on the ship name for a complete history.
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1. Great Oriskany Photos from Dive Shop Pensacola: www.mbtdivers.com
2. The best pictures of the reefing. Going to her final resting place: <http://www.irishmansoftware.com/Oriskany.htm>
3. Oriskany Reunion Association: www.ussoriskany.com
4. Video of Big O going under: <http://video.google.com/videoplay?docid=-1401279762745553286&q=oriskany>
5. Patriot Media "The Mighty O": <http://patriotmediainc.com/>
6. Oriskany Dive Video & Photos: http://www.oriskanycharterboats.com/oriskany_photos.htm
7. Diving Oriskany Reef, 25 March 2007: <http://www.youtube.com/watch?v=9l-wYnIBZis>
8. Oriskany Cruise Books on CD's: 1. <http://glewis.us/obooks.htm> 2. <http://navysite.de/cruisebooks/cv34-67/index.html>
3. <http://navysite.de/cruisebooks/cv34-67/index.html>

9. Oriskany 1967 Vietnam Combat Cruise, DVD sale: http://www.cv41.org/GRS/uss_oriskany_67/index.html
10. Oriskany Information and History/Pictures: <http://www.pnj.com/newsfiles/oriskany/index.shtml>
11. Oriskany model: <http://www.motionmodels.com/ships/cv/>
12. USS Oriskany Photo Galleries: <http://www.flickr.com/photos/7437991@N08/galleries/72157622440145584>
13. USS Oriskany History 1972: <http://www.ussoriskany.com/id17.html>
14. [USS Oriskany digital Cruise Book Project](http://glewis.us/obooks.htm) (<http://glewis.us/obooks.htm>)
15. Oriskany 1970...Flight Ops: <http://www.youtube.com/watch?v=mXaKTJIVxHM&feature=email> 10 min
16. [Oriskany Memorial Dive for Saint Ralph Bisz](#): *Saints logo patch placed on Oriskany, 20 Sept 2010*
<http://www.youtube.com/watch?v=YqNETwJvF3A> 7:13 min video
17. [Oriskany Dive to put Saint Larry Spear's ashes to rest on Oriskany](#): 03 Dec 2010
<http://www.youtube.com/watch?v=aBnOkCrDnQo> 7:25 min video
18. [Saints Video on YouTube](#): *Dennis Lund video filmed on the Oriskany including the Oriskany fire!*
<http://www.youtube.com/watch?v=DJ5ykZjRaIM>
19. [USS Hancock](#): Click here: [Scotty Moore - The USS Hancock \("Hannah"\)](#)
-
20. [Tour of Duty photo site](#): 3000 photos, some Saints <https://www.flickr.com/groups/435090@N22/>
21. [USS Oriskany Fire & Sinking](#): <https://www.youtube.com/watch?v=IS2uky8K5Jk> 42 min video
22. [1963 TOUR OF THE USS Oriskany](#): https://www.youtube.com/watch?v=e92t7kgV_Ws &
<https://www.youtube.com/watch?v=k9Mh975VCII>
23. [O Boat Sinking Video](#): <http://trib.al/t69QQT4>

[Navy Commercial:](#)

<https://www.facebook.com/USNavyAircraftCarriers/videos/10156139765898669/>

[Article about Stockdale:](#)

<https://www.facebook.com/Tailhook.Association/posts/1613398878698053>

[Vietnam Wall](#)--THIS IS AMAZING!

This is really sobering. First click on a state. When it opens, scroll down to the city where you went to high school and look at the names. Click on the name and it will give details of the person's death, a picture or at least their bio and medals.

This really is an amazing web site. Someone spent a lot of time and effort to create it.

I hope that everyone who receives this appreciates what those who served in Vietnam sacrificed for our country. Pass the link on to others, as many knew wonderful people whose names are listed.

<http://www.virtualwall.org/iStates.htm>

[USS Nimitz during bad weather](#)

Why Naval Aviators are the best trained pilots in the world!

You can turn on your sound and go full screen .

These videos show the difference between Naval Aviation and any other kind. The links below are two videos about F-18 carrier operations aboard the USS Nimitz during weather that causes a severely pitching deck, which you can see in the videos. It's more dangerous than most combat missions and the tension in the pilots and crew is very apparent.

Watch Part 1 first, then Part 2 . Great videos.

