

Prayer

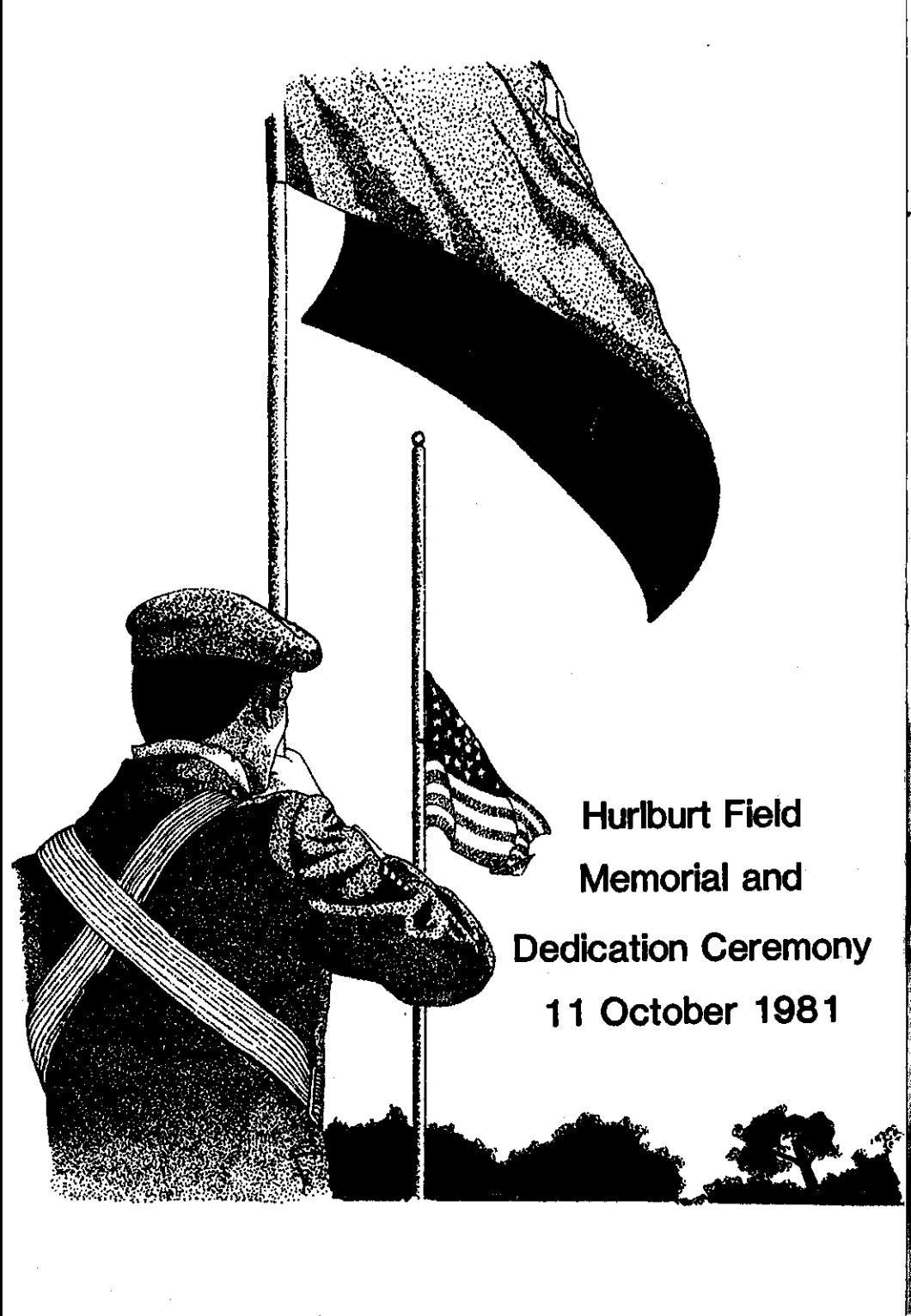
Over the last twenty or more years it has become our custom to remember our comrades who wore the purple scarf and made the supreme sacrifice in Vietnam by calling their names, engraved here on this monument.

However, I remind you that all who served in that far-off land were in hazard of making that sacrifice some of us were just luckier than others.

