

# THE MONTHLY BARK

## DECEMBER 2008

### HO, HO, HO, LET'S HOPE SANTA CLAUS .....

took care of all of you that were less than naughty and nice. If your Christmas wish was to know about and perhaps equip you Birddog with a replica M-60, boy have we got good news for y'all. Santa Claus, in the form of Ray "Doc" Jennings, Don Modica, Sam Givhan and Sam Dawson responded to the call in the November Bark for information on mounting an M-60 under the wing of a Birddog. Apparently the Army successfully pursued this idea and "Doc" Jennings states: " follow the link listed below to find out everything you ever wanted to know about the M-60 kit. ( [http://www.druid-consulting.com/ao-1\\_m60-kit.htm](http://www.druid-consulting.com/ao-1_m60-kit.htm) )

It appears that aircraft so fitted were designated AO-1G and were authorized until the Air Force found out about it and the usual pissing match ensued. This is a very interesting story. The project was done right. Weight and balance, take off lengths, beaten zone etc. all worked out. We were lucky to have then Capt. Aldridge as Maintenance Officer who had worked on the first AC47 project before changing services.

**The guys that came up with this are still around for tech support should someone care to create a de-mil version for show. I**

understand the MG kit plus one set of rocket tubes used all three hard points each wing. Our night shift Birds also used all three for two flares and one set of tubes. Feel free to contact me."

Not so fortunate where the boys wearing blue underwear. In Charlie Pocock's book "Viper 7" there is a description of the M-60 being mounted on the wing of an Air Force Birddog. It states that due to wing and spar flexing from the recoil the concept was abandoned. Our sincere thanks to all those that responded with this wealth of M-60 information. We will ensure that all your hard research is archived in the Members Only area of the IBDA web.

### SPEAKING OF HO, HO, HO,.....

we all know that life is about getting your priorities right. If you don't some of the things that you enjoy the most they will be on the back shelf when its time to go West. So go out there and make the most of each season and if Birddogs are a part of that, especially at Christmas, go all the way. One of our compadres who obviously has his priorities right, is

Ray "Doc" Jennings of Swamp Fox 199th RAC fame. Not only does he host the group's newsletter, he also has fine taste in Christmas ornaments. Look at the attachment "ChristmasDog" and tell me if that is not the finest ornament you have ever seen!! Thanks Ray for sharing such a great idea with us.

**NOW ALL OF US APPRECIATE THOSE MIGHTY.....**

fine Christmas cards y'all send out. Surely you have noted that your limited in phrase and design, after all you can only say "Merry Christmas" in so many ways. Now let's say your a talent artist who not only owns a Birddog, but is also mighty fond of the beast. Why you could just sit down and in a couple of hours, make that days, whip out the best Birddog Christmas card on the planet! If you look at attachment "Troyparty5" its obvious Jim New has more artistic talent than all of us put together. If you scroll in, notice the fine detail on the pilot and aircraft, even the nemesis Skypig O-2. Wow, that is a Christmas card to keep! Thanks Jim for the fine artistic entertainment. I guess the rest of us will just have to do with your artistic contribution on the IBDA merchandise T-shirts!

**CHANGING OF THE GUARD.....**

is effective January 1, 2009 with the esteemed Sam Dawson taking the Presidential reins from the esteemed Larry Flinn. With all this steaming going on, we wish to congratulate Sam on taking on this task and remind him that it is a fun job with some of the greatest folks in the aviation business. Good Luck Sam and I know you have the support of the entire Association. To contact Sam try [samdawson@msn.com](mailto:samdawson@msn.com) .

We also thank Larry Flinn for the outstanding job he has done. Much progress has been made and the Association is better for it. As a membership we are very grateful for his efforts. Our New Years wish for him are blue skies and less doctors visits. Thank you Larry!

**SO THERE YOU SIT WONDERING.....**

who owns what in the warbird zoo. Not to worry, our good friend Rob Fox from sunny down under has sent us a lead. Check out the website <http://www.warbirdsdirectory.goodall.com.au> and you might be surprised as to what is cruising the sky in your neighborhood. Sorry, no Birddog listings in this directory.

