

THE MONTHLY BARK

NOVEMBER 2008

THERE'S AN OLD WW I SONG THAT SAYS "HOW YOU GOING....."

to keep them down on the farm once they've seen Paris.....". That may hold true even today once you have visited Jimmy Smyers Birddog factory in Paris, Texas that is! Jimmy, through his FBO C & B Aviation (903/783-1852, cell 903/782-5179), can pretty well cure anything that is ailing your Birddog. From minor modifications (smoke systems) to complete rebuilds (groundloops) he has the expertise and parts to make it happen.

Not being one to just fix the dog, Jimmy also sees to it that his stable of dogs get regular exercise. Just recently they graced the front page of the local newspaper and judging by the photo eliminated a few mosquitoes in the process (see attachment Paris).

Since there is such a dog pound there it only seemed right that they form their own squadron known as the Lone Star Birddawgs. Chief culprit of this fine organization is not only Jimmy Smyers, but also Bubba Coston, Cody Stephens, Chad Parrot, Jay Crowell and Billy Copeland. When the boys get together and get them doggies humming it is truly a sight to behold. So if y'all can't keep them down of the farm, swing by Paris and visit the Lone Star Birddawgs!

THE US ARMY REPORTS MASSIVE VANDALISM.....

that apparently occurred over Halloween. If you look at "Attachment2" above, you will find that apparently the Great Pumpkin himself sneaked on an Army base and, you guessed it, went to work with a paint brush. Obviously no one caught him judging by the amount of dogs who now wear his livery. If your partial to carrots this could make you very happy!

SINCE THE HOLIDAYS ARE APPROACHING WITH THE SPEED.....

of a Birddog, actually they are coming faster than that, don't forget about our Rocket Set Raffle. Very little time to go before we draw the lucky number on January 1 that wins the set. Folks, really its now or never!! Just as a refresher, this outstanding set of replica rockets are made by none other than our very own Armament Master Jon McLinden. His

handiwork already adorns numerous of our favorite flying machines and he has been gracious enough to donate a "set" for the IBDA to raffle off. If you need that final touch of authenticity to your Birddog, here is your chance!

To be eligible to win, The IBDA will accept your donations in \$50 increments. Each \$50 dollars buys you ten chances to win. Naturally, \$100 will buy you 20 chances, and so on. Make your tax deductible donation check payable to the IBDA, mark it "Rocket Donation" and mail it to our Treasurer, Mary Flinn at 9618 Jason Bend, Helotes, TX 78023. If you have any questions contact either your scribe at N305AF@ktc.com or El Hefe at C24712@aol.com.

The lucky winner will be drawn on New Years Day 2009 (late in the day!). Winner must pay any packing and shipping costs. The IBDA reserves the right to cancel the contest anytime and return the donations.

THIS COULD BE YOUR LUCKY DAY AND THEN AGAIN.....

this may not be your cup of tea. Teledyne Continental Motors (TCM) is announcing a special offer for customers wishing to upgrade their engines to TCM's Bendix line of magnetos. For a limited time, TCM will grant 100% core credit for any competitors magneto core returned for credit against new magnetos that are purchased to upgrade an engine's ignition system. The offer is subject to the following guidelines:

Credit for competitor's core will be granted for new magneto purchase only

Cores received must be comparable to replacement Bendix magneto-
No Substitution!

Core must be complete and able to be returned to service

Standard core return period applies

If you have any questions or comments, please contact Customer Service at 251/438-3411 or toll free at 800/326-0089 or via email at tcm.distributor@teledyne.com.

IT IS SAID YOUR LUCKY DAY WILL EXTEND.....

through all of 2009 if you buy and wear some IBDA merchandise by the end of this year. This was told to me by the Federal Government, who probably needs more luck than anything else to straighten out our economic woes. So if your concerned about the stock market, your dwindling 401K, or the loss of the dollars purchasing power, buy some natty Birddog attire and it will all be better soon. If I'm wrong at least you

will look very cool in your IBDA hat, shirts, or visor while holding your copy of Viper 7 and standing in the soup line with a IBDA CD and notepad in one hand. Christmas is just around the corner!!

