

Please type or use pen to provide the requested information. This data will be used for the Ranch Hand History Project and then placed in the Archives at Texas A&M. It is your information. If you wish to restrict any part of this material, please indicate so:

I hereby authorize the scholarly use of the following information, except as indicated.

PICHT CLYDE W. [Signature] 28 Oct 81  
 Name (last first middle signature date)

### Specific Information

Please answer the following questions in the spaces provided. Be specific.

1. Ranch Hand service: From Sept. 66 to Feb 67. Where? TJN & TSIA/HON
2. RH/C-123 training: Where/when? HURLBURT / LANGLEY APR JUN - AUG 66
3. Rank while in RH? CAPT Present/retired rank? LTC
4. Duty(s) while in Ranch? P/JP / Supply dates? \_\_\_\_\_
5. Other Vietnam service? Where/when? \_\_\_\_\_
6. If aircrew member:
  - a. Number of missions: RH 200+ Other (specify) \_\_\_\_\_
  - b. Combat flying hours: RH 239 Other (specify) APR 25 FERRY FLT FROM U.S.  
- 8 ACT DEL TO TAIWAN.

### Narrative Information

On a separate sheet(s) of paper, please answer the following questions with as much detail as possible. Write too much, rather than too little. Use names and dates, if possible. If you want a name "blacked out" before this goes in the archives, just circle the name. On the sheets, indicate the number of the question you are answering, and put your last name and the form number in the upper right-hand corner of each sheet.

7. Special missions/operations participated in? (name, when, where, what, who else)
8. Decorations? (If Purple Heart, DFC, or above, give date and details of the act. If you have a copy of the narrative justifying the medal, please attach a copy.)
9. Were you present during an attack against the base, Ranch site, or quarters? Explain.
10. Were you present when a Ranch aircraft was shot down or crashed? Give all details.
11. Were you present when a Ranch crew member was killed or wounded? Give as much data as possible, even if you didn't directly observe it or are not sure of date or names.
12. Did you ever see or repair unusual battle damage (more than routine skin holes)?
13. Did you ever help plan RH missions? If so, what was the procedure?
14. How did you get into the Ranch? What did you know about the mission beforehand?
15. What were you told about the chemicals used? In Vietnam? Before Vietnam?
16. Other than something already discussed (or going home), what is your happiest memory of the Ranch (or Vietnam)? What is your unhappiest (saddest)?
17. What unusual, odd-ball, weird, funny, etc., thing happened to you in VN or training?
18. Same as question 17, but you saw it happen to another person(s).
19. What were your quarters like? Your routine day? Your parties? Anything else?
20. We know that the Ranch was unique. What should I tell the reader that will help him understand why this was a special outfit of special people? What or who should I not talk about?

Other data: Do you have any good pictures (especially of RH members), any journals, notes, diaries, letters, briefing notes, maps, etc., that I could copy? If so, DO NOT SEND THEM with this form. Repeat...DO NOT SEND THEM!!!! Describe the items on a separate piece of paper, with your name and form number on it. I will write and give you instructions on when to send them, or how to get them copied, at a later date. All materials will be protected and returned to you!!! Thank you for your help and time.

Please return this form and the narrative sheets in the enclosed envelope to Texas A&M.

C. W. Picht.

Quest. #

7. flew occasional mission over Cambodia & Laos.

8. V-Naf Wings 26 Feb 67

PH - 11 Nov 66, 1 Dec 66, 22 Jan 67

AM - 18 Sep - 14 Oct 66 1-3 OLC 16 Oct 66 - 21 Jan 67

DFC - 8 Oct 66, 22 Jan 67, 11 Nov 66

AFCM - 13 Sep 66 - 9 Feb 67

I have the narratives somewhere and will make copies after I find them.

9. No.

10. Saw many shot up but none shot down.

Saw the a/ct flown by Tom Darcy and Joe Dougherty (Flt. mech. Jr. (instead)) when it was already on ground after crew had been recovered. Location was not too far from Saigon.

11. Myself and John Beakly were together and both wounded, 11 Nov 66, and 1 Dec 66.

Bob Prentice and I were wounded again in Jan 22, 67.

11 Nov 66 - The "Beak" was in the left seat, I in the right, ~~but was flying~~ <sup>flying out</sup> to DaNang <sup>on</sup> for a two wk TDY. We were spraying rice in an area somewhere between DaNang and Chu Hai. Going down the side of a small hill we were hit in the left windshield by a single round fired by a man at the bottom of the hill. John Beakly got shrapnel in forehead and left side of head above ear. The windshield was shattered so I flew back to DaNang from right seat. Navigator Bud Koltz sat in left seat and read checklist. He and I both received minor amount of glass fragment in arm. After John returned from Marine Hoop that night - we had a "dining in" at the DaNang O' Club. We were rowdy as usual and the club wouldn't serve us so we brought our

don flight meals.

1 Dec 66 - Beak and I were together returning at about 3000' from a mission in C Zone. A .50 Cal bullet came through the small corner window on my side (RT) and lodged in wiring above my head. Both of us received numerous cuts from the broken glass. Made uneventful return to TSN.

