

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

ORAL HISTORY INTERVIEW OF DAVID BENA

April 7, 2005

Associated Reporters Int'l, Inc.
e-mail Courtsteno@aol.com

(800) 523-7887

ORIGINAL

1 David Bena - 4-7-2005

2 (The interview commenced at 10:00
3 a.m.)

4 MR. CLARK: This is an interview
5 at the New York State Military Museum, Saratoga
6 Springs, New York, the 7th of March 2005 -- 7th of
7 April 2005. It's approximately ten a.m.
8 Interviewers are Wayne Clark and Mike Russert
9 (phonetic spellings).

10 BY MR. CLARK:

11 Q. Could you give me your full name,
12 date of birth and place of birth, please?

13 **A. Yeah. David John Bena, born in**
14 **Saratoga Springs on December 10th, 1943.**

15 Q. What was your educational
16 background prior to entering the service?

17 **A. I went to college at Stetson**
18 **University in Deland, Florida and graduated in**
19 **1965.**

20 Q. All right. Did you enlist or
21 were you drafted?

22 **A. I enlisted. I would have been**
23 **drafted, but I had been involved in the Army**
24 **R.O.T.C. and did not complete that. I had hoped to**

1 **David Bena - 4-7-2005**

2 **be a helicopter pilot and when my eyes went below**
3 **twenty-twenty I realized I would not get in the**
4 **helicopter program. So, I did not continue in the**
5 **R.O.T.C. So, when I graduated from college I was**
6 **prime lead for the draft and so in a strange kind**
7 **of a way I beat the draft by joining the Marine**
8 **Corps.**

9 Q. Why did you select the Marine
10 Corps?

11 A. Well, I liked their uniforms.
12 They were known as pretty tough and I thought of
13 myself as pretty tough.

14 Q. Okay. Where did you enlist and
15 where did you go for your basic?

16 A. I enlisted in my senior year at
17 college down in Florida and then when I finished --
18 when I graduated from college I went to the Officer
19 Candidate Course in Quantico, Virginia. That would
20 have been autumn of '65.

21 Q. Okay. Could you describe your --
22 the course you took in --?

23 A. The Officer Candidate Course at
24 that time was approximately twelve weeks long. It

1 David Bena - 4-7-2005

2 was geared toward preparing one to be an officer of
3 marines. It was, in my opinion, a rather grueling
4 course. It involved lots of physical training,
5 extreme emotional pressure and academic -- academic
6 training as well.

7 Q. Okay. Where did you go after you
8 left basic?

9 A. On receiving my commission as a
10 second lieutenant I was assigned to what's called
11 the basic school which is also at Quantico which is
12 a six- month long course which prepares officers to
13 become infantry officers and also to explore the
14 other areas of marine officer life. And in the --
15 while I was there in the -- in the basic school I
16 found out that I could get into aviation without
17 having perfect vision which surprised me and
18 encouraged me. And I found out there was a program
19 called the Naval Flight Officer Program where
20 someone with eyesight no worse than twenty-forty
21 could become either a radar intercept officer in --
22 in F-4 Fantoms or a bombardier navigator in the
23 new aircraft called the A-6 Intruder or possibly a
24 E.C.M. officer in one of the old what was called

1 David Bena - 4-7-2005

2 then the F-10 Sky-Nights which was running, jamming
3 and intercept information regarding surface-to-air
4 missiles.

5 And so I took the flight aptitude
6 test -- exam and passed that and went to flight
7 school down in Pensacola, Florida. And in the
8 process of flight school fell in love with the A-6
9 Intruder and applied to become a valid bombardier
10 navigator which is what I did. And the flight
11 school was about maybe a year and a half in
12 duration or so. Following getting my wings I went
13 to Naval Air -- Marine Corps Air Station, Cherry
14 Point, North Carolina and started training in the
15 A-6 Intruder. The training was about -- I don't
16 know, maybe about eight or nine months before I was
17 qualified as a bombardier navigator and immediately
18 went to Vietnam.

19 Q. So, you're saying you fell in
20 love with the Intruder. Why? What -- what did you
21 like about it?

22 A. I liked the fact that the -- the
23 naval flight officer had a lot more to do in that
24 aircraft than the -- as a sub officer in the back

1 David Bena - 4-7-2005
2 **seat of an F-4 or as they call in an -- in an F-10**
3 **Sky-Night. And he just had more to do, more**
4 **challenging mission. It was -- at that time in**
5 **Vietnam the A-6 Intruder was the real work force of**
6 **the war. And it was delivering more -- more bombs**
7 **than any other -- any other aircraft in the naval**
8 **inventory.**

9 MR. RUSSERT: As a navigator did
10 you have to rely on using a plotter or was most of
11 it done electronically for you?

12 A. The -- the -- the beautiful thing
13 about the A-6 Intruder was that it was way ahead of
14 its time with navigation equipment. It had a --
15 an -- it had an inersial (phonetic spelling)
16 Navigation System, I.N.S. --

17 Q. Uh-huh.

18 A. -- which would by putting in the
19 coordinates, the latitude and longitude, it would
20 tell the airplane where it was. And then it had a
21 gyro which tuned that aircraft in to true north.
22 Once the aircraft knew where it was and where true
23 north was, you could simply put in coordinates and
24 that aircraft would give direction to the location

1 David Bena - 4-7-2005

2 you wanted to go. It -- it got affected by winds,
3 however, and the winds could throw you off. There
4 was another system that was put in the aircraft, a
5 Doppler system, which sampled winds and gave wind
6 information. But in the whole time I was in the
7 Marine Corps most of the Doppler systems did not
8 work well.

9 Q. Uh-huh.

10 A. And so we had to do a good bit of
11 radar work in addition to the Inertial Navigation
12 System. The radar screen could put you out about a
13 hundred fifty miles forward and -- and it was the
14 primary instrument for bombing. So, in the
15 navigation we would use latitude, longitude in the
16 Inertial Navigation System to go from point to
17 point. Suppose you're going for a target and we
18 had to evade enemy radar, anti-aircraft, so by
19 selecting latitude and longitude coordinates we
20 could go point by point to where the target was,
21 come in at the best angle. And then the radar work
22 took over and then was identifying on radar the
23 particular target. It may be a bridge, it may be a
24 rail yard.

1 David Bena - 4-7-2005

2 And then on the pilot side, on
3 the left side of the -- the cockpit the pilot had a
4 T.V. screen which looked like a highway and the
5 highway could tell him to go left or go right. And
6 if the pilot kept the highway centered he would be
7 on course, in tune with the -- the navigator's
8 directions. So, there was very little verbiage
9 needed.

10 Q. Uh-huh.

11 A. Also, the pilot that was to drop
12 bombs -- it was a two-man operation. One, the --
13 the bombardier, the navigator bombardier, ceased
14 becoming a navigator and become a bombardier when
15 you're on target. The bombardier by putting the
16 cross hairs on the target, then hit a button called
17 attack, and that told the computer to start
18 calculating the data needed to drop the bombs at
19 the precise moment. And a little light came on the
20 pilot's screen that said attack and then the pilot,
21 of course being the commander of the aircraft,
22 looked over everything and if it looked good, then
23 he would push a button on his stick called commit.
24 And when he hit that button commit, the computer

1 David Bena - 4-7-2005

2 took over the operation and would drop the bombs
3 itself.

4 And then after we dropped the
5 bombs -- we might -- might drop six or eight bombs
6 at a time, sometimes the whole load of twenty-two
7 bombs or twenty-eight bombs, then we would roll
8 left and roll right and look at -- get an estimate
9 of the bomb damage called bomb damage assessment,
10 and by looking, actually eye-balling how those
11 bombs were dropping.

12 Q. Uh-huh.

13 A. Our typical missions in Vietnam
14 were for the first six or eight months were bomb --
15 were missions into North Vietnam. At that time the
16 Marine Airway, first Marine Airway, was fragged to
17 the Air Force for missions in -- in Vietnam. And
18 the A-6 had a adaptation which allowed it to view
19 only moving targets if you turned the -- the
20 switches in a correct way. So, it was excellent
21 and we adapted toward bombing truck convoys
22 bringing supplies south from Hanoi Haiphong.

23 Q. Uh-huh.

24 A. And so our primary mission during

1 David Bena - 4-7-2005

2 those months was to do what we called road wreckies
3 where we would go fly up and down the roads of
4 North Vietnam and -- and then eventually Laos --
5 Laos and look -- look for truck convoys.

6 Q. What was your typical flight
7 attitude or altitude?

8 A. We -- we tried to stay at -- at
9 about five hundred feet above the terrain.

10 Q. So, you were pretty low?

11 A. It was low level.

12 Q. Uh-huh. Why?

13 A. There was an advantage to that.

14 It was pretty much below the triple aid that the
15 surface-to-air missile radar worked. So, that was
16 an advantage to us. Sometimes the -- sometimes the
17 surface-to-air missile people were able to pick us
18 up that low, but mostly they couldn't. Of course
19 the disadvantage was we were -- we were fresh meat
20 for the anti-aircraft guns. So -- so, a typical
21 mission would be to take off say out of Cho Liu
22 (phonetic spelling) -- we take off out of Cho Liu,
23 which would have been, I don't know, seventy or
24 eighty miles, maybe more, south of the

1 David Bena - 4-7-2005
2 demilitarized zone. And we would take off and go
3 out over the South China Sea, climb to somewhere
4 between twenty and thirty thousand feet, fly
5 paralleling the coast into North Vietnam and then
6 when cleared him into -- to the target area, we
7 would descend down to about five hundred feet above
8 the terrain, flying in a prescribed route. There
9 were several missions going on and a lot of times
10 in the road wrecking business so we had to -- we'd
11 have to cover maybe a hundred mile stretch of road.
12 And we would travel up and down the road. We had a
13 target time of thirty minutes on target.

14 Q. Uh-huh.

15 A. And -- and if it -- if it was a
16 hot night, lots of traffic, we might hit four or
17 five targets with five bombs each. If it was a
18 slow night we would always have a secondary target
19 which could be a -- a ferry crossing or an ammo
20 storage place once in a while a bivouac area. And
21 if we had bombs left over as we posed in our
22 thirty-minute time slot we would then drop on the
23 secondary target. Then we'd come back out over the
24 water, climb back up to an altitude and come home.

1 David Bena - 4-7-2005

2 Usually the mission was between one and a half to
3 two hours.

4 Q. Did your aircraft ever receive
5 any battle damage?

6 A. Well, I came back with battle
7 damage twice. And it's -- it's incredible that
8 those airplanes did not get hit as often. Flying
9 in -- flying in Vietnam -- in North Vietnam at that
10 time was considered rather dangerous business.
11 There were -- there were lots of anti-aircraft guns
12 and they were mostly on trucks and so they moved
13 them around a lot.

14 Q. Uh-huh.

15 A. And there were -- then of course
16 we'd try to guard the roads because they wanted the
17 truck -- truck convoys to get through. And then
18 the ferry complexes and the ammo storage areas were
19 reigned with anti-aircraft guns. So, it -- you
20 would fly through it. It was like -- it would be
21 like flying through a fireworks display. There
22 would be different colored tracers all over and
23 you'd fly right through them. And it's amazing
24 there wouldn't be more -- more damage or even hits.

1 David Bena - 4-7-2005

2 And after a while we got kind of complacent, we
3 figured we'd never be hit. So, every so often
4 somebody got hit and that helped move away from the
5 complacence.