The combat herbicide spray operation in Southeast Asia was a unique mission and only a finite number of men had the honor of serving in the organization. Each year the roll call of the RANCH grows shorter.

When I finish reading this list, please join me in a minute of silence in honor of all our friends and comrades who are no longer with us. Although their names are not engraved here, this monument represents the sacred memory of all deceased who served as RANCH HANDS.

Staff Sergeant Milo B. Goghill
Captain Fergus C. Groves II
Captain Robert D. Larson
Captain Roy R. Kubley
Major Lloyd F. Walker
Captain Harvey Mulhouser
Captain Howard L. Barden
Airman 1st Class Ronald K. Miyazaki
Captain Thomas E. Davie
Lieutenant Colonel Evertt E. Foster
Major Allan J. Sterns
Major Donald T. Stienbrunner
Staff Sergeant Irvin G. Weyandt
Sergeant Le Tan Bo, RNVAF
Captain William B. Mahone
Captain Virgil K. Kelly, Jr.
Technical Sergeant Jacklin M. Boatwright
Technical Sergeant Harold C. Cook
Lieutenant Colonel Emmett Rucker, Jr.
Major James L. Shanks
Sergeant Herbert E. Schmidt
1st Lieutenant Charles M. Deas
Master Sergeant Donald L. Dunn
Technical Sergeant Clyde W. Hanson
First Lieutenant Richard W. O'Keefe
Lieutenant Colonel Daniel H. Tate



**Hurlburt Field
Memorial and
Dedication Ceremony**

11 October 1981

MEMORIAL AIR PARK
Hurlburt Field, Florida
11 October 1981

This memorial ceremony recognizes the many Air Commandos who made the supreme sacrifice in the defense of freedom, the 20th anniversary of the Air Commandos coming to Hurlburt, and the dedication of a C-123 "Provider" and UH-1 "Huey" to all who maintained and flew these aircraft to preserve the values we hold so dear.

Program

1100	Welcome Remarks at UH-1 Helicopter	Col T. W. A Stuart 1 SOW Commander
1104	Dedication Prayer	Chaplain Malcolm E. Smith Installation Chaplain
1106	Placement of Wreath	Lt Col Wayne D. Corder 20 SOS MSgt Fred J. Cook 20 SOS
1107- 1114	UH-1 Reflections and Unveiling of Plaque	Col John R. Roberts 1 SOW Deputy Commander for Maintenance
1118	Introductory Remarks at C-123 Aircraft	Col Eugene W. Steele 834 CSD Commander
1122	Dedication Prayer	Chaplain Wayne H. Zirzow 46 AERODW Peterson Fld, CO
1124	Placement of Wreath	CMS W11114 G. Knight 834 EMS SSgt James W. Bush 834 EMS

1125- 1132	C-123 Reflections and Unveiling of Plaque	Col Ralph C. Dresser AFSC, Wright-Patterson AFB, OH
1136	Introductory Remarks at "Spectre" Memorial	Col Hugh L. Cox, III 1 SOW Vice Commander
1140	Memorial Prayer	Chaplain Wayne H. Zirzow 46 AERODW Petersen Fld, OH
1142	Placement of Wreath	Sgt Bobby L. Daniel 16 SOS MSgt Richard E. Walker 16 SOS
1143- 1150	"Spectre" Reflections and Unveiling of Plaque	Lt Col John A. Gallagher 16 SOS Commander
1151	Introductory Remarks at Air Commando Memorial	Col Melvin H. Bryant USAF (Ret.) President, ACA
1156	Memorial Prayer	Reverend James K. Bluett St. Peter's Church
1158	Placement of Wreath	Col Melvin H. Bryant Maj Gen John R. Alison USAF (Ret.)
1159- 1200	Colors Positioned to Half-Staff; Taps	834 CSG Security Police Mr. Carl H. Rathke Ft. Walton Beach, FL

Our special thanks to members of the 1 SOW, the Air Commando Association, the Spectre Association, the Ranch Hand Association, the Green Hornets, and many others who dedicated their time and unique skills in the preparations for this ceremony.

Commando Creed

As my brother Commandos before me,
I am proud to step into history
as a member of the
1st Special Operations Wing.

I will walk with pride with my
head held high, my heart and
attitude will show my allegiance to
God, Country and Commandos.