22 Jan 67 - I was in left seat Bob Prentice (sometimes known as "Pigpen") was in right. We pulled off of a target in C Zone and climbing through about 800' took three .50 cal hits in bottom of acft. One came through the floor on my side. Part of the bullet entered to my left leg. A piece of floor ricocheted from my side window into Bob's chest. I flew the airplane to altitude, bandaged myself and flew back to Bien Hoa. I was taken to the hospital at Long Binh then returned to Bien Hoa and back to USA.

12. Had rocket box shot off one cyl on right engine on a mission in the Delta. The engine operated throughout flight however.

On one flight to C Zone I had a bullet penetrate the wiring bundle and fuel line in left engine. Lost the gauges but the engine ran ok back to base.

On a mission through A Shau valley three of our five ships really got holed. Two returned to Da Nang the rest of us landed at Hue. While Jim Weaver and I were scouting that target I saw a canister on a parachute come out of the clouds and land on the side of the hill in the trees. Reported it to intell but never know what it was exactly.

12. Yes. We made coordination meetings with Army troops from MACV and Vietnamese province chiefs. Decided what to spray and about when.

Then for each mission as it came up the flight leader would establish a primary and alternate target. Select an approach and departure route. Select IP and turning points, as req'd. The Navigator marked the area on his maps. Air cover pilots were sometimes present to coordinate their holding points.

14. Involuntarily. Knew little except that they were hit alot.

15. Not too much that I can recall. Army guys from MACV said it was basically harmless to humans.

16. The comradery was great, the flying was great - especially when we were in Saigon at TSN.

We had a stupendous party at the TSN O'club after Tom Dany and Joe Dougherty were rescued. It was written up in an eastern newspaper.

~~17~~ The saddest was the loss of a crew in the area of Sepon in Laos.

17. The whole experience was weird, funky, etc. It was almost like living a Vietnam version of Catch-22.

18. On one TDY trip to Da Nang - Charlie Hubbs was

going up as Det Cmdr but since he had had a cold he took the coastal route. Our remaining two acft flew a mission near Dan Me Thout on the way up but nevertheless we arrived ahead of Charlie. On final to Da Nang's left runway, I was #2 in the flight and we had to make a go-around. We kind of did a chandelle onto the downwind then made our landings. The Wg D.O. thought we were doing acrobatics in the pattern and was ready to have it stop in case Charlie the minute he arrived.

Seems like we weren't too welcome at Da Nang anytime but on one occasion an extraordinary amount of attention came our way because of the Juice Box. As was our practice after a morning of

spraying, we retired to the O'club bar for a game of some sort and a few drinks. The juke box was fairly low so Beak went over and turned it up. The bartender turned it down. John turned it back up. Soon a Major appeared and announced that he was a representative of the WGCC and had the bartender turn the music down. I said "well, I'm a representative of Charlie Hubbs" and I went over and turned it back up. Pretty soon the WGCC & D.C. arrived and said we weren't going to get in a "pin-in contest" over the juke box and to leave it alone. A little later Charlie got a call from Ralph Dresser who said he had gotten a call from 7th AF Command section that his boys in effect had better shape up. Funny thing is you probably couldn't have heard it a hundred feet from the club.

19. I lived in the airport hotel down hundred P'ally just outside the gate at TIN. Army MP's woke us up at about 2 AM one morning to advise that the area was off limits and we couldn't stay there. We went back to sleep and stayed there until Dec. 66 when the unit moved to Bien Hoa. Norm Desrocher was also in my room. At Bien Hoa we lived in hootches - about nine to a hootch. Some of the troops in our hootch were Tom Dorey, Bob Prentiss, Jim Pocharek, & Bud Foltz.

We got up early to fly but we quit early too - around lunch time (some times earlier). Then we usually had a group at the club playing bumper pool or something. Drank a lot of bloody mary's. Went to the Bx etc. Barber occasionally where you could get a karate message with your haircut. Always felt that sucker was a V.C. trying to slowly disable the G.I.s.

20. When I got to The Ranch it was a fairly small outfit located in the VNAF compound at TSN. All the pilots were gang-bros. Everyone probably felt somewhat heroic over the fact that we were frequently hit by ground fire and survived. There were times when it was scary and just about everyone was a hero of sorts. The flying was the greatest I've ever done. In our spray formation's quite a bit of crew coordination was required within and among the planes. As the outfit grew we got in older officers that weren't as sharp and didn't learn as fast as they should have. Leadership was less under LTC Dennis than Dresser. One reason was that he (Dennis) let <sup>Major</sup> Ray Traywick stay in the outfit when Traywick wouldn't fly the missions. Though I wasn't there long enough to say with any accuracy how this flood of newer guys worked out. Ok - I'm sure.

Items of memorabilia that I have around here somewhere - include pictures (B&W) of our crew. The day Beak got zinged at Da Nang. Have color slides of airplanes, hotel and misc subjects. I have a copy of the painting "Ranch Hand" that appeared in an Air Force magazine. Also have the Aviation Wk magazine that featured Ranch Hand ops. I have a log of missions and where flown. I have maps, plastic survival type. I have the hole cut from the floor of the acft I was in when wounded in the leg. Also have the .50 Cal bullets that hit me and the plane. Still have my flying boots with the blood stain down the back of one. Got a tape I made of the radio and airplane sounds while on a mission.

I'd be glad to loan any and all of my  
war stuff to your project. My problem  
at the moment is only locating those things  
stacked higher and gone.

Please contact me again if  
I can be of help.

Clyde Pecht  
Ranch '66