6 Q. Uh-huh.

7 A. One -- one hit was under the
8 wing. The -- the -- the A-6 Intruder was a very
9 powerful aircraft. It had two -- two powerful jet
10 engines. And so it was able to carry a lot of
11 armor plating. So, armor plating was what we had
12 under the aircraft, under the fuselage and under
13 the wings to a certain extent. So, I think it was
14 a thirty-seven millimeter, a pretty powerful gun,
15 hit under the wing one time and it made a hole the
16 airplane, but we were still able to continue home.

17 Q. Uh-huh.

18 A. And then one time we got hit
19 under the fuselage and all that did was ding off.
20 So, those were the only two times we got hit.

21 Q. Did your unit lose any aircraft?

22 A. We lost -- I don't know how many.
23 We lost a number of aircraft, yes, and crew
24 members. And -- and if you got hit in North

1 David Bena - 4-7-2005

2 Vietnam and you could not get out over the water,
3 it was tough to get out -- out of there. You were
4 going to be a P.O.W. --

5 Q. Uh-huh.

6 A. -- or dead, one or the other.
7 And several of my friends were in P.O.W. camps,
8 some died, maybe being shot by people or we don't
9 know if it's actually what happened to some of
10 these folks.

11 Q. Were you ever fired at by a SAM?

12 A. Yes. Certainly. Probably two or
13 three times. Not often because we were so low.

14 Q. Uh-huh.

15 A. The -- the little prevent --
16 actually the E.C.M. birds were not helpful because
17 they would catch the launch after the launch and
18 usually they would tell us there was a missile
19 being fired after we had evaded it. So, we had --
20 we had little instruments in our aircraft to
21 alarm -- show alarm when -- when a missile -- when
22 we were locked on and then it would show a
23 different alarm when the missile was actually
24 launched. And eventually after I'd been there some

1 David Bena - 4-7-2005

2 months we had this little instrument that gave the
3 direction by a needle as to where that missile was
4 coming from. And so what we had to do was to
5 find -- find that missile heading course and then
6 the pilot did his pilot stuff and that was to evade
7 that -- that SAM and to fly at it and then to fly
8 away from it, climb, descend. And the bombardier
9 navigator was the prayer, did a lot of praying and
10 kept reading off altitude and attitude while this
11 whole extravaganza was going on. So, that's the
12 way it worked.

13 Q. Now, you flew over two hundred
14 fifty-two missions in thirteen months?

15 A. Yes.

16 Q. How often did you fly?

17 A. We -- mostly every day. We -- we
18 were a night -- mostly a night squadron. And we'd
19 like fly seven or eight days in a row and then get
20 a day off. We also were able to get out of country
21 every so often. Because we had an airplane we
22 could fly over to the Philippines for a little
23 break or fly into Thailand. So, you might get --
24 you might fly fairly steady for three weeks and

1 David Bena - 4-7-2005

2 then you might get away for a day or two, maybe a
3 week. There would be things we -- we could do. In
4 the Philippines one of the fun things was going
5 through their survival -- jungle survival training,
6 which we enjoyed a lot. There also they had what
7 they called mini R and R's where if you got
8 selected you could get on a contract aircraft to
9 the flight places like Hong Kong or Chloe. Some
10 people even got to go to Australia and some got to
11 go to Taiwan. So, you can go for three or four,
12 five days depending on how long that -- the R and R
13 was. So, that was the -- the -- the pattern was
14 for us to mostly -- mostly flew at night was that
15 we would get up and do a mission because we had
16 flown the night before. And then we'd go into
17 the -- the office so to speak, it was a couple of
18 shacks, and do our ground job. Each -- in the
19 Marine Corps every flyer had a collateral duty.
20 And for instance I was the flight safety officer
21 for the squadron.

22 So, we'd go in for several hours
23 and do our -- our ground job and about four o'clock
24 in the afternoon we had the briefing for the night

1 David Bena - 4-7-2005

2 missions. So, everybody was -- that was flying
3 would come to a -- a -- kind of a hut and there we
4 would each be given our targets for that night.
5 And the -- the crews would be together. We -- we
6 were crewed up and for most of my time I had one
7 pilot. So, we would -- we would get together for
8 the crew briefings. They'd give us the targets for
9 the night. Then after the meeting broke up we
10 would look over the targets, figure out how we
11 wanted to approach it.

12 And -- and then depending -- the
13 flying operations for the night started at pretty
14 much dusk and they would go until dawn. And so
15 depending on when we were flying, if we weren't
16 flying until early -- early in the morning we'd go
17 watch the -- the movie of the night, get a little
18 rest, then get up and fly. Or we'd fly right away
19 and then after we finished flying, come back and --
20 and party a little bit and then hit the rack. And
21 that was pretty much the way it went seven days a
22 week.

23 Q. Did you have any kind of
24 debriefing when you returned?

1 David Bena - 4-7-2005

2 A. We always had a debriefing.

3 Thank you. When we pulled the
4 aircraft into the revetments the first thing we did
5 was of course debrief the aircraft system, how was
6 it working, what broke, what didn't work well.
7 Then we would have what was called the intelligence
8 debriefing and there we would have to give specific
9 information about what targets we hit, what we
10 considered the damage to be. If there are other
11 aircraft in the area at times they would give us
12 verbal damage estimates. We would also have to
13 give information on any aircraft fires, SAM's
14 threats, et cetera. So, then when that debriefing
15 was over, then we were -- we were cleared to -- to
16 go back into --.

17 Q. How long did those briefings and
18 debriefings usually last?

19 A. The -- the intel debriefing you
20 always had to count about an hour. And there would
21 be an intelligence officer there. Always -- always
22 had intelligence officer debriefing.

23 Q. Uh-huh. What were your living
24 conditions like, what kind of buildings did you

1 David Bena - 4-7-2005

2 live in, et cetera?

3 A. We lived in quonset huts.

4 Because we were night flyers we had air
5 conditioning because we slept mostly in the day and
6 was -- most of the year in Vietnam it was quite hot
7 and humid. So, take a -- take a quonset hut and
8 divide it by four, which gives you four rooms, two
9 crewmen in each room. That's how -- that's how we
10 lived. That was in Cho Liu. When I got up to Da
11 Nang -- I was in Liu for ten months and then the
12 last three months, when I toured, I was in De Nang.
13 In Da Nang it was more crowded and so there might
14 be three crewmen to a room up there. And then you
15 go outside, walk down the way a little bit and
16 there would be a bathroom.

17 When I first got to Cho Liu there
18 was no running water and so we had outhouses to use
19 and we'd get water where we could to clean up.
20 After I'd been there maybe two months we got water,
21 we got flushed toilets. Wow, what a miracle. And
22 we got showers. Of course we didn't think about
23 hot showers and that came down -- I don't know if
24 we ever got hot showers.

1 David Bena - 4-7-2005

2 We ate in a community mess hall
3 which was -- it doubled as the officer's club. It
4 was a thatched roof, big shack. And there we would
5 take our meals, watch a movie, socialize, U.S.O.
6 shows. That shack would take care of four
7 squadrons of aircraft. They were Three Eight-Four
8 Skyhawk squadrons and then our A-6 squadron. In a
9 typical A-6 squadron there would be somewhere
10 around thirty-five officers or -- or flying
11 personnel. In an A-4 squadron there would be more
12 like twenty or maybe twenty or twenty-five. So,
13 we're talking about a hundred airmen hanging around
14 the -- the officer's club for meals.

15 Our meals were prepared, hot
16 meals. We -- we had -- being in the flying
17 business we had better accommodations than did the
18 ground hounders. So, we had prepared meals for us.
19 We -- we didn't have many eggs, so we did powdered
20 eggs a lot. But for dinner once a week we had
21 steaks, barbecued outside on the grill, which was
22 the highlight of the week for us.

23 Q. Now, did your aircraft require a
24 lot of maintenance or minimal or --?

1 David Bena - 4-7-2005

2 A. The A-6 was -- had the worst
3 maintenance record of any aircraft in the naval
4 inventory. Because it was so sophisticated at that
5 time and so new it wasn't -- it was an airplane of
6 black boxes.

7 Q. Uh-huh.

8 A. And a lot of those black boxes
9 were went down or stopped working. So, there was a
10 lot of maintenance per hour, per flying hour. At
11 one point it was fifty hours of maintenance per one
12 flying hour for our aircraft. A lot of avionics in
13 those things.

14 Q. Uh-huh.

15 A. And so we -- sometimes, I
16 wouldn't say often, sometimes we would fly with a
17 degraded airplane. Maybe the computer wasn't
18 working and so we would go up with radar only. The
19 Doppler hardly ever worked, so we never had
20 accurate wind data only what we could sort of work
21 into the -- work into it ourselves.

22 Q. Uh-huh.

23 A. Radar screen, of course if you
24 don't have a radar screen you're not -- not going

1 David Bena - 4-7-2005

2 to do the mission. Now, we didn't only do North
3 Vietnam missions, we did also night guided bombing
4 missiles in -- missions in South Vietnam where we
5 were controlled by a marine on the ground in a tent
6 who has us in radar contact. Those were called
7 T.P.Q. missions and I have lost my memory as to
8 what those mean.

9 Q. Uh-huh.

10 A. But it was the target was
11 acquired by personnel on the ground. This would be
12 a little bit like the -- the B-52 arc-like missions
13 where you would just do a carpet of bombs across an
14 area. An A-6 could carry twenty-eight
15 five-hundred-pound bombs. So, you got four of
16 those airplanes flying in formation, you had over a
17 hundred bombs. So, it -- it could be that on a
18 given night we may go up in a four -- four-aircraft
19 flight a section and -- and flying to about twenty
20 thousand feet and be directed from the ground, a
21 ground control bomb dropping where we would carpet
22 the jungle.

23 Q. Now you did this from high
24 altitudes?

1 David Bena - 4-7-2005

2 A. Twenty thousand feet. Twenty to
3 twenty-five thousand feet.

4 Q. Was -- was your physical target
5 like the Ho Chi Minh Trail or -- or you --?

6 A. Yeah. Actually the bombing
7 missions were interdiction truck convoys. Those
8 were various aspects of the Ho Chi Minh Trail
9 because the Ho Chi Minh Trail went from the -- the
10 coast of North Vietnam right to Laos.

11 Q. Right.

12 A. So, it wasn't just one trail, we
13 did a lot of that. Now, with the carpet bombings,
14 those were all in South Vietnam and they would
15 be -- they would be areas where the enemy was
16 supposed to be concentrated.

17 Q. Uh-huh.

18 A. And what I was getting to was, we
19 used the degraded aircraft where we could on those
20 T.P.Q. missions because all we needed to drop bombs
21 in a T.P.Q. mission was an -- screen with the drop
22 on the stick. And so the -- the -- the bombardier
23 navigator could fall asleep on those missions
24 because all you did was go up to altitude, get

1 **David Bena - 4-7-2005**

2 **lined up, follow the instructions of the ground**
3 **controller and when he said hack, hack, the pilot**
4 **dropped the bombs and we'd go home. You didn't**
5 **need a lot of radar for that, didn't need a**
6 **computer.**

7 Q. Uh-huh.

8 A. So, those -- so the aircraft that
9 **were deeply degraded were not used for the North**
10 **Vietnam missions.**

11 Q. Was this an all weather aircraft?

12 A. Yes. It was called an all -- all
13 **weather radar bomber which is why we used it at**
14 **night.**

15 Q. Uh-huh.

16 A. We didn't really ever have to see
17 **the ground.**

18 Q. How do you think your training --
19 **was it adequate enough for combat -- the combat**
20 **situations you were in?**

21 A. No. I could have used a lot more
22 **training before I got to Vietnam, but we were short**
23 **of people.**

24 Q. Uh-huh.

1 David Bena - 4-7-2005

2 A. So, I -- I spent several months
3 practicing bombing in the mountains of North
4 Carolina, of course not dropping those bombs.

