

DAYS OF OUR LIVES #232

Groundhog Day



Punxsutawney Phil

The groundhog's full name is actually "Punxsutawney Phil, Seer of Seers, Sage of Sages, Prognosticator of Prognosticators and Weather Prophet Extraordinary." It was so proclaimed by the "Punxsutawney Groundhog Club" in 1887, the same year they declared Punxsutawney to be the weather capital of the world

We live 25 miles S of Punxsutawney, PA. It was first settled by the Delaware Indians in 1723 and its name comes from the Indian name for the location "ponksad-uteney" which means the "town of the sandflies." The name *woodchuck* also has Indian origins, coming from the legend of "Wojak, the groundhog."

MAIL-call - PRESERVING FORGOTTEN MEMORIES

Your memoirs are most welcome to the ASA Turkey DAYS OF OUR LIVES and is an effort on my part to preserve the stories and memories of Army Security Agency veterans who served in Turkey during the cold war.

In this DOOL you will find a report in the TAPS section on the life of Gil Bouffard who was during his time one of the best analyst in the ELINT Field that most of us knew very little about and also a report of the 1977 crash of a C12A airplane by the officer, Capt Kent Whitman, who was in charge of the recovery and bagging the six who perished in the crash. Two were the pilot and co-pilot of the C12A . The capacity of the C1A was 13 passengers or 5000 lb of cargo. To date I have not been able to identify those who died in this crash. The reason stems from the fact that very few vet's from the 1970's participate in the DOOL and my search to find facts pertaining to this C12A crash could not find one mention of it.

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ADDITIONAL DETAILS WILL BE IN DOOL #233

In the interim call me at 724-471-4899



When you send an email to me - PLEASE include the word ASA in the subject line to insure that I open it and not mistake it for SPAM.

The editor: GREEN, Elder RC.,(aka AI & gH), YOB: 1936, RA13513638, 982, E7, Det 27, 1-15MY61, Det 120, MR-MY65, Det 27, JN66-OC67., Det 4-4, OC67-NO68, (Patty), 3094 Warren Rd., Indiana, PA 15701, 724-471-4899 & cell 724-388-2510
asagreenhornet@comcast.net E8 Ret

A NOTE FROM THE EDITOR: I try my best in crafting the monthly DOOL's. It's a tough job and is very time consuming and with that said – I'd appreciate your feedback. But I can, with certainty state that most will read the DOOL – and say that was okay and walk away with information that would have added to any particular entry. Your comments are always most welcome. Elder RC Green, asagreenhornet@yahoo.com, Indiana, PA

TAPS

BOUFFARD, Gil A., YOB: 1941 DOD: 24 September 2011, E5-E6, 98J, Det 4, 66-67/72-73, 1155 West Center Street #52 Manteca CA 95337, 209-824-6757,
gbouffard@jps.net E7 Ret

FM ex-Major Nels Johnson: "I just got a call from Gil Bouffard, one of my old 98J buddies, who worked with me in the USAREUR, DCSINT shop. He informed me that he was back in the hospital. Last week he had another heart attack that was almost fatal. They worked on him for about 20 minutes before finding some activity and pulled him around. They have now added a pacemaker to his inventory of bionic equipment; much more like some of the rest of us.

Although he is still in the hospital, they have allowed him to use his mobile phone: 209-470-7873. He sounds strong and might like to hear from his friends. I do not have his full email address list so hope you all can help in this matter. Nels Johnson." I called the number and left a message for him to call me when he gets discharged from the hospital. He never did call!

Dear Friends.

Last night I received a call from Gil's son. He informed me that Gil had passed on shortly after I last talked to him back in September - believe he passed on the 24th. At that time, Gil called me to inform me that he had just had a heart attack and was in the hospital for diagnostics and a possible bypass operation. Later, I tried to reach him several times by phone and email but no luck so feared the worst. As I have no close contacts with Gil's family, I have asked his son to contact me at my email address to let me know what and when he passed so I could include Gil in our TAPS report

Elder, - Please inform the DAYS OF OUR LIVES subscribers to visit <http://www.norpaccrows.org> Click on "ENTER" and click on the SAD Patch. It takes you through a history of two unique organizations in ASA. that most did not know existed.





Gil Bouffard

Photo taken 10-03-1911

Who da heck is.... I am Gil Bouffard and I am older than dirt. I am