When unable to walk another step,
I will walk another mile.

With freedom my goal,
I will step into destiny with
pride and the
1st Special Operations Wing.

309th, SASF

AFOUA with V device 8 Mar 65 - 30 Apr 65
AFOUA " " " 30 Jun 65 - 9 July 65
" " " " 15 Oct 66 - 30 Apr 67

Presidential Unit 21 Aug 66 - 30 Jun 67

" " 21 Jan 68 - 12 May 68
" " 15 May 68 - 15 Apr 69

RVN Gallantry Cross w/Palm 1 May 68 - 1 July 71

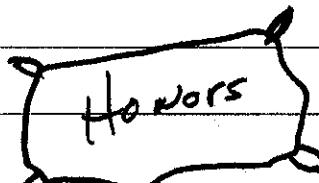
5 Campaign Streamers

w/ 309th as the SASF

AFOUA w/V	8 Mar 65 - 30 Apr 65	GB-350 / 65
" " "	30 Jun 65 - 9 July 65	GB-313 / 65

12th ACS or SOS

AFOUA w/V	15 Oct 66 - 30 Apr 67	GB-458 / 67
PUC extraordinary liaison	21 Aug 66 - 30 Jun 67	GB-539 / 68
"	21 Jan 68 - 12 May 68	GB-724 / 68
" for extraordinary gallantry	15 May 68 - 15 Apr 69	GB-745 / 70
"	1 Apr 70 - 30 Jun 70	GB 613 / 70
RVN Gallantry Cross w/Palm ^{for liaison}	15 Oct 66 - 31 May 70	GB-505 / 72
" " " "	1 May 68 - 15y 69	GB-187 / 70
" " " "	1 Jun 69 - 1 Jun 70	GB 631 / 71



**WALLACE S. KNIGH
1447 BEECH TREE DR
GREEN BAY, WIS.
54303**



Lt Col Winthrop W. Wildman **Maj Jack G. Womack** **Lt Col Lawrence L. Waitt** **SSgt Richard L. Gage**
Aircraft Commander **Instructor Pilot** **Navigator** **Flight Engineer**

12th Special Operations Squadron, APO San Francisco 96227

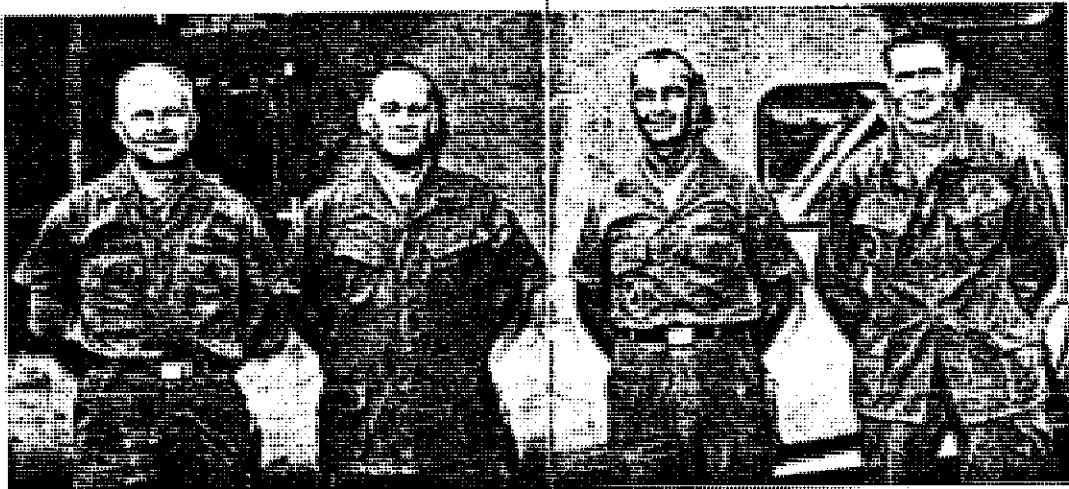
On 13 December 1968, Lt Col Wildman and crew flew lead in a formation of UC-123s on a low level defoliation mission against a target approximately 15 miles north of Bien Hoa AB, RVN. The spray run and level turn were normal. As roll out from the turn was initiated and before climbout was started, Lt Col Wildman's aircraft received intense automatic ground fire. He told the formation to advance power on the jet engines to 100 per cent and begin climbout. When his airplane suddenly began a roll to the left, Lt Col Wildman alerted the crew for a possible crash landing and applied full right aileron. At 1200 feet the climb was discontinued and Maj Womack idled the right jet engine, leaving the left jet at 100 per cent. With asymmetrical thrust and full control deflections the wings were brought to a level attitude. SSgt Gage dropped his body armor and left the protection of his armored box to assist in the emergency. He advised the pilots that the left aileron was in a 45 degree up position, the control cables to the left aileron were loose, and the aircraft had taken many hits from ground fire.