5 Q. Uh-huh.

6 A. And then we had several
7 deployments to Yuma, Arizona which was -- which had
8 a -- a live drop area that we would actually drop
9 live ordinance. But I -- I learned a lot by
10 actually dropping bombs in North Vietnam. I
11 learned a lot about radar imagery, I learned a lot
12 about how to get around degrees to still -- to
13 still do the -- do the bombing. It took a couple
14 of months actually in country to where I really
15 knew that system well.

16 Q. Did you ever have much contact
17 with the Vietnamese people?

18 A. Very little. On our base at Cho
19 Liu we had some Vietnamese who worked on the base,
20 barbers, waiters, waitresses, laundry people. We
21 also had something called -- I think it was called
22 Civil Action where we would be involved in trying
23 to do something nice for the people of Vietnam.
24 And that would be doing work on a school, providing

1 David Bena - 4-7-2005

2 food to a village, and so we would go out to these
3 villages in -- in trucks, large trucks. We'd sit
4 in the back of the trucks. And -- and go out and
5 try to mix with the people. Of course they didn't
6 understand English and we didn't understand
7 Vietnamese, so it was mostly standing around
8 smiling at them and having pictures taken. That's
9 about it as far as getting to know the -- the
10 Vietnamese people. I know the ground pounders got
11 a lot of -- of action talking to the Vietnamese,
12 but we just didn't.

13 Q. Did you all ever name your plane
14 or anything at all or --?

15 A. No. In fact we didn't --
16 although we had our name on an airplane --

17 Q. Uh-huh.

18 A. -- the pilot and I had our name
19 on an airplane, we didn't fly that airplane except
20 when it was assigned to us. Airplanes were
21 assigned based on whether they were in fully
22 working -- working order and they got to go to
23 North Vietnam and as -- and as they became more and
24 more degraded the mission changed. And so whatever

1 **David Bena - 4-7-2005**

2 **you were up for that night that yours you flew the**
3 **airplane that, isn't assigned to you.**

4 Q. So, you -- you jumped from plane
5 to plane, you weren't always on the same plane?

6 A. No. We had fifteen airplanes and
7 probably -- probably flew on all fifteen of them.

8 **BY MR. CLARK:**

9 Q. Uh-huh. How did you feel
10 about -- were you affected by and how did you feel
11 about the rules of engagement?

12 A. At that time I was too stupid to
13 question. I think we probably dropped a lot of
14 bombs on trees. We wasted a lot of money. It got
15 to be where every time our secondary target was set
16 to be a bivouac area we figured that meant that
17 they had run out of secondary targets and so they
18 were assigning us a part of the jungle to destroy.
19 The primary mission, truck convoys, was very clear
20 and very understandable. No one would be on those
21 roads unless they were carrying supplies either
22 down to South Vietnam or carrying trucks and troops
23 back to North Vietnam. That was clear. That was a
24 definable mission that worked. The secondary

1 David Bena - 4-7-2005

2 target missions were questionable as to whether we
3 ever did anything with those. And the T.P.Q.
4 missions I have no earthly idea what we were
5 dropping bombs on.

6 Now, there's one part of what we
7 did that I haven't mentioned and that was called
8 close air support. And close air support was a way
9 of -- was flying a mission in direct support of
10 friendly troops, friendly marines. And that was
11 basically dive-bombing. The bombardier navigator
12 on a dive-bombing mission, his job was to count
13 backwards starting at eighty thousand feet, seven,
14 six, five, standby, standby, hack, and the pilot
15 dropped the bomb. So, that was basically a -- a
16 pilot's dream because pilots love dive-bombing.

17 Q. Uh-huh.

18 A. We didn't get to do it very much
19 in the A-6 Intruder. The A-6 was not particularly
20 a great close air support aircraft. It -- you
21 couldn't do napalm, for instance. And so most of
22 the A-6 dive-bombing missions were you'd drop the
23 bombs at a about three thousand feet, you pull out
24 about a thousand feet, and you go back and do it

1 David Bena - 4-7-2005

2 again. Now, the full air controllers on the ground
3 are called FAC's which were marine aviators
4 themselves or naval flight officers, would call in
5 the air -- the air strike request and then they
6 would be -- they were on an F.M. radio, we were on
7 V.H.F. So, we couldn't communicate directly, so
8 there was the middle man.

9 The middle man was an airborne
10 FAC who had both radios in his airplane. And that
11 way he might be flying what was called a -- an --
12 an OB-10, it was called a Broncho (phonetic
13 spelling) or possibly, you know, two little --
14 little airplanes -- little airplanes who would fly
15 over the target area and suppose a battalion was in
16 combat against the enemy and the enemy was
17 particularly rough and they -- they felt -- the
18 Americans felt they couldn't take this North
19 Vietnamese unit unless they had air power. And so
20 they would -- they would call in air strikes from
21 American aircraft. And suppose our Americans were
22 on one hill and the enemy was on the next hill, we
23 would try to pulverize the hill.

24 Q. Uh-huh.

1 David Bena - 4-7-2005

2 A. We never saw -- you know, we saw
3 where the bombs hit, but we didn't see anybody --
4 any -- anybody get killed because we -- we didn't
5 get that close. But the airborne FAC would report
6 the damage to us as to how we were doing and so a
7 typical mission might be two or three or four A-6
8 Intruders pulverizing a hill. And we would just
9 take turns dropping. We'd drop a couple of bombs
10 at a time, three or four bombs at a time and so you
11 might make five or six runs in a mission and
12 then -- and then go home. We -- we did a lot -- a
13 lot of that. Those were daytime missions with some
14 night -- night close air support missions. And
15 those you did under flares. Another aircraft would
16 fly around dropping flares --

17 Q. Uh-huh.

18 A. -- and we would -- we would drop
19 bombs looking at that. Eventually when I'd been
20 there about six months a new concept came in
21 actually that I'd help develop back in -- in the
22 states which was called a Beacon Close Air Support
23 Mission. That was geared for Intruders because it
24 was meant to -- to do in bad weather. And how that

1 David Bena - 4-7-2005

2 worked was the -- the FAC on the ground, full air
3 controller, had a beacon, oh, just a little -- a
4 little metal gadget which sent out a signal. And
5 so he would turn that beacon on and if I was the
6 bombardier navigator that -- that beacon would show
7 up -- that signal will show up on my radar screen.
8 And then he would give me information from where he
9 was to where the target was. Since I knew where he
10 was he would say the target bears zero two zero
11 from my position, which would be northeast --

12 Q. Uh-huh.

13 A. -- at five hundred meters which
14 we did feet in an aircraft, so I'd combined that --
15 convert that, okay, to fifteen thousand feet. And
16 the -- my -- I'm at altitude twenty feet and the
17 enemy is altitude sixty feet. And I would put that
18 into the computer and then the -- then the radar
19 would show me a target. It was called offset
20 bombing by -- by lining up on the FAC's beacon and
21 in a sense keeping our clusters on the beacon the
22 aircraft would actually fly to the target and drop
23 the bombs. Just needed to make sure you put in the
24 offset or you would bomb the -- the -- the enemy --

1 David Bena - 4-7-2005

2 the friendly rather than the enemy. And that
3 allowed for all weather close air support, which
4 was really a revolutionary thing. So, when the
5 A-4s and the F-4s couldn't get off the ground to
6 help with close air support we just went up and we
7 did it day or night.

8 Q. Uh-huh.

9 A. So, my last six months we stood
10 down from bombing North Vietnam and we -- we did
11 mostly beacon runs, truck convoys in Southern Laos
12 and some close air support.

13 Q. What were -- I know being an
14 officer what were relationships like in your unit?

15 A. Among the officers it was like a
16 fraternity. The flying squadron I -- I don't know
17 about how the Army --

18 Q. Uh-huh.

19 A. -- or the Air Force I must say on
20 them. Most of the officers were in their early to
21 mid twenties and there would be a couple -- a
22 couple of old guys who were maybe in their mid
23 thirties. They were the -- the Commander and the
24 Ops Officer and the Deputy Commander. So, it was

1 David Bena - 4-7-2005

2 mostly a bunch of guys mostly just out of college
3 and about the size of a fraternity, you know,
4 thirty to forty of us.

5 Q. Uh-huh.

6 A. We -- we got along I think most
7 of the time quite well. All types of conditions of
8 the people, all religious backgrounds, we just put
9 it together and did -- did the mission. As far as
10 the enlisted guys, we have about maybe two hundred
11 fifty in the squadron. They did everything from
12 aircraft maintenance, to security, to clerk. All
13 of us had enlisted people that worked for us to do
14 our part of the mission and that was -- I don't --
15 I don't remember any difficulties. We pretty much
16 worked together strong as esprit de corps, got
17 along quite well.

18 Q. Were you aware of the anti-war
19 movement?

20 A. Not really. I mean I know it was
21 going on, I was there in 1968 and 1969. We didn't
22 pay much attention to it. In fact I remember in
23 1968 we had a movie come through called Barberella
24 with Jane Fonda.

1 **David Bena - 4-7-2005**

2 Q. Yeah.

3 **A. And we did have a discussion as**
4 **to whether we were actually going to watch the**
5 **movie or not. We decided it wasn't worth the**
6 **protest and so we enjoyed the movie.**

7 Q. Speaking of that, now that she's
8 somewhat apologized, what -- how do you feel
9 about -- about that and -- and her? She raised at
10 least -- she was --.

11 **A. Yes.**

12 Q. I don't know if --.

13 **A. I do. I know that she apologized**
14 **for sitting on the aircraft --**

15 Q. Yeah, pro bonos.

16 **A. -- anti-aircraft. You know, we**
17 **all have to walk our own turf. She's made peace**
18 **with it, so have I.**

19 Q. Okay. I was just curious. And
20 you left Vietnam or you left the Marine Corps --
21 regular Marine Corps in '70?

22 **A. Yeah. I came back from Vietnam**
23 **in May of 1969.**

24 Q. Uh-huh.

1 David Bena - 4-7-2005

2 A. While I had been in Vietnam I had
3 come to a close relationship with God and in the
4 process sensed that God was calling me to ordained
5 ministry and so when I got back from Vietnam I
6 started flying for seminary through my church. And
7 so I served another year and two months on active
8 duty in the Marine Corps.

9 Q. What did you do during that time?

10 A. I flew.

11 Q. Uh-huh.

12 A. I was an instructor, bombardier
13 navigator. Also, an admin -- administrative
14 officer for the squadron. And I -- I actually
15 resigned from active duty in August of 1970 so I
16 could enter seminary in September of '70. But I
17 remained in the Marine Corps Reserve for the time I
18 was in seminary.