**AND WHILE YOUR WONDERING ON THOSE COLD.....**

snowy nights, here is a website that does feature Birddogs and great photos of many other aircraft. Go to [http://www.primeportal.net:80/the\\_airstrip.htm](http://www.primeportal.net:80/the_airstrip.htm) , look under the "Prop" category for "O-1E" and see probably one of the handsomest Birddogs ever to grace the skies of the North American continent or perhaps even the entire universe. Of course that is just one scribes opinion and opposing viewpoints are not only **not** welcome, but will be relegated cyberspace. OK, time for an adult beverage and time out!

Not to be outdone there is also a link to a great video of the English Old Warden Airshow. About one minute forty seconds into it you will witness Justin Needhams Birddog doing some major yanking and banking for the crowd. Love that Continental sound!! Try <http://uk.youtube.com:80/watch?v=f0k1darfra> and warm up that eggnog! Thanks to Justin for sharing this entertaining video link.

### **PERHAPS AS YOUR OGLING THOSE PHOTO'S.....**

you'd like a history on that particular serial number. Not to fear there are hours of free, did I say free, yes, free entertainment in researching Birddog serial numbers. All you have to do is settle in and link to [Http://home.att.net/~jbaugher/usafserials.html](http://home.att.net/~jbaugher/usafserials.html) . This gentleman has spent many an hour tracing and recording most Air Force, Navy and Marine Corps aircraft serial number. He has an excellent explanation narrative and a search engine about half way down the page. As the snow flakes glisten in the moon about midnight, there you are with your adult beverage and trusty dog in your jammies.....need I say more? Thanks to Ken Hinks for this valuable link.

### **AS THE SNOW AND ICE COVER THE GROUND.....**

we occasionally get Birddog photo's that are easily misinterpreted. Such is the one attached as "FutureSuperDog". At first it seems like a harmless photo of a Birddog ice fishing. Not so quick, Mr. Frosty! This poor dog is digging a hole in the ice, but not for recreational purposes. Please also note the dog is tailless.

Mr. L19, Steve Noyes, to the rescue. This puppy is now sheltered in a warm house on Plum Island Aerodrome while master mechanic Mr. Noyes prepares the magic potion to turn our frazzled friend into another **O-540 SUPER DOG!!** Steve has been steadfastly working on this project and has restored, at last call, everything behind the rear windshield. As we progress to mounting the heavy iron up front, we will keep you posted.

Steve also hinted that the Dash 11 crowd would not be forgotten and a surprise was in the works. Stay tuned, film at 1100!

### **A BIRDDOG THAT IS ALREADY AT THE TOP.....**

of the restoration list is owned by Gary Antcil of Southern California. If you look at attachment Antcil 1,2,3 its obvious what a great job has been done. Well, that ups the standards just a little more. Great job Gary!

### **ANOTHER BIRDDOG THAT IS AT THE TOP.....**

and recognized as such, is owned by Lindsay "Ol' Croc" McKee from the land of Oz, way down under. In recent months while attending the Antique Aircraft Association of Australia this Birddog garnered the "Best Aircraft" award out of all attendees. Suitably the trophy was an engraved piston. Congratulations Lindsay and it is well deserved!!

### **CHARACTERISTICS AND PECULIARITIES OF THE BIRDDOG.....**

this installment of these odds and ends are described in an Army publication from Fort Stewart, Georgia. This months section now focuses on the engine:

#### **OIL LEVEL CHECK**

some are oil hogs. Important to check oil level prior to first flight, and prior to each subsequent flight of the day.

#### **OIL CONSUMPTION**

permissible maximum oil consumption is two quarts per hour. Under certain conditions there is sufficient fuel aboard with full service to run the oil level low enough to lose oil pressure completely.

#### **OIL FILLER CAP**

immediate loss of all oil occurs if flight is attempted with oil cap removed. Important that the pilot check oil cap personally for security prior to each flight. Refuel personnel have been known to leave the cap off.