To keep the airplane in a wings level attitude required full right aileron trim, almost full right aileron control, a large amount of left rudder control and differential power. However, both pilots felt there was sufficient control to attempt a landing. Lt Col Waitt gave the pilots a heading to Bien Hoa AB. A straight-in approach with a no-flap landing and negative reverse was decided upon. The crew was directed to prepare for a possible crash landing and SSgt Gage was standing by to manually lower the landing gear if necessary. An above average airspeed — just below the maximum gear down speed — was used on the approach and landing to insure adequate airspeed for lateral control. Directional control was maintained primarily by rudder and power, as full right aileron was necessary to hold the wings level.

Immediately after touchdown the main system hydraulic pressure dropped to zero and the aircraft began a veer to the left. Normal brakes and nose wheel steering both failed. Lt Col Wildman applied the emergency air brakes and Maj Womack reversed number two propeller to stop the aircraft on the left side of the runway.

Postflight inspection revealed a total of 18 .30 calibre hits. The left aileron control cable and the nose wheel steering hydraulic line were severed. The left main tire had been hit, which resulted in it going flat on the landing roll causing the aircraft to veer to the left.

Due to the quick action and sound thinking of both pilots and the other two crew-members, a major aircraft accident was averted. WELL DONE! ★



Lt Col Winthrop W. Wildman **Maj Jack G. Womack** **Lt Col Lawrence L. Waitt** **SSgt Richard L. Gage**
Aircraft Commander Instructor Pilot Navigator Flight Engineer

12th Special Operations Squadron, APO San Francisco 96227

On 13 December 1968, Lt Col Wildman and crew flew lead in a formation of UC-123s on a low level defoliation mission against a target approximately 15 miles north of Bien Hoa AB, RVN. The spray run and level turn were normal. As roll out from the turn was initiated and before climbout was started, Lt Col Wildman's aircraft received intense automatic ground fire. He told the formation to advance power on the jet engines to 100 per cent and begin climbout. When his airplane suddenly began a roll to the left, Lt Col Wildman alerted the crew for a possible crash landing and applied full right aileron. At 1200 feet the climb was discontinued and Maj Womack idled the right jet engine, leaving the left jet at 100 per cent. With asymmetrical thrust and full control deflections the wings were brought to a level attitude. SSgt Gage dropped his body armor and left the protection of his armored box to assist in the emergency. He advised the pilots that the left aileron was in a 45 degree up position, the control cables to the left aileron were loose, and the aircraft had taken many hits from ground fire.