19 Q. So, why did you go to the Air
20 Force and the Air Force Reserve?

21 A. A long story. My -- my sense of
22 call was to finish seminary and go back to the
23 Marine Corps as a chaplain. I found out while I
24 was in seminary that actually those chaplains who

1 David Bena - 4-7-2005

2 walked around us were not marines, they were navy
3 personnel because marines don't have chaplains.
4 They don't have lawyers. Well, they do have
5 lawyers, but they don't have doctors. They --
6 they -- since they're part of the sea service they
7 use naval personnel for those functions. And so
8 when I talked to the navy I was told that yes, I
9 probably could get into the navy chaplaincy, but as
10 far as serving with marines, that would be once in
11 a while kind of a deal. Mostly I would be sailing,
12 sailing over the ocean blue. I never liked ships
13 much myself.

14 And so while I was interested in
15 the navy chaplaincy when an Air Force position came
16 available I -- I accepted it. That was not run by
17 me anyway, that was run by my church. Our church
18 decided who went into what service and so since I
19 had been in the air wing anyway in the Marine Corps
20 when I was offered the position in the Air Force I
21 took it.

22 When I think back on it this was
23 now during the Vietnam draw-down and so people were
24 getting out of the service. I'm not sure I would

1 David Bena - 4-7-2005

2 have either been able to get into the navy
3 chaplaincy because the navy chaplaincy was chocked
4 full of chaplains who were not eager to leave the
5 service. Whereas the Air Force for some reason was
6 beginning to develop opening and I got one of them.

7 Q. And you ended up going out of the
8 Air Force Reserve into the Air Force itself.
9 What -- what -- what did you do there?

10 A. Well, my intention was active
11 duty all along.

12 Q. Okay. All right.

13 A. Yeah. Yes. So, when I
14 finished -- when I finished seven or eight I
15 actually remained a Marine Corps Reserve officer
16 for two years into my priesthood. And then I was
17 able to -- I was given the opportunity for the Air
18 Force and -- and that started with a reserve
19 assignment. So, I was a reservist for a couple of
20 years before the active duty assignment came on.
21 So, then I was recalled to active duty -- oh boy,
22 probably the end of 1977.

23 Q. Okay. And how long did you stay
24 in the Air Force?

1 David Bena - 4-7-2005

2 A. I stayed on active duty until I
3 retired in December of 1992. Once again, I was
4 called out of active duty by our church so that I
5 would go -- go on and assist our mission for the
6 armed forces as a civilian to take care of
7 chaplains around the world of all three services.

8 Q. How do you think -- well, did you
9 stay in contact with anyone that was in service
10 with you?

11 A. My pilot. We're still very close
12 friends. He lives down in Florida. We get
13 together at least once a year. We've been through
14 a lot together and not only in the war, but after
15 the war. We helped each other a lot in the
16 difficult situations. He's now seventy and he's
17 had some health problems, so I've -- I've
18 maintained contact with him. Also, a fellow
19 bombardier navigator who lives down in Albany, we
20 get together for lunch. We had a -- we had an A-6
21 reunion when the A-6's went out of business, but I
22 was not able to attend because I was on a
23 conference in Europe. So, I have limited contact
24 with them. We're going to have a reunion of

1 **David Bena - 4-7-2005**

2 **marines in July out in San Diego and I'm -- I'll**
3 **see some of the -- some of the guys then.**

4 Q. Did you join any veterans
5 organizations at all?

6 A. I really haven't. Not that I'm
7 not interested, but I'm -- I'm moving pretty
8 quickly here in this job and I just -- I haven't
9 been in a situation where I could attend meetings
10 or anything like that. I was approached about
11 joining the V.F.W. and I -- I didn't, but I did --
12 I did join reserve -- no, Retired Officers
13 Association while away and I was involved with that
14 work for a couple of years. But once again a lot
15 of that was Sunday afternoons and I'm kind of busy
16 on weekends. So, that's where it is for me.

17 Q. Did you make use of the G.I. bill
18 at all?

19 A. I went through seminars on the
20 G.I. bill.

21 Q. Okay. How do you think your time
22 in the service changed or had an affect on your
23 life?

24 A. It had a major affect. When I

1 David Bena - 4-7-2005
2 went into the Marine Corps at age twenty-one I was
3 still an immature college kid. I believe I not
4 only got my life straight with God, but I learned a
5 lot about myself and how far I can go and what the
6 envelope is for my own life, what I can handle,
7 what I can't. I learned how to get my emotions in
8 control, I learned how to deal with alcohol. And
9 that -- that five years of active duty in the
10 Marine Corps really set me straight on what life is
11 really all about and I really appreciate that.

12 Q. Can I ask you a question going
13 back to -- to that. Lots of times when we've --
14 when we've talked to pilots and air crews from
15 World War II they said when they were off duty they
16 drank a lot. And did you find that problem --?

17 A. Oh yeah. That's basically our --
18 our recreation in combat was basically alcohol. I
19 mean we did have the movie of the night. Sometimes
20 a -- a U.S.O. show would come through, but
21 basically it was then you were out drinking beer.
22 We didn't have a lot of hard booze. There was
23 some, but mostly we just drank huge quantities of
24 beer.

1 **David Bena - 4-7-2005**

2 **BY MR. RUSSERT:**

3 Q. There wasn't anything else to do;
4 right?

5 A. Well, then after I -- after I
6 really started walking closer with God my -- my
7 alcohol intake went down.

8 Q. Uh-huh.

9 A. And my Bible reading intake went
10 up. But I tried to do that in a graceful way so
11 that I didn't look like some kind of a holier than
12 thou person on -- on a crusade.

13 Q. Uh-huh.

14 A. In the squadron they would be
15 thirty some officers, a -- a small percentage did
16 not drink, but -- but we all partied. And I didn't
17 see -- you know, I may have been naive, but I
18 didn't see anybody crashing because of use of
19 alcohol. And we -- we maintained a rule about how
20 much time elapsed between drinking alcohol and
21 flying. That was -- that was a rule. I -- I can't
22 remember now, I think it was eight or ten hours and
23 so nobody flew drunk. We did maintain very careful
24 rules about how we -- how we -- how we drank

1 David Bena - 4-7-2005

2 alcohol.

3 Q. Uh-huh.

4 A. I -- I didn't know of any
5 marijuana use while I was there. I did address one
6 marine for marijuana use on a tip when I was duty
7 officer, but there was not that -- as far as I
8 know, very -- there was very little marijuana use.

9 BY MR. CLARK:

10 Q. Okay. I have some photographs.
11 If you could hold them like this where you can
12 focus and just tell me where, when, what date.

13 A. Okay. Great. Okay. This is a
14 photo taken in 1968. This -- this was not my
15 pilot. My pilot was on R&R and so I flew with one
16 of the greatest guys in the squadron. We called
17 him Cosy Cohen (phonetic spelling). And so I was
18 thrilled to be able to fly with Cosy on a daytime
19 close air support mission. And he was exemplary in
20 his piloting skills. And that's us standing in
21 front of the aircraft before taking off.

22 Q. Okay.

23 A. Okay. This is in 1969 after I
24 had moved to Da Nang. Once in a while we would

1 David Bena - 4-7-2005

2 have a daytime attack, a mortar or a rocket attack,
3 on our base and this particular attack one of the
4 rockets or mortars hit the bomb dump and what you
5 see in the background is our bomb dump going up.

6 Q. Okay.

7 A. And it did a job on our Quonset
8 Huts and that's me standing there in my flight
9 jacket and gas mask watching the bombs -- actually
10 I was feeling the bombs because as they went off we
11 actually were catapulted into the air.

12 This is a -- a picture of me as a
13 duty officer as -- we have two kinds of duty
14 officer activity. One of was squadron duty
15 officer, S.D.O., and that person was in charge of
16 the aircraft for a twelve-hour period, assigning
17 crews to aircraft, making sure our aircraft got off
18 on time, if there were maintenance difficulties,
19 getting maintenance out to -- to fix those
20 aircraft. And so this is -- this is me one night
21 as the squadron duty officer in our what we called
22 a ready room in Cho Liu Vietnam in 1968. I'm a
23 young captain there in my utility uniform. When
24 you were the squadron duty officer you -- you wore

1 David Bena - 4-7-2005

2 your utility uniform rather than your flight suit.

3 The other kind of duty you had
4 was the officer duty of the day, O.D.O. And that
5 was an outside duty where you did security of the
6 squadron area and when you did that work you wore a
7 flack jacket and a helmet and your weapon and you
8 had a troop of marines around you. And what you
9 did was basically cover the parallel of the -- of
10 the base area.

11 Q. Did you ever carry a side arm
12 when you were up there flying?

13 A. Always. Always had it with me.

14 Q. What did you carry?

15 A. The standard issue was a
16 thirty-eight stub nose pistol.

17 And this is a photo of me as an
18 Air Force chaplain in my last couple of years in
19 the Air Force. And everyone had to have what they
20 called a promotion-jacket-photo. There it is, my
21 promotion-jacket-photo.

22 Q. Okay. And how about this?

23 A. Okay. This is a book I wrote
24 called Mounting Up with Wings as Eagles, a Vietnam

1 David Bena - 4-7-2005

2 story. It's a historical novel. I actually wrote
3 it in the mid '80s, not thinking about trying to
4 sell it, but I was trying to get something that was
5 allowed about what people did for the war, get
6 something written down that my son could read some
7 day. And he read it. It seemed interesting to him
8 and that was the end of it until about 1993, '94
9 when McNamara (phonetic spelling) made his speech
10 about his idea that the war had always been futile
11 and that he had known it was futile, but still
12 prosecuted the war. I -- I got so angry that I got
13 the manuscript out and actually wrote it as a book
14 to show what life was really like with a
15 typical --.

16 Q. How much of this is based on
17 reality?

18 A. Almost all of it's based on
19 reality.

20 Q. Did you change names or --?

21 A. Yes, I changed the names. Yes.

22 Q. Okay.

23 A. In this war I did not come back
24 from Vietnam, in this -- in this book.

1 David Bena - 4-7-2005

2 Q. I notice you have a flight log.
3 I just saw this here.

4 A. Yeah. It -- that's another
5 thing. We -- we had to keep a close record --

6 Q. Uh-huh.

7 A. -- of -- of what -- what we did.
8 And actually what's today, the 7th?

9 Q. The 7th. Yes.

10 A. Yeah, on the 7th of April -- let
11 me see now, it's 1970. On the 7th of April, 1969
12 in Vietnam I flew a beacon mission with Lieutenant
13 Colonel Costello (phonetic spelling) who was not my
14 pilot because my pilot had rotated back to the
15 states. And the mission was one point five hours
16 and half of that was instrument time. Half of it
17 was visual flight -- flight rules. It tells me the
18 aircraft I flew in, which was one five five six two
19 three. And so that's -- every person who's ever
20 flown and you have a flight log, has a flight log
21 and it -- it shows the flying I did from the time I
22 jumped in an aircraft for the first time until my
23 last flight with the marines.

24 Q. Maybe if you could hold that up

1 David Bena - 4-7-2005

2 also and just --.

3 A. Okay. Here's what's called
4 aviator flight log book. There have been many
5 variations of this over the years of naval
6 aviation. And then inside you can just see a bunch
7 of columns with dates, aircraft type, mission, if
8 it was night or instrument, who the pilot was and
9 just various information that you need.