#### **PLUG FOULING**

engine is prone to foul plugs if using an excessive amount of oil. This results in loss of power and rough engine operation.

### **LEST WE FORGET.....**

our monthly installment of looking at combat losses in Vietnam from 1961 to 1973 as reported by Author Chris Hobson in his book "Vietnam Air Losses":

1. O-1E 56-2600

20th TASS, 6250 TASG, USAF, Da Nang  
Maj. Harley Boyd Pyles (KIA)  
Capt. Winfield Wade Sission, USMC (KIA)

Although Maj. Pyles was based at Da Nang he was actually operating from Kham Duc Special Forces Camp on 18 October. He took off with Capt. Sisson as an observer to lead a flight of helicopters carrying ARVN troops to a landing zone in enemy territory and then to mark a target for an air strike. Following the air strike the Birddog crew checked the target to BDA and then started back to base. The aircraft was last known to be flying in bad weather above a low cloud base and was about 10 minutes from Dan Nang when it disappeared. Capt. Sisson was the Marine Corps liaison officer with MACVSOG. Although Capt. Sissons was allegedly reported as a POW, neither he nor Maj. Pyles ever returned from their last flight. A recent report claims that the Birddogs mission was in support of a Shining Brass reconnaissance force that had been inserted into enemy held territory.

2. O-1E 56-2624

19th TASS, 6250 TASG, USAF, Ben Hoa

2 crews, names unknown, survived

During take off on a visual reconnaissance mission a Birddogs engine failed causing it to crash. Both crew were recovered safely.

#### **ALSO WE HAD NO TAKERS.....**

who had information, as requested last month in the BARK, of a summary of all aviation/aircraft/Birddog incidents in Vietnam by the US Army. As mentioned previously the above book source only covers Air Force, Marines and Navy. Somewhere out there has to be a summary of the Army's aircraft losses. Somewhere.....

#### **SPEAKING OF THE UNPLEASANTRIES IN SOUTH EAST ASIA.....**

the South Vietnamese most certainly tried to hold up their end of the bargain. Their efforts are often ignored despite that many made heroic sacrifices during the war. If you click on the link [http://vnafmamn.com/vnaf\\_photos.html](http://vnafmamn.com/vnaf_photos.html) there is lots of subject matter in this regard worth browsing. As a matter of fact on a wintry night, with a warm adult beverage and a slumbering dog beside you this could be great entertainment for hours! Thanks to IBDA member Dick Bunting for sharing this link.

#### **AND NOW TO RING IN THE NEW YEAR.....**

we have a youngster on board named Sam, who is going to be one heck of a Birddog pilot when he grows up (see attachment BirddogSam). As the one year old son of British IBDA member Justin Needham, you can see Sam is practicing his "Cleared Hot" lingo on his David Clark headsets. The IBDA wishes Sam and his parents the very best in this coming year. We also hope Justin makes sure Sam gets lots of stick time during the flying season. Never can start them too young!!!

**WHILE YOUR RINGING IN THE NEW YEAR.....**

give some consideration to attend the IBDA 2009 Spring Directors meeting. It will be somewhere in the vicinity of Mother Rucker, Alabama on Saturday, April 18th. Everyone is invited and this is perfect for y'all heading down to Sun-N-Fun. So mark it on your calendar with additional information regarding this meeting to becoming down the pike in the near future.

**SO HAPPY NEW YEAR TO ALL.....**

from the IBDA. We wish all of you the very best in the New Year, with health, wealth and safe flying as the top categories.

**MONTHLY SAFETY MINDER**

Check or have your tailwheel checked regularly. More accidents are caused by malfunctioning tailwheels than any other mechanical part on the Birddog. Number of hours on the tailwheel is not the significant indicator if it is working or not. There are plenty of hiccups that can occur even on low time units. Just because its out of sight, it should never be out of mind!!

**THAT'S ALL THE NEWS FIT TO BARK AT SO HAPPY NEW YEAR  
AND BOWWOW FOR NOW!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!**