AND WHILE YOUR BUSY RESTORING THAT BIRDDOG.....

you will get to a point when its time for stencils. In the Members Only area of our web site is already an outstanding source in the El Cajon, California area. An additional source is sent to us by IBDA Member Troy Cobb. The shop is:

Sign and Banner Solution

16127 Covello Street

Van Nuys, CA 91406

email: brian@sbssigns.com or scottts@scottts.com

The owner is a pilot, fly's a B-25 part time and all of the work is first class at a good price. 'Nough said.

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 continues to focus on the rear cockpit;

LAP BELT

the ends of the front seat lap belt can also prevent the instructor from applying brake and rudder if caught between the instructors foot and is rudder pedal

FIRE EXTINGUISHER

the fire extinguisher mounted on the back of the front seat can foul the instructors rudder pedals if it is loose on the attachment brackets, or installed incorrectly. Application of brake can also be prevented if the instructor puts his feet on the brake pedals ins such a position as to strike the fire extinguisher.

RADIO COMPASS

the instructor cannot reach the radio compass panel from the rear seat. Important that new students know how to operate the radio compass in the event the instructor gets lost.

ALTERNATE AIR LEVER

the alternate air lever in the rear cockpit cracks the instructor in the knee when the student operates the air lever in the front cockpit.

RUDDER PEDALS

on at least two occasions the entire rudder pedal has broken off at the floor. It is important to check the welds for cracks.

SHOULD ONE OF THESE PECULIARITIES BITE YOU.....

and you have a bad day at the Ranch, there is an option you might think about. Now its not fail proof, but if you have screwed the pooch anyway, it might be worth a try.

Let's say your trusty doggie gets away from you and groundloops. It happens and it can happen to any of us. Once its done all the wishing and hoping won't change history. However, filing a NASA form might mitigate some of the consequences. Although NASA forms are not applicable in "accidents", maybe you just had an "incident". There is a tad of grey area here and it might be advisable to use it to your advantage. We all hope and pray it will not come to this, but if it does, the NASA form might minimize some of the consequences. Think about it.....

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 57-6271

- 6253 CSG, USAF, Nah Trang
- 1Lt. Jerome Elkins (KIA)
- 1 crew, name unknown (KIA)

An O-1 Birddog failed to return from a visual reconnaissance mission just south of the DMZ. The observer may have been either a South Vietnamese or a member of the US Army. This was the third Birddog lost from the Nha Trang in a little over a month all six crewmen being killed.

2. O-1F 56-2539

- 19th TASS, 6250 TASG, USAF, Bien Hoa
- 1LT. Robert Marion Carn (KIA)

August 1965 was a bad month for the O-1 FAC community. A Birddog collided with another aircraft during a visual reconnaissance mission in Khan Hoa province in South Vietnam, bringing the number of O-1's lost during the month to five.

SPEAKING OF NOT FORGETTING.....

take a look at attachment "57-6273 damage.jpg". If you think you can fly the crates they came in, this one might give you second thoughts. According to IBDA sleuth Ken Hinks ".....Here's another picture I found of O-1E, 5706273, damaged from mortar (or recoilless rifle, so say the grunts) rounds. It was airlifted by the Army to Bien Hoa for repairs. Lai Khe c. mid 1967.....". Thanks Ken for all your hard research and keep it coming!

IT WOULD HELP YOUR SCRIBE IF ANY OF YOU.....

happen to have a source with contained the summary of Birddog losses for the Army. The book that is referenced above details the loss of all Navy, Marine Corps and Air Force aircraft during the time period mentioned. It is an incredible piece of statistical and informational resource.

For what ever reason it does not have any reference to Army aircraft. If you happen to know of an Army summary please let me know at N305AF@ktc.com so that our brothers with OD underwear can receive their well deserved recognition. Gracias!

AND TO MAKE SURE THE BOYS IN GREEN DON'T FEEL LEFT OUT.....

here is the scoop on a great new book on the Birddog heading our way. IBDA member Doc Clement says "Just thought that you might be interested in the fact that we have a publisher for our book on the "Catkillers" flying O-1 Birddogs in North Vietnam and the DMZ. You can preorder it now on Amazon.com, the name of the book is " A HUNDRED FEET OVER HELL" by Jim Hooper.