10 Q. Okay.

11 A. It also would record training
12 that I took, ejection seat training, oxygen,
13 whatever.

14 MR. RUSSERT: Okay. Well, thank
15 you very much for the interview.

16 MR. BENA: Thanks. Nice to --
17 nice -- I'm glad you're doing this kind of a thing.

18 (The interview concluded.)

19 pwss

20

21

22

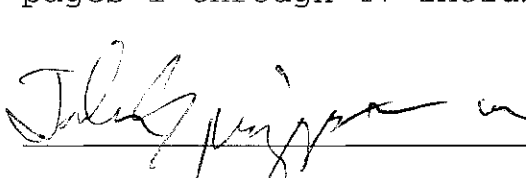
23

24

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

David Bena - 4-7-2005

This is a transcription of the audio provided to us. It is completed to the best of our skill and ability. The transcript consists of pages 1 through 47 inclusive.

 5/2/2006

Judith Spriggs

Associated Reporters Int'l., Inc.

A		
ability 48:4	47:7	Army 2:23 32:17
able 10:17 13:10,16 15:20	airmen 20:13	asleep 23:23
37:2,17 38:22 42:18	airplane 6:20 13:16 15:21	aspects 23:8
academic 4:5,5	21:5,17 26:16,19,19 27:3	assessment 9:9
accepted 36:16	29:10	assigned 4:10 26:20,21
accommodations 20:17	airplanes 12:8 22:16 26:20	27:3
accurate 21:20	27:6 29:14,14	assigning 27:18 43:16
acquired 22:11	Airway 9:16,16	assignment 37:19,20
action 25:22 26:11	alarm 14:21,21,23	assist 38:5
active 35:7,15 37:10,20,21	Albany 38:19	Associated 48:9
38:2,4 40:9	alcohol 40:8,18 41:7,19,20	Association 39:13
activity 43:14	42:2	ate 20:2
adaptation 9:18	allowed 9:18 32:3 45:5	attack 8:17,20 43:2,2,3
adapted 9:21	altitude 10:7 11:24 15:10	attend 38:22 39:9
addition 7:11	23:24 31:16,17	attention 33:22
address 42:5	altitudes 22:24	attitude 10:7 15:10
adequate 24:19	amazing 12:23	audio 48:2
admin 35:13	American 29:21	August 35:15
administrative 35:13	Americans 29:18,21	Australia 16:10
advantage 10:13,16	ammo 11:19 12:18	autumn 3:20
affect 39:22,24	angle 7:21	available 36:16
afternoon 16:24	angry 45:12	aviation 4:16 47:6
afternoons 39:15	anti-aircraft 7:18 10:20	aviator 47:4
age 40:2	12:11,19 34:16	aviators 29:3
ahead 6:13	anti-war 33:18	avionics 21:12
aid 10:14	anybody 30:3,4 41:18	aware 33:18
air 5:13,13 9:17 19:4 28:8	anyway 36:17,19	A-4 20:11
28:8,20 29:2,5,5,19,20	apologized 34:8,13	A-4s 32:5
30:14,22 31:2 32:3,6,12	applied 5:9	A-6 4:23 5:8,15 6:5,13 9:18
32:19 35:19,20 36:15,19	appreciate 40:11	13:8 20:8,9 21:2 22:14
36:20 37:5,8,8,17,24	approach 17:11	28:19,19,22 30:7 38:20
40:14 42:19 43:11 44:18	approached 39:10	A-6's 38:21
44:19	approximately 2:7 3:24	a.m 2:3,7
airborne 29:9 30:5	April 1:4 2:7 46:10,11	
aircraft 4:23 5:24 6:7,21	aptitude 5:5	B
6:22,24 7:4 8:21 12:4	arc-like 22:12	back 5:24 11:23,24 12:6
13:9,12,21,23 14:20 16:8	area 11:6,20 18:11 22:14	17:19 18:16 26:4 27:23
18:4,5,11,13 20:7,23 21:3	25:8 27:16 29:15 44:6,10	28:24 30:21 34:22 35:5
21:12 23:19 24:8,11	areas 4:14 12:18 23:15	35:22 36:22 40:13 45:23
28:20 29:21 30:15 31:14	Arizona 25:7	46:14
31:22 33:12 34:14 42:21	arm 44:11	background 2:16 43:5
43:16,17,17,20 46:18,22	armed 38:6	backgrounds 33:8
	armor 13:11,11	backwards 28:13
		bad 30:24

<p>barbecued 20:21 Barberella 33:23 barbers 25:20 base 25:18,19 43:3 44:10 based 26:21 45:16,18 basic 3:15 4:8,11,15 basically 28:11,15 40:17 40:18,21 44:9 bathroom 19:16 battalion 29:15 battle 12:5,6 beacon 30:22 31:3,5,6,20 31:21 32:11 46:12 bears 31:10 beat 3:7 beautiful 6:12 becoming 8:14 beer 40:21,24 beginning 37:6 believe 40:3 Bena 1:2 2:1,13 3:1 4:1 5:1 6:1 7:1 8:1 9:1 10:1 11:1 12:1 13:1 14:1 15:1 16:1 17:1 18:1 19:1 20:1 21:1 22:1 23:1 24:1 25:1 26:1 27:1 28:1 29:1 30:1 31:1 32:1 33:1 34:1 35:1 36:1 37:1 38:1 39:1 40:1 41:1 42:1 43:1 44:1 45:1 46:1 47:1,16 48:1 best 7:21 48:3 better 20:17 Bible 41:9 big 20:4 bill 39:17,20 birds 14:16 birth 2:12,12 bit 7:10 17:20 19:15 22:12 bivouac 11:20 27:16 black 21:6,8 blue 36:12 bomb 9:9,9,14 22:21 28:15 31:24 43:4,5</p>	<p>bombardier 4:22 5:9,17 8:13,13,14,15 15:8 23:22 28:11 31:6 35:12 38:19 bomber 24:13 bombing 7:14 9:21 22:3 23:6 25:3,13 31:20 32:10 bombings 23:13 bombs 6:6 8:12,18 9:2,5,5 9:7,7,11 11:17,21 22:13 22:15,17 23:20 24:4 25:4 25:10 27:14 28:5,23 30:3 30:9,10,19 31:23 43:9,10 bonos 34:15 book 44:23 45:13,24 47:4 booze 40:22 born 2:13 boxes 21:6,8 boy 37:21 break 15:23 bridge 7:23 briefing 16:24 briefings 17:8 18:17 bringing 9:22 broke 17:9 18:6 Broncho 29:12 buildings 18:24 bunch 33:2 47:6 business 11:10 12:10 20:17 38:21 busy 39:15 button 8:16,23,24 B-52 22:12</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>calculating 8:18 call 6:2 29:4,20 35:22 called 4:10,19,23,24 8:16 8:23 9:9 10:2 16:7 18:7 22:6 24:12 25:21,21 28:7 29:3,11,12 30:22 31:19 33:23 38:4 42:16 43:21 44:20,24 47:3 calling 35:4 camps 14:7</p>	<p>Candidate 3:19,23 captain 43:23 care 20:6 38:6 careful 41:23 Carolina 5:14 25:4 carpet 22:13,21 23:13 carry 13:10 22:14 44:11,14 carrying 27:21,22 catapulted 43:11 catch 14:17 ceased 8:13 centered 8:6 certain 13:13 Certainly 14:12 cetera 18:14 19:2 challenging 6:4 change 45:20 changed 26:24 39:22 45:21 chaplain 35:23 44:18 chaplaincy 36:9,15 37:3,3 chaplains 35:24 36:3 37:4 38:7 charge 43:15 Cherry 5:13 Chi 23:5,8,9 China 11:3 Chloe 16:9 Cho 10:21,22 19:10,17 25:18 43:22 choked 37:3 church 35:6 36:17,17 38:4 Civil 25:22 civilian 38:6 Clark 2:4,8,10 27:8 42:9 clean 19:19 clear 27:19,23 cleared 11:6 18:15 clerk 33:12 climb 11:3,24 15:8 close 28:8,8,20 30:5,14,22 32:3,6,12 35:3 38:11 42:19 46:5 closer 41:6</p>
--	--	--

<p>club 20:3,14 clusters 31:21 coast 11:5 23:10 cockpit 8:3 Cohen 42:17 collateral 16:19 college 2:17 3:5,17,18 33:2 40:3 Colonel 46:13 colored 12:22 columns 47:7 combat 24:19,19 29:16 40:18 combined 31:14 come 7:21 11:23,24 17:3 17:19 33:23 35:3 40:20 45:23 coming 15:4 commander 8:21 32:23,24 commenced 2:2 commission 4:9 commit 8:23,24 communicate 29:7 community 20:2 complacency 13:5 complacent 13:2 complete 2:24 completed 48:3 complexes 12:18 computer 8:17,24 21:17 24:6 31:18 concentrated 23:16 concept 30:20 concluded 47:18 conditioning 19:5 conditions 18:24 33:7 conference 38:23 considered 12:10 18:10 consists 48:4 contact 22:6 25:16 38:9,18 38:23 continue 3:4 13:16 contract 16:8</p>	<p>control 22:21 40:8 controlled 22:5 controller 24:3 31:3 controllers 29:2 convert 31:15 convoys 9:21 10:5 12:17 23:7 27:19 32:11 coordinates 6:19,23 7:19 corps 3:8,10 5:13 7:7 16:19 33:16 34:20,21 35:8,17 35:23 36:19 37:15 40:2 40:10 correct 9:20 Costello 46:13 Cosy 42:17,18 count 18:20 28:12 country 15:20 25:14 couple 16:17 25:13 30:9 32:21,22 37:19 39:14 44:18 course 3:19,22,23 4:4,12 8:7,21 10:18 12:15 15:5 18:5 19:22 21:23 25:4 26:5 cover 11:11 44:9 crashing 41:18 crew 13:23 17:8 crewed 17:6 crewmen 19:9,14 crews 17:5 40:14 43:17 cross 8:16 crossing 11:19 crowded 19:13 crusade 41:12 curious 34:19</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>Da 19:10,13 42:24 damage 9:9,9 12:5,7,24 18:10,12 30:6 dangerous 12:10 data 8:18 21:20 date 2:12 42:12 dates 47:7</p>	<p>David 1:2 2:1,13 3:1 4:1 5:1 6:1 7:1 8:1 9:1 10:1 11:1 12:1 13:1 14:1 15:1 16:1 17:1 18:1 19:1 20:1 21:1 22:1 23:1 24:1 25:1 26:1 27:1 28:1 29:1 30:1 31:1 32:1 33:1 34:1 35:1 36:1 37:1 38:1 39:1 40:1 41:1 42:1 43:1 44:1 45:1 46:1 47:1 48:1 dawn 17:14 day 15:17,20 16:2 19:5 32:7 44:4 45:7 days 15:19 16:12 17:21 daytime 30:13 42:18 43:2 de 19:12 33:16 dead 14:6 deal 36:11 40:8 debrief 18:5 debriefing 17:24 18:2,8,14 18:19,22 debriefings 18:18 December 2:14 38:3 decided 34:5 36:18 deeply 24:9 definable 27:24 degraded 21:17 23:19 24:9 26:24 degrees 25:12 Deland 2:18 delivering 6:6 demilitarized 11:2 depending 16:12 17:12,15 deployments 25:7 Deputy 32:24 descend 11:7 15:8 describe 3:21 destroy 27:18 develop 30:21 37:6 died 14:8 Diego 39:2 different 12:22 14:23 difficult 38:16</p>
--	--	---