Part One

http://www.youtube.com/watch_popup?v=4gGMI8d3vLs < http://www.youtube.com/watch_popup?v=4gGMI8d3vLs

Part Two

http://www.youtube.com/watch_popup?v=S0yj70QbBzg < http://www.youtube.com/watch_popup?

[Vietnam Aircraft Losses:](#)

https://en.wikipedia.org/wiki/List_of_aircraft_losses_of_the_Vietnam_War

[Vietnam Song:](#)

<https://www.facebook.com/TheVeteransSite/posts/1724893187572582>

[Blue Angels with A-4's:](#)

<http://www.avgeekery.com/watch-blue-angels-reborn-flew-4f-skyhawk/>

How A-4's Ruled the Sky's:

<http://nationalinterest.org/blog/the-buzz/how-the-4-skyhawk-ruled-the-skies-21967>

Skyhawk Videos:

This is for the A4 Skyhawk enthusiast. Got this from my Nephew in law. I love to see those Bombs and Rockets go off "ON TARGET" and successfully complete the mission. I took many Skilled and brave Pilots and many hard working and skilled crew to do these 12 to 16 hours a day. Hard to believe I used to load the Ordinance so many, many years ago, where did all those muscles go?

www.youtube.com/watch?v=6IQymtxjt24

www.youtu.be/1mfdRvzUVtM

www.youtube.com/watch?v=WgwEWSjzwz8

VA-164 Video: Miss Jessie and Ghost Rider 401

Dick Perry of the O-boat's VA-164 and the saga of Miss Jessie.

<https://www.facebook.com/DosEckes-Productions-362988187722/?pnref=story>

The Blues Flying the A-4

Oh the good old days. Scooter drivers prepare to shed a tear.....

The best Blue Angel show of all time. A-4's. Here is a video of them from the '70's. Bear Smith and Skip Umsted are the last two guys walking towards the camera before they get to their planes. They both died later in aircraft accidents. The crazy solo is Denny Sapp. Best show for the spectators because it was close to show center. Always in sight.
Tightest diamond formation ever.

<https://www.youtube.com/watch?v=wk3XSV6H6w0>

Resource Book with details of all aircraft loss on every cruise: Submitted by Ed Chadwick

Here is a site where books by Rene J. Francillon can be purchased. His "**Tonkin Gulf Yacht Club**" has a section that shows every carrier deployment during the Vietnam. It details each aircraft loss on every cruise, including the date, aircraft type, aircraft identification, squadron, pilots name / rank and well as whether the pilot was KIA, recovered or made a POW. I look at the book when memory fails me. It's a great resource.

<https://www.amazon.com/Ren%C3%A9-J.-Francillon/e/B001HCWSDM>

[Detail Thesis on CAG 16 1965-1967](#)

Commander Fey, who asked my permission to use a Photo I took of Commander Stockdale's Saints A-4 from 1965. He said he did a thesis on CAG 16 and a Manifest. Many of the Saints including Skipper's Compton and Foster were interviewed as well as Mildman and others. It spans 1965 thru 1967. I found it very interesting with insight I never was aware of, worth a read. WE WERE THERE!!! Thanks Bill Tomko

CAG 16 losses and info: https://www.google.com/?gws_rd=ssl#q=Peter+Fey+rolling+Thunder

[VN 40 years ago...75 pictures](#)

<http://www.vintag.es/2015/04/vietnam-war-40-years-ago-75-beathtaking.html>

[Legends of the Ho Chi Minh Trail](#)

<http://www.laosgpsmap.com/ho-chi-Minh-trail-Laos/>

There are many links to the archive by date as well as to specific articles like this one about an F-4 shootdown:
<http://www.laosgpsmap.com/ho-chi-minh-trail-shot-down-plane/>

This is the homepage:
www.laosgpsmap.com

Ho Chi Minh Trail Tours:
www.laosgpsmap.com/ho-chi-minh-trail-tours/

[Vietnam War Stories:](#)

<http://cherrieswriter.wordpress.com/category/the-vietnam-war-story/>

Tags : [book sites](#), [books war](#), [cherry soldier](#), [combat](#), [Combat Infantry](#), [digital books](#), [firefights](#), [Grunts](#), [Hispanic](#), [Historical fiction](#), [jungle warfare](#), [Military](#), [novels](#), [The vietnam war](#), [The Vietnam war story](#), [Veteran](#), [Vietnam blog pages](#), [Vietnam book](#), [Vietnam conflict](#), [Vietnam veteran](#), [war books](#), [war stor](#), [Wars and Conflicts](#)

[Number of Vietnam Vets Still Alive:](#)

This has a lot of the statistics on Vietnam Vets.....



