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From: [REDACTED]
To: "Dick Detra" [REDACTED]
Subject: Re: The Guns
Date: Fri, 9 Feb 2007 11:22:08 -0500

This I KNOW. Our gun systems were delivered to us at Fortr Campbell. They were stored in locked caged area within the hanger. The CO (or Maj. Morrow) had me mount the mini-gun system on one of the ships (probably to prove that I could do it!). I have a picture of it somewhere. It is interesting because in the picture I have one of ammo chutes mounted wrong! Luckily, we did not fly it or fire it at Campbell!

Dave

Deployment

EARLY STORY!!

On the ship over (Kula Gulf), Major Morrow (maintenance) and the gun pilots got together with me to discuss my desire to fly. They knew I had originally applied for flight school but that the Army had FUBARed me, so I chose 45J20 instead. Their reasoning was that since I HAD TO fly left seat on all test hops and since it was a war zone, that they did not want someone up there who could not fly. I happily agreed and gun pilots would teach me every time I went for a maintenance check ride. Pretty soon I could take-off, fly and land and later I could bounce one into a revetment. This was all done on the sly, just as getting to go out on combat missions was done on the sly. At our Florida mini-reunion at Bart's, Top was shocked that I ended with an Airmedal and two clusters as he had personally ordered me not to fly combat! A couple of interesting side notes. When we were moving the company from Dau Tieng to Tuy Hoa, two gun pilots who shall remain nameless, appeared to have drunk more than their share the night before and were exceedingly hung-over. At that time I could fly OK but I was rough on take-off particularly in formation! So after very little arm twisting, I donned the jacket and helmet of the assistant AC and crawled into the left seat. The AC took off and landed for me, but spent much the trip hunched over over in his straps. The assistant AC slept in the back. Another time when our pilots had too many hours and had to stand down for awhile, I was on a test flight when the dreaded "VC in the open" call came in. The pilot told them that he only SP5 Miller on board but there was no time or any other pilots available, so we picked up an artillery observer and off we went. Somewhere in an official Army record is a SP5 flying assistant AC on a combat mission!

April 14, 1968
CW 2 Wright

Deployment