<p>difficulties 33:15 43:18 ding 13:19 dinner 20:20 direct 28:9 directed 22:20 direction 6:24 15:3 directions 8:8 directly 29:7 disadvantage 10:19 discussion 34:3 display 12:21 dive-bombing 28:11,12,16 28:22 divide 19:8 doctors 36:5 doing 25:24 30:6 47:17 Doppler 7:5,7 21:19 doubled 20:3 draft 3:6,7 drafted 2:21,23 drank 40:16,23 41:24 draw-down 36:23 dream 28:16 drink 41:16 drinking 40:21 41:20 drop 8:11,18 9:2,5 11:22 23:20,21 25:8,8 28:22 30:9,18 31:22 dropped 9:4 24:4 27:13 28:15 dropping 9:11 22:21 25:4 25:10 28:5 30:9,16 drunk 41:23 dump 43:4,5 duration 5:12 dusk 17:14 duty 16:19 35:8,15 37:11 37:20,21 38:2,4 40:9,15 42:6 43:13,13,14,21,24 44:3,4,5</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>eager 37:4 Eagles 44:24</p>	<p>early 17:16,16 32:20 earthly 28:4 educational 2:15 eggs 20:19,20 eight 5:16 9:5,14 15:19 37:14 41:22 eighty 10:24 28:13 Eight-Four 20:7 either 4:21 27:21 37:2 ejection 47:12 elapsed 41:20 electronically 6:11 emotional 4:5 emotions 40:7 encouraged 4:18 ended 37:7 enemy 7:18 23:15 29:16,16 29:22 31:17,24 32:2 engagement 27:11 engines 13:10 English 26:6 enjoyed 16:6 34:6 enlist 2:20 3:14 enlisted 2:22 3:16 33:10,13 enter 35:16 entering 2:16 envelope 40:6 equipment 6:14 esprit 33:16 estimate 9:8 estimates 18:12 et 18:14 19:2 Europe 38:23 evade 7:18 15:6 evaded 14:19 eventually 10:4 14:24 30:19 everybody 17:2 exam 5:6 excellent 9:20 exemplary 42:19 explore 4:13 extent 13:13</p>	<p>extravaganza 15:11 extreme 4:5 eyes 3:2 eyesight 4:20 eye-balling 9:10 E.C.M 4:24 14:16</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>FAC 29:10 30:5 31:2 fact 5:22 26:15 33:22 FAC's 29:3 31:20 fairly 15:24 fall 23:23 Fanthoms 4:22 far 26:9 33:9 36:10 40:5 42:7 feel 27:9,10 34:8 feeling 43:10 feet 10:9 11:4,7 22:20 23:2 23:3 28:13,23,24 31:14 31:15,16,17 fell 5:8,19 fellow 38:18 felt 29:17,18 ferry 11:19 12:18 fifteen 27:6,7 31:15 fifty 7:13 21:11 33:11 fifty-two 15:14 figure 17:10 figured 13:3 27:16 find 15:5,5 40:16 finish 35:22 finished 3:17 17:19 37:14 37:14 fired 14:11,19 fires 18:13 fireworks 12:21 first 9:14,16 18:4 19:17 46:22 five 10:9 11:7,17,17 16:12 28:14 30:11 31:13 40:9 46:15,18,18 five-hundred-pound 22:15 fix 43:19</p>
---	--	---

<p>flack 44:7</p> <p>flares 30:15,16</p> <p>flew 15:13 16:14 27:2,7 35:10 41:23 42:15 46:12 46:18</p> <p>flight 4:19 5:5,6,8,10,23 10:6 16:9,20 22:19 29:4 43:8 44:2 46:2,17,17,20 46:20,23 47:4</p> <p>Florida 2:18 3:17 5:7 38:12</p> <p>flown 16:16 46:20</p> <p>flushed 19:21</p> <p>fly 10:3 11:4 12:20,23 15:7 15:7,16,19,22,23,24 17:18,18 21:16 26:19 29:14 30:16 31:22 42:18</p> <p>flyer 16:19</p> <p>flyers 19:4</p> <p>flying 11:8 12:8,9,21 17:2 17:13,15,16,19 20:10,16 21:10,12 22:16,19 28:9 29:11 32:16 35:6 41:21 44:12 46:21</p> <p>focus 42:12</p> <p>folks 14:10</p> <p>follow 24:2</p> <p>Following 5:12</p> <p>Fonda 33:24</p> <p>food 26:2</p> <p>force 6:5 9:17 32:19 35:20 35:20 36:15,20 37:5,8,8 37:18,24 44:18,19</p> <p>forces 38:6</p> <p>formation 22:16</p> <p>forty 33:4</p> <p>forward 7:13</p> <p>found 4:16,18 35:23</p> <p>four 11:16 16:11,23 19:8,8 20:6 22:15,18 30:7,10</p> <p>four-aircraft 22:18</p> <p>fragged 9:16</p> <p>fraternity 32:16 33:3</p>	<p>fresh 10:19</p> <p>friendly 28:10,10 32:2</p> <p>friends 14:7 38:12</p> <p>front 42:21</p> <p>full 2:11 29:2 31:2 37:4</p> <p>fully 26:21</p> <p>fun 16:4</p> <p>functions 36:7</p> <p>fuselage 13:12,19</p> <p>futile 45:10,11</p> <p>F-10 5:2 6:2</p> <p>F-4 4:22 6:2</p> <p>F-4s 32:5</p> <p>F.M 29:6</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p>gadget 31:4</p> <p>gas 43:9</p> <p>geared 4:2 30:23</p> <p>getting 5:12 23:18 26:9 36:24 43:19</p> <p>give 2:11 6:24 17:8 18:8,11 18:13 31:8</p> <p>given 17:4 22:18 37:17</p> <p>gives 19:8</p> <p>glad 47:17</p> <p>go 3:15 4:7 7:2,16,20 8:5,5 10:3 11:2 16:10,11,11,16 16:22 17:14,16 18:16 19:15 21:18 22:18 23:24 24:4 26:2,4,22 28:24 30:12 35:19,22 38:5,5 40:5</p> <p>God 35:3,4 40:4 41:6</p> <p>going 7:17 11:9 14:4 15:11 16:4 21:24 33:21 34:4 37:7 38:24 40:12 43:5</p> <p>good 7:10 8:22</p> <p>graceful 41:10</p> <p>graduated 2:18 3:5,18</p> <p>great 28:20 42:13</p> <p>greatest 42:16</p> <p>grill 20:21</p> <p>ground 16:18,23 20:18</p>	<p>22:5,11,20,21 24:2,17 26:10 29:2 31:2 32:5</p> <p>grueling 4:3</p> <p>guard 12:16</p> <p>guided 22:3</p> <p>gun 13:14</p> <p>guns 10:20 12:11,19</p> <p>guys 32:22 33:2,10 39:3 42:16</p> <p>gyro 6:21</p> <p>G.I 39:17,20</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>hack 24:3,3 28:14</p> <p>Haiphong 9:22</p> <p>hairs 8:16</p> <p>half 5:11 12:2 46:16,16</p> <p>hall 20:2</p> <p>handle 40:6</p> <p>hanging 20:13</p> <p>Hanoi 9:22</p> <p>happened 14:9</p> <p>hard 40:22</p> <p>heading 15:5</p> <p>health 38:17</p> <p>helicopter 3:2,4</p> <p>helmet 44:7</p> <p>help 30:21 32:6</p> <p>helped 13:4 38:15</p> <p>helpful 14:16</p> <p>high 22:23</p> <p>highlight 20:22</p> <p>highway 8:4,5,6</p> <p>hill 29:22,22,23 30:8</p> <p>historical 45:2</p> <p>HISTORY 1:2</p> <p>hit 8:16,24 11:16 12:8 13:3 13:4,7,15,18,20,24 17:20 18:9 30:3 43:4</p> <p>hits 12:24</p> <p>Ho 23:5,8,9</p> <p>hold 42:11 46:24</p> <p>hole 13:15</p> <p>holier 41:11</p>
--	--	--

<p>home 11:24 13:16 24:4 30:12 Hong 16:9 hoped 2:24 hot 11:16 19:6,23,24 20:15 hounders 20:18 hour 18:20 21:10,10,12 hours 12:3 16:22 21:11 41:22 46:15 huge 40:23 humid 19:7 hundred 7:13 10:9 11:7,11 15:13 20:13 22:17 31:13 33:10 hut 17:3 19:7 huts 19:3 43:8</p> <hr/> <p style="text-align: center;">I</p> <hr/> <p>idea 28:4 45:10 identifying 7:22 II 40:15 imagery 25:11 immature 40:3 immediately 5:17 inclusive 48:5 incredible 12:7 inersial 6:15 Inertial 7:11,16 infantry 4:13 information 5:3 7:6 18:9 18:13 31:8 47:9 inside 47:6 instance 16:20 28:21 instructions 24:2 instructor 35:12 instrument 7:14 15:2 46:16 47:8 instruments 14:20 intake 41:7,9 intel 18:19 intelligence 18:7,21,22 intention 37:10 intercept 4:21 5:3 interdiction 23:7</p>	<p>interested 36:14 39:7 interesting 45:7 interview 1:2 2:2,4 47:15 47:18 Interviewers 2:8 Intruder 4:23 5:9,15,20 6:5,13 13:8 28:19 Intruders 30:8,23 Int'l 48:9 inventory 6:8 21:4 involved 2:23 4:4 25:22 39:13 issue 44:15 I.N.S 6:16</p> <hr/> <p style="text-align: center;">J</p> <hr/> <p>jacket 43:9 44:7 jamming 5:2 Jane 33:24 jet 13:9 job 16:18,23 28:12 39:8 43:7 John 2:13 join 39:4,12 joining 3:7 39:11 Judith 48:8 July 39:2 jumped 27:4 46:22 jungle 16:5 22:22 27:18</p> <hr/> <p style="text-align: center;">K</p> <hr/> <p>keep 46:5 keeping 31:21 kept 8:6 15:10 kid 40:3 killed 30:4 kind 3:6 13:2 17:3,23 18:24 36:11 39:15 41:11 44:3 47:17 kinds 43:13 knew 6:22 25:15 31:9 know 5:16 10:23 13:22 14:9 19:23 26:9,10 29:13 30:2 32:13,16 33:3,20</p>	<p>34:12,13,16 41:17 42:4,8 known 3:12 45:11 Kong 16:9</p> <hr/> <p style="text-align: center;">L</p> <hr/> <p>Laos 10:4,5 23:10 32:11 large 26:3 latitude 6:19 7:15,19 launch 14:17,17 launched 14:24 laundry 25:20 lawyers 36:4,5 lead 3:6 learned 25:9,11,11 40:4,7 40:8 leave 37:4 left 4:8 8:3,5 9:8 11:21 34:20,20 level 10:11 lieutenant 4:10 46:12 life 4:14 39:23 40:4,6,10 45:14 light 8:19 liked 3:11 5:22 36:12 limited 38:23 lined 24:2 lining 31:20 little 8:8,19 14:15,20 15:2 15:22 17:17,20 19:15 22:12 25:18 29:13,14,14 31:3,4 42:8 Liu 10:21,22 19:10,11,17 25:19 43:22 live 19:2 25:8,9 lived 19:3,10 lives 38:12,19 living 18:23 load 9:6 location 6:24 locked 14:22 log 46:2,20,20 47:4 long 3:24 4:12 16:12 18:17 35:21 37:23 longitude 6:19 7:15,19</p>
--	---	--