The book is being published by Zenith Press and they are talking to Barnes and Noble about promoting it for one of their Top 10 books of the year. So if you could tell the IBDA group about it, they can order now and save some money and it will be released in May 09. If you want more info please feel free to contact me at docclement@yadtel.net or cell phone 336/926-4128. Or Jim Hooper's E-mail is jhooper@aol.com .
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ADDITIONAL INFORMATION ON THE BIRDDOG IN GREEN

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is found on the web site

<http://www.transchool.eustis.army.mil/museum/koreafixwing.htm> . Some great shots of Army Birddog operating in Korea and carrying some very

interesting baggage under the wings. Thanks to IBDA Member Ken Hinks for finding this web site.

SPEAKING OF INFORMATION.....

a little reminder that we have a wealth of information regarding all manner of things about the Birddog in the "Members Only" section of our web site. It contains safety, mechanical, repair, parts and other info. Check it out by entering your password and if you have forgotten how to enter, contact our webmaster Roland Miller at rolandmiller@sbcglobal.net.

SHOULD YOU HAVE SOME PICTURES OR INFORMATION

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on two issues that relate to civilian restored Birddogs (not ones in the military) please pass them along to your scribe at N305AF@krc.com. :

1. Has anyone done at conversion where smoke is generated from one of the rocket tubes? Most of our folks have their smoke hooked up to the exhaust. We are curious if anyone has had sufficient engineering genius to hook up some device to allow smoke to roll out of the rocket tube upon demand.

2. Many years ago one of y'all had made an M-60 to hang under the wing of his Birddog with all the accoutrements. Anyone have a picture of that conversion? If you do please forward it to your scribe for our archives.

ON AN INTERNATIONAL NOTE.....

our Irish IBDA member Ed Morrow is never hesitant to spread the good word about the Birddog. Ed figures the best way to do that is to take some youngsters for a flight and show them what the mighty Birddog can do. If you look at attachment "Irish Dog 1 & 2", you will see Ed's nieces Laura and Becky ready to have just one of those experiences. Not only that, Laura has decided to join the Royal Air Force and currently does some gliding with the cadet force. The girls had such a great time witnessing Ed's airmanship that the word spread and Laura's cadets and instructors are lined up to get Birddog rides! Yup, Birddog fever can spread in a heartbeat and a smile!! Thank you Ed for allowing these lovely ladies to experience your outstandingly restored Birddog.

SO WHAT'S ON YOUR DANCE CARD FOR NEXT.....

year?? Oshkosh? Keokuk? Been there done that, but might do it again. Here is a very fresh and out of the box idea from IBDA Member and Birddog owner Tom Bown. In his own words:

"How about a Birddog fly-in/Pheasant Hunt for Birddog drivers in South Dakota sometime. Late October is the best time and the weather is usually pretty stable then. I've got some great hunting and two grass landing strips (09/27 & 13/31) right on the ranch and right in the middle of the pheasants. We can also pop a few hundred prairie dogs as they are more plentiful than desired. I can put up about 6-8 people in the ranch house in pretty good shape (more with blow up beds). A great place to tell tall stories, smoke cigars, share a few adult beverages and listen to the coyotes complain about the status of our country".

We thank Tom for his more than generous offer and will see what we can get organized. After all, flying Birddogs, hunting, adult beverages, grass strips and there-I-was stories-- can life get any better than that??? Let El Hefe Larry Flinn (C24712@aol.com) know if you might have a hankering to make this happen.

MONTHLY SAFETY MINDER.....

Here is the monthly message from our Safety Director Fred Mooney: Oil Pressure again: We have a lot of airplanes with oil pressure problems. THERE ARE MANY REASONS WHY THIS COULD HAPPEN. HERE IS ONE SCENARIO:

1. Have you rerouted your oil lines? If you have and the oil pressure problem shows up, go back and put them where they came from the factory.
2. There is an STC available from Air Repair to change the oil lines from the oil pump directly to the oil cooler. This gains a 200 lb. increase in gross weight if you do the STC. There are some airplanes out there that have a rerouted oil lines but don't have the STC. There is one small item in the STC that if you don't do it, you don't have the correct or any oil pressure. An adapter on the right front of the engine has to be cut. See Attachment "Oil Lines".
3. More items on the left side of the engine need to be oiled than on the right side. You can run the return line from the cooler to the left or right side.

These are my opinions only and you need to check with your licensed mechanic to do this STC correctly.

THAT'S ALL THE NEWS FIT TO BARK AT, SO BOWWOW FOR NOW!!