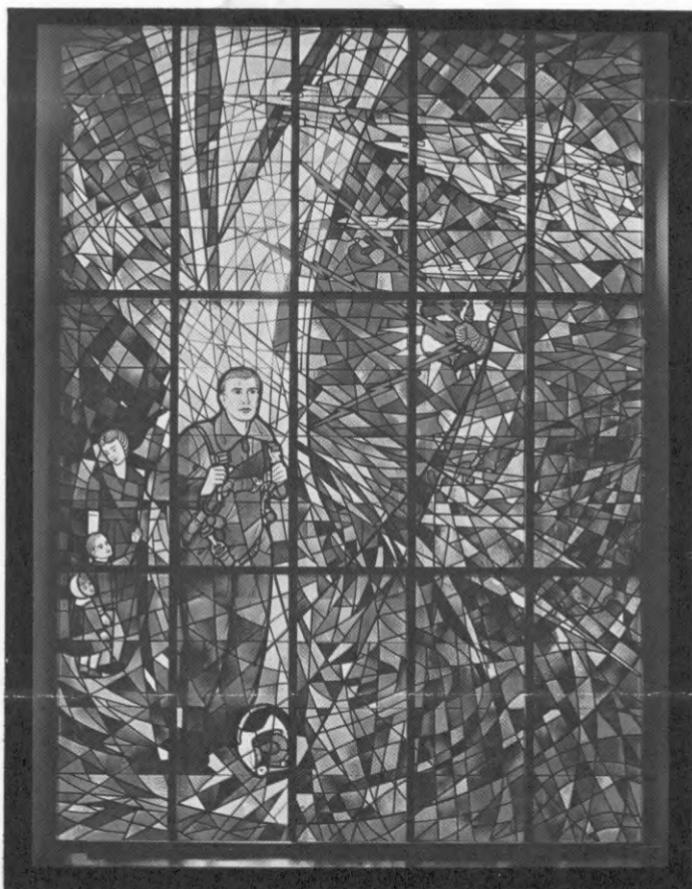
To keep the airplane in a wings level attitude required full right aileron trim, almost full right aileron control, a large amount of left rudder control and differential power. However, both pilots felt there was sufficient control to attempt a landing. Lt Col Waitt gave the pilots a heading to Bien Hoa AB. A straight-in approach with a no-flap landing and negative reverse was decided upon. The crew was directed to prepare for a possible crash landing and SSgt Gage was standing by to manually lower the landing gear if necessary. An above average airspeed — just below the maximum gear down speed — was used on the approach and landing to insure adequate airspeed for lateral control. Directional control was maintained primarily by rudder and power, as full right aileron was necessary to hold the wings level.

Immediately after touchdown the main system hydraulic pressure dropped to zero and the aircraft began a veer to the left. Normal brakes and nose wheel steering both failed. Lt Col Wildman applied the emergency air brakes and Maj Womack reversed number two propeller to stop the aircraft on the left side of the runway.

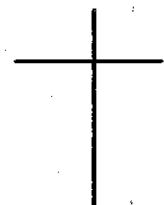
Postflight inspection revealed a total of 18 .30 calibre hits. The left aileron control cable and the nose wheel steering hydraulic line were severed. The left main tire had been hit, which resulted in it going flat on the landing roll causing the aircraft to veer to the left.

Due to the quick action and sound thinking of both pilots and the other two crew-members, a major aircraft accident was averted. WELL DONE! ★

For Those Who Fell . . .



"Whom shall I send and who will go for us?
... Here am I! Send me." Isa. 6:8



PROTESTANT WORSHIP SERVICES
Bien Hoa Air Base
Republic of Vietnam
29 May 1968

MEMORIAL TO THE

GLORY OF GOD AND

IN MEMORY OF

Lt Col EMMETT RUCKER, JR 12 ACS (Ranchhands)

Major JAMES LEE SHANKS 12 ACS (Ranchhands)

2d Lt DAVID H. WHITEHILL 604 ACS (Fighter)

Sgt HERBERT E. SCHMIDT 12 ACS (Ranchhands)

Who gave their lives in defense

of their Country's Freedom.

Republic of Vietnam

24 May 1968

* * * * *

But they that wait upon the Lord shall renew their strength; they shall mount up with wings as eagles; they shall run, and not be weary; and they shall walk, and not faint.

Isaiah 40:31

* * * * *

The folded flag on the altar represents those military personnel who have given their lives in defense of their Country's Freedom.

ORGAN PRELUDE

Organist

READING FROM OLD TESTAMENT

Psalms 90:1-2

INVOCATION

Chaplain

HYMN "Rock of Ages"

No. 250

RESPONSIVE READING "Comfort"

No. 523

READING OF ROLL OF HONOR

Chaplain

PASTORAL PRAYER

John 11:25-26

READING FROM NEW TESTAMENT

Chaplain Israel

HYMN "Lord Guard and Guide"

No. 401

BENEDICTION

Chaplain

ORGAN POSTLUDE

Organist

* * * * *

* * * * *

COMMANDER 12 ACS

Lt Col Donald S. Stewart

COMMANDER 604 ACS (Ftr)

Lt Col Louis W. Weber

CHAPLAIN

Lt Col Kenneth R. Israel

ORGANIST

Mr. Dennis Prichard

SEND Photo Copy to:

MIKE Topo Losky

1416 - DODGE RM 709

OMAHA, NE 68179