<p>look 9:8 10:5,5 17:10 41:11</p> <p>looked 8:4,22,22</p> <p>looking 9:10 30:19</p> <p>lose 13:21</p> <p>lost 13:22,23 22:7</p> <p>lot 5:23 11:9 12:13 13:10 15:9 16:6 20:20,24 21:8 21:10,12 23:13 24:5,21 25:9,11,11 26:11 27:13 27:14 30:12,13 38:14,15 39:14 40:5,16,22</p> <p>lots 4:4 11:16 12:11 40:13</p> <p>love 5:8,20 28:16</p> <p>low 10:10,11,18 14:13</p> <p>lunch 38:20</p> <hr/> <p style="text-align: center;">M</p> <hr/> <p>maintain 41:23</p> <p>maintained 38:18 41:19</p> <p>maintenance 20:24 21:3,10 21:11 33:12 43:18,19</p> <p>major 39:24</p> <p>making 43:17</p> <p>man 29:8,9</p> <p>manuscript 45:13</p> <p>March 2:6</p> <p>marijuana 42:5,6,8</p> <p>marine 3:7,9 4:14 5:13 7:7 9:16,16 16:19 22:5 29:3 34:20,21 35:8,17,23 36:19 37:15 40:2,10 42:6</p> <p>marines 4:3 28:10 36:2,3 36:10 39:2 44:8 46:23</p> <p>mask 43:9</p> <p>McNamara 45:9</p> <p>meals 20:5,14,15,16,18</p> <p>mean 22:8 33:20 40:19</p> <p>meant 27:16 30:24</p> <p>meat 10:19</p> <p>meeting 17:9</p> <p>meetings 39:9</p> <p>members 13:24</p> <p>memory 22:7</p> <p>mentioned 28:7</p>	<p>mess 20:2</p> <p>metal 31:4</p> <p>meters 31:13</p> <p>mid 32:21,22 45:3</p> <p>middle 29:8,9</p> <p>Mike 2:8</p> <p>mile 11:11</p> <p>miles 7:13 10:24</p> <p>Military 2:5</p> <p>millimeter 13:14</p> <p>Minh 23:5,8,9</p> <p>mini 16:7</p> <p>minimal 20:24</p> <p>ministry 35:5</p> <p>minutes 11:13</p> <p>miracle 19:21</p> <p>missile 10:15,17 14:18,21 14:23 15:3,5</p> <p>missiles 5:4 22:4</p> <p>mission 6:4 9:24 10:21 12:2 16:15 22:2 23:21 26:24 27:19,24 28:9,12 30:7,11,23 33:9,14 38:5 42:19 46:12,15 47:7</p> <p>missions 9:13,15,17 11:9 15:14 17:2 22:3,4,7,12 23:7,20,23 24:10 28:2,4 28:22 30:13,14</p> <p>mix 26:5</p> <p>moment 8:19</p> <p>money 27:14</p> <p>month 4:12</p> <p>months 5:16 9:14 10:2 15:2,14 19:11,12,20 25:2 25:14 30:20 32:9 35:7</p> <p>morning 17:16</p> <p>mortar 43:2</p> <p>mortars 43:4</p> <p>mountains 25:3</p> <p>Mounting 44:24</p> <p>move 13:4</p> <p>moved 12:12 42:24</p> <p>movement 33:19</p>	<p>movie 17:17 20:5 33:23 34:5,6 40:19</p> <p>moving 9:19 39:7</p> <p>Museum 2:5</p> <hr/> <p style="text-align: center;">N</p> <hr/> <p>naive 41:17</p> <p>name 2:11 26:13,16,18</p> <p>names 45:20,21</p> <p>Nang 19:11,12,13 42:24</p> <p>napalm 28:21</p> <p>naval 4:19 5:13,23 6:7 21:3 29:4 36:7 47:5</p> <p>navigation 6:14,16 7:11,15 7:16</p> <p>navigator 4:22 5:10,17 6:9 8:13,14 15:9 23:23 28:11 31:6 35:13 38:19</p> <p>navigator's 8:7</p> <p>navy 36:2,8,9,15 37:2,3</p> <p>need 24:5,5 47:9</p> <p>needed 8:9,18 23:20 31:23</p> <p>needle 15:3</p> <p>never 13:3 21:19 30:2 36:12</p> <p>new 2:5,6 4:23 21:5 30:20</p> <p>nice 25:23 47:16,17</p> <p>night 11:16,18 15:18,18 16:14,16,24 17:4,9,13,17 19:4 22:3,18 24:14 27:2 30:14,14 32:7 40:19 43:20 47:8</p> <p>nine 5:16</p> <p>north 5:14 6:21,23 9:15 10:4 11:5 12:9 13:24 22:2 23:10 24:9 25:3,10 26:23 27:23 29:18 32:10</p> <p>northeast 31:11</p> <p>nose 44:16</p> <p>notice 46:2</p> <p>novel 45:2</p> <p>number 13:23</p> <hr/> <p style="text-align: center;">O</p> <hr/>
---	---	---

<p>OB-10 29:12 ocean 36:12 offered 36:20 office 16:17 officer 3:18,23 4:2,14,19 4:21,24 5:23,24 16:20 18:21,22 32:14,24 35:14 37:15 42:7 43:13,14,15 43:21,24 44:4 officers 4:12,13 20:10 29:4 32:15,20 39:12 41:15 officer's 20:3,14 offset 31:19,24 oh 31:3 37:21 40:17 okay 3:14,21 4:7 31:15 34:19 37:12,23 39:21 42:10,13,13,22,23 43:6 44:22,23 45:22 47:3,10 47:14 old 4:24 32:22 once 6:22 11:20 20:20 36:10 38:3,13 39:14 42:24 opening 37:6 operation 8:12 9:2 operations 17:13 opinion 4:3 opportunity 37:17 Ops 32:24 ORAL 1:2 ordained 35:4 order 26:22 ordinance 25:9 organizations 39:5 outhouses 19:18 outside 19:15 20:21 44:5 oxygen 47:12 o'clock 16:23 O.D.O 44:4</p>	<p>part 27:18 28:6 33:14 36:6 particular 7:23 43:3 particularly 28:19 29:17 partied 41:16 party 17:20 passed 5:6 pattern 16:13 pay 33:22 peace 34:17 Pensacola 5:7 people 10:17 14:8 16:10 24:23 25:17,20,23 26:5 26:10 33:8,13 36:23 45:5 percentage 41:15 perfect 4:17 period 43:16 person 41:12 43:15 46:19 personnel 20:11 22:11 36:3 36:7 Philippines 15:22 16:4 phonetic 2:9 6:15 10:22 29:12 42:17 45:9 46:13 photo 42:14 44:17 photographs 42:10 physical 4:4 23:4 pick 10:17 picture 43:12 pictures 26:8 pilot 3:2 8:2,3,6,11,20 15:6 15:6 17:7 24:3 26:18 28:14 38:11 42:15,15 46:14,14 47:8 piloting 42:20 pilots 28:16 40:14 pilot's 8:20 28:16 pistol 44:16 place 2:12 11:20 places 16:9 plane 26:13 27:4,5,5 plating 13:11,11 please 2:12 plotter 6:10 point 5:14 7:16,17,20,20</p>	<p>21:11 46:15 posed 11:21 position 31:11 36:15,20 possibly 4:23 29:13 pounders 26:10 powdered 20:19 power 29:19 powerful 13:9,9,14 practicing 25:3 prayer 15:9 praying 15:9 precise 8:19 prepared 20:15,18 prepares 4:12 preparing 4:2 prescribed 11:8 pressure 4:5 pretty 3:12,13 10:10,14 13:14 17:13,21 33:15 39:7 prevent 14:15 priesthood 37:16 primary 7:14 9:24 27:19 prime 3:6 prior 2:16 pro 34:15 probably 14:12 27:7,7,13 36:9 37:22 problem 40:16 problems 38:17 process 5:8 35:4 program 3:4 4:18,19 promotion-jacket-photo 44:20,21 prosecuted 45:12 protest 34:6 provided 48:3 providing 25:24 pull 28:23 pulled 18:3 pulverize 29:23 pulverizing 30:8 push 8:23</p>
<p style="text-align: center;">P</p> <p>pages 48:5 parallel 44:9 paralleling 11:5</p>		

<p>put 6:23 7:4,12 31:17,23 33:8 putting 6:18 8:15 pwss 47:19 P.O.W 14:4,7</p>	<p>reigned 12:19 relationship 35:3 relationships 32:14 religious 33:8 rely 6:10 remained 35:17 37:15 remember 33:15,22 41:22 report 30:5 Reporters 48:9 request 29:5 require 20:23 reserve 35:17,20 37:8,15 37:18 39:12 reservist 37:19 resigned 35:15 rest 17:18 retired 38:3 39:12 returned 17:24 reunion 38:21,24 revetments 18:4 revolutionary 32:4 right 2:20 8:5 9:8 12:23 17:18 23:10,11 37:12 41:4 road 10:2 11:10,11,12 roads 10:3 12:16 27:21 rocket 43:2 rockets 43:4 roll 9:7,8 roof 20:4 room 19:9,14 43:22 rooms 19:8 rotated 46:14 rough 29:17 route 11:8 row 15:19 rule 41:19,21 rules 27:11 41:24 46:17 run 27:17 36:16,17 running 5:2 19:18 runs 30:11 32:11 Russert 2:8 6:9 41:2 47:14 R&R 42:15</p>	<p>R's 16:7 R.O.T.C 2:24 3:5</p>
<p style="text-align: center;">Q</p> <p>qualified 5:17 Quantico 3:19 4:11 quantities 40:23 question 27:13 40:12 questionable 28:2 quickly 39:8 quite 19:6 33:7,17 quonset 19:3,7 43:7</p>		
<p style="text-align: center;">R</p> <p>R 16:7,12,12 rack 17:20 radar 4:21 7:11,12,18,21 7:22 10:15 21:18,23,24 22:6 24:5,13 25:11 31:7 31:18 radio 29:6 radios 29:10 rail 7:24 raised 34:9 read 45:6,7 reading 15:10 41:9 ready 43:22 real 6:5 reality 45:17,19 realized 3:3 really 24:16 25:14 32:4 33:20 39:6 40:10,11,11 41:6 45:14 reason 37:5 recalled 37:21 receive 12:4 receiving 4:9 record 21:3 46:5 47:11 recreation 40:18 regarding 5:3 regular 34:21</p>		<p style="text-align: center;">S</p> <p>safety 16:20 sailing 36:11,12 SAM 14:11 15:7 sampled 7:5 SAM's 18:13 San 39:2 Saratoga 2:5,14 saw 30:2,2 46:3 saying 5:19 school 4:11,15 5:7,8,11 25:24 screen 7:12 8:4,20 21:23 21:24 23:21 31:7 sea 11:3 36:6 seat 6:2 47:12 second 4:10 secondary 11:18,23 27:15 27:17,24 section 22:19 security 33:12 44:5 see 24:16 30:3 39:3 41:17 41:18 43:5 46:11 47:6 select 3:9 selected 16:8 selecting 7:19 sell 45:4 seminaries 39:19 seminary 35:6,16,18,22,24 senior 3:16 sense 31:21 35:21 sensed 35:4 sent 31:4 September 35:16 served 35:7 service 2:16 36:6,18,24 37:5 38:9 39:22 services 38:7 serving 36:10 set 27:15 40:10 seven 15:19 17:21 28:13</p>