1956 Navy All Hands Meeting:

Thought you might find this 1956 All Hands..... interesting.
http://www.navy.mil/ah_online/archpdf/ah195603.pdf



A good day to revisit the Virtual Wall:

Vietnam Wall

First click on a state. When it opens, scroll down to the city and the names will appear. Then click on their names. It should show you a picture of the person, or at least their bio and medals. This really is an amazing web site. Someone spent a lot of time and effort to create it. I hope that everyone who receives this appreciates what those who served in Vietnam sacrificed for our country. The link below is a virtual wall of all those lost during the Vietnam War with the names, bio's and other information on our lost heroes. Those who remember that time frame, or perhaps lost friends or family can look them up on this site.
<http://www.virtualwall.org/iStates.htm>



Do you remember these?

This will bring back memories

http://www.youtube.com/watch_popup?v=puGQsQux80k



Vietnam Photos:

<http://news.yahoo.com/photos/a-soldier-s-story-never-before-seen-images-of-vietnam-war-slideshow/vietnam-photo--599932980.html?format=embed#mediaphotosbobaspotlightgallery=%252Flightbox%252Fa-soldier-s-story-never-before-seen-images-of-vietnam-war-slideshow%252Fvietnam-photo--599932096.html>



Military Video ~ Ending is Fabulous

Please take the time to view this and watch till the end. I was so very touched. And once again.....

Thank you to ALL who have served our country! I live in a free nation because of your sacrifice! God Bless you! Because of the warriors of the past, the present, and the future, we Americans can walk tall.
For those of you of may not know, or have forgotten, Lt. Col. Oliver North was wounded in Vietnam many times and never left the men he commanded. I am now passing this on for you to watch. It's not just enjoyable, it is riveting! When you are done pass it on too, I think it's

important ... don't you?

If you are a veteran, I say thank you, for everything! You are SO special! Take the time for this one. You won't be disappointed ... the end is a kicker.

<http://www.nragive.com/ringoffreedom/index.html>

[NAS Lemoore April 1968:](#)

<http://www.youtube.com/watch?v=5sRIO4kvjVE&feature=youtu.be>

[Photos/History of Vietnam:](#)

Excellent Viet Nam Pictorial History

From the Denver Post.

Click here: [VietamPictorialHistory](#)

[Vietnam War - Source list](#)

I am passing this along because it is probably the best search list ever compiled about the Vietnam War. This simply has to be shared with anyone who ever served in Vietnam. It would take months (*more like years*) to look at everything this site offers:

<http://www.cc.gatech.edu/fac/Thomas.Pilsch/Vietnam.html>

[A-4 Skyhawks:](#)

<http://a4skyhawk.org/>

[When the Saints Go Marching In - US Navy Seventh Fleet Band](#)

<http://www.youtube.com/watch?v=MgsgUbXCeIA&feature=related>



VA Benefits Blog on Facebook:

VA Benefit Blog

https://www.facebook.com/vabenefitblog?sk=app_129722457108553#!/vabenefitblog?sk=wall



Douglas A-4 Skyhawk: 6:10 min video

<http://www.youtube.com/watch?v=hAplCSSZqAs&feature=related>



Vietnam War Documentary Trailer:

http://www.v-prod.com/trailer_vietnam.html



A-4 Skyhawk Photo Galleries on Flickr.com website: Some of our Saints photos are in there!!!

- www.flickr.com/photos/45586426@N06/galleries/72157623353551691/
- www.flickr.com/photos/45586426@N06/galleries/72157623815542532/
- www.flickr.com/photos/45586426@N06/galleries/72157623727604239/
- www.flickr.com/photos/45586426@N06/galleries/72157623854694748/
- www.flickr.com/photos/45586426@N06/galleries/72157623854748712/



RAO BULLETIN Update, 01 March to read the **Articles** go to the web site at: http://post_119_gulfport_ms.tripod.com/rao1.html



SAINTS ONBOARD (260 Names)

“Muster Call”

Revised 04 March 2018

New or changed address:

Please advise if you have any additions or corrections.

Complete Muster Call can be found on the Saints website – www.va163.org (password, *Saints4ever*) capital S