<p>37:14 seventy 10:23 38:16 shack 20:4,6 shacks 16:18 ships 36:12 short 24:22 shot 14:8 show 14:21,22 31:6,7,19 40:20 45:14 showers 19:22,23,24 shows 20:6 46:21 side 8:2,3 44:11 signal 31:4,7 simply 6:23 sit 26:3 sitting 34:14 situation 39:9 situations 24:20 38:16 six 4:12 9:5,14 28:14 30:11 30:20 32:9 46:18 sixty 31:17 size 33:3 skill 48:4 skills 42:20 Skyhawk 20:8 Sky-Night 6:3 Sky-Nights 5:2 slept 19:5 slot 11:22 slow 11:18 small 41:15 smiling 26:8 socialize 20:5 somebody 13:4 somewhat 34:8 son 45:6 sophisticated 21:4 sort 21:20 south 9:22 10:24 11:3 22:4 23:14 27:22 Southern 32:11 speak 16:17 Speaking 34:7</p>	<p>specific 18:8 speech 45:9 spelling 6:15 10:22 29:13 42:17 45:9 46:13 spellings 2:9 spent 25:2 Spriggs 48:8 Springs 2:6,14 squadron 15:18 16:21 20:8 20:9,11 32:16 33:11 35:14 41:14 42:16 43:14 43:21,24 44:6 squadrons 20:7,8 standard 44:15 standby 28:14,14 standing 26:7 42:20 43:8 start 8:17 started 5:14 17:13 35:6 37:18 41:6 starting 28:13 State 2:5 states 30:22 46:15 Station 5:13 stay 10:8 37:23 38:9 stayed 38:2 steady 15:24 steaks 20:21 Stetson 2:17 stick 8:23 23:22 stood 32:9 stopped 21:9 storage 11:20 12:18 story 35:21 45:2 straight 40:4,10 strange 3:6 stretch 11:11 strike 29:5 strikes 29:20 strong 33:16 stub 44:16 stuff 15:6 stupid 27:12 sub 5:24</p>	<p>suit 44:2 Sunday 39:15 supplies 9:22 27:21 support 28:8,8,9,20 30:14 30:22 32:3,6,12 42:19 suppose 7:17 29:15,21 supposed 23:16 sure 31:23 36:24 43:17 surface-to-air 5:3 10:15,17 surprised 4:17 survival 16:5,5 switches 9:20 system 6:16 7:4,5,12,16 18:5 25:15 systems 7:7 S.D.O 43:15</p> <hr/> <p style="text-align: center;">T</p> <hr/> <p>Taiwan 16:11 take 10:21,22 11:2 19:7,7 20:5,6 29:18 30:9 38:6 taken 26:8 42:14 talked 36:8 40:14 talking 20:13 26:11 target 7:17,20,23 8:15,16 11:6,13,13,18,23 22:10 23:4 27:15 28:2 29:15 31:9,10,19,22 targets 9:19 11:17 17:4,8 17:10 18:9 27:17 tell 6:20 8:5 14:18 42:12 tells 46:17 ten 2:7 19:11 41:22 tent 22:5 terrain 10:9 11:8 test 5:6 Thailand 15:23 thank 18:3 47:14 Thanks 47:16 thatched 20:4 They'd 17:8 thing 6:12 18:4 32:4 46:5 47:17 things 16:3,4 21:13</p>
---	---	---

<p>think 13:13 19:22 24:18 25:21 27:13 33:6 36:22 38:8 39:21 41:22</p> <p>thinking 45:3</p> <p>thirteen 15:14</p> <p>thirties 32:23</p> <p>thirty 11:4,13 33:4 41:15</p> <p>thirty-eight 44:16</p> <p>thirty-five 20:10</p> <p>thirty-minute 11:22</p> <p>thirty-seven 13:14</p> <p>thou 41:12</p> <p>thought 3:12</p> <p>thousand 11:4 22:20 23:2 23:3 28:13,23,24 31:15</p> <p>threats 18:14</p> <p>three 14:13 15:24 16:11 19:12,14 20:7 28:23 30:7 30:10 38:7 46:19</p> <p>thrilled 42:18</p> <p>throw 7:3</p> <p>time 3:24 6:4,14 7:6 9:6,15 11:13,22 12:10 13:15,18 17:6 21:5 27:12,15 30:10 30:10 33:7 35:9,17 39:21 41:20 43:18 46:16,21,22</p> <p>times 11:9 13:20 14:13 18:11 40:13</p> <p>tip 42:6</p> <p>today 46:8</p> <p>toilets 19:21</p> <p>told 8:17 36:8</p> <p>tough 3:12,13 14:3</p> <p>toured 19:12</p> <p>tracers 12:22</p> <p>traffic 11:16</p> <p>trail 23:5,8,9,12</p> <p>training 4:4,6 5:14,15 16:5 24:18,22 47:11,12</p> <p>transcript 48:4</p> <p>transcription 48:2</p> <p>travel 11:12</p> <p>trees 27:14</p>	<p>tried 10:8 41:10</p> <p>triple 10:14</p> <p>troop 44:8</p> <p>troops 27:22 28:10</p> <p>truck 9:21 10:5 12:17,17 23:7 27:19 32:11</p> <p>trucks 12:12 26:3,3,4 27:22</p> <p>true 6:21,22</p> <p>try 12:16 26:5 29:23</p> <p>trying 25:22 45:3,4</p> <p>tune 8:7</p> <p>tuned 6:21</p> <p>turf 34:17</p> <p>turn 31:5</p> <p>turned 9:19</p> <p>turns 30:9</p> <p>twelve 3:24</p> <p>twelve-hour 43:16</p> <p>twenties 32:21</p> <p>twenty 11:4 20:12,12 22:19 23:2,2 31:16</p> <p>twenty-eight 9:7 22:14</p> <p>twenty-five 20:12 23:3</p> <p>twenty-forty 4:20</p> <p>twenty-one 40:2</p> <p>twenty-twenty 3:3</p> <p>twenty-two 9:6</p> <p>twice 12:7</p> <p>two 12:3 13:9,9,20 14:12 15:13 16:2 19:8,20 29:13 30:7 31:10 33:10 35:7 37:16 43:13 46:18</p> <p>two-man 8:12</p> <p>type 47:7</p> <p>types 33:7</p> <p>typical 9:13 10:6,20 20:9 30:7 45:15</p> <p>T.P.Q 22:7 23:20,21 28:3</p> <p>T.V 8:4</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>Uh-huh 6:17 7:9 8:10 9:12 9:23 10:12 11:14 12:14</p>	<p>13:6,17 14:5,14 18:23 21:7,14,22 22:9 23:17 24:7,15,24 25:5 26:17 27:9 28:17 29:24 30:17 31:12 32:8,18 33:5 34:24 35:11 41:8,13 42:3 46:6</p> <p>understand 26:6,6</p> <p>understandable 27:20</p> <p>uniform 43:23 44:2</p> <p>uniforms 3:11</p> <p>unit 13:21 29:19 32:14</p> <p>University 2:18</p> <p>use 7:15 19:18 36:7 39:17 41:18 42:5,6,8</p> <p>usually 12:2 14:18 18:18</p> <p>utility 43:23 44:2</p> <p>U.S.O 20:5 40:20</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>valid 5:9</p> <p>variations 47:5</p> <p>various 23:8 47:9</p> <p>verbal 18:12</p> <p>verbiage 8:8</p> <p>veterans 39:4</p> <p>Vietnam 5:18 6:5 9:13,15 9:17 10:4 11:5 12:9,9 14:2 19:6 22:3,4 23:10,14 24:10,22 25:10,23 26:23 27:22,23 32:10 34:20,22 35:2,5 36:23 43:22 44:24 45:24 46:12</p> <p>Vietnamese 25:17,19 26:7 26:10,11 29:19</p> <p>view 9:18</p> <p>village 26:2</p> <p>villages 26:3</p> <p>Virginia 3:19</p> <p>vision 4:17</p> <p>visual 46:17</p> <p>V.F.W 39:11</p> <p>V.H.F 29:7</p> <hr/> <p style="text-align: center;">W</p> <hr/>
--	---	--

waiters 25:20	working 18:6 21:9,18 26:22,22	2005 1:4 2:6,7
waitresses 25:20	world 38:7 40:15	<hr/> 4 <hr/>
walk 19:15 34:17	worse 4:20	4-7-2005 2:1 3:1 4:1 5:1
walked 36:2	worst 21:2	6:1 7:1 8:1 9:1 10:1 11:1
walking 41:6	worth 34:5	12:1 13:1 14:1 15:1 16:1
wanted 7:2 12:16 17:11	wouldn't 12:24 21:16	17:1 18:1 19:1 20:1 21:1
war 6:6 38:14,15 40:15	Wow 19:21	22:1 23:1 24:1 25:1 26:1
45:5,10,12,23	wreckies 10:2	27:1 28:1 29:1 30:1 31:1
wasn't 21:5,17 23:12 34:5	wrecking 11:10	32:1 33:1 34:1 35:1 36:1
41:3	written 45:6	37:1 38:1 39:1 40:1 41:1
wasted 27:14	wrote 44:23 45:2,13	42:1 43:1 44:1 45:1 46:1
watch 17:17 20:5 34:4	<hr/> Y <hr/>	47:1 48:1
watching 43:9	yard 7:24	47 48:5
water 11:24 14:2 19:18,19	yeah 2:13 23:6 34:2,15,22	<hr/> 6 <hr/>
19:20	37:13 40:17 46:4,10	65 3:20
way 3:7 6:13 9:20 15:12	year 3:16 5:11 19:6 35:7	<hr/> 7 <hr/>
17:21 19:15 28:8 29:11	38:13	7 1:4
41:10	years 37:16,20 39:14 40:9	7th 2:6,6 46:8,9,10,11
Wayne 2:8	44:18 47:5	70 34:21 35:16
weapon 44:7	York 2:5,6	<hr/> 8 <hr/>
weather 24:11,13 30:24	young 43:23	80s 45:3
32:3	Yuma 25:7	<hr/> 9 <hr/>
week 16:3 17:22 20:20,22	<hr/> Z <hr/>	94 45:8
weekends 39:16	zero 31:10,10	
weeks 3:24 15:24	zone 11:2	
went 2:17 3:2,18 5:6,12,18	<hr/> 1 <hr/>	
17:21 21:9 23:9 32:6	1 48:5	
36:18 38:21 39:19 40:2	10th 2:14	
41:7,9 43:10	10:00 2:2	
weren't 17:15 27:5	1943 2:14	
we're 20:13 38:11,24	1965 2:19	
we've 38:13 40:13,14	1968 33:21,23 42:14 43:22	
wind 7:5 21:20	1969 33:21 34:23 42:23	
winds 7:2,3,5	46:11	
wing 13:8,15 36:19	1970 35:15 46:11	
wings 5:12 13:13 44:24	1977 37:22	
wore 43:24 44:6	1992 38:3	
work 6:5 7:8,11,21 18:6	1993 45:8	
21:20,21 25:24 39:14	<hr/> 2 <hr/>	
44:6		
worked 10:15 15:12 21:19		
25:19 27:24 31:2 33:13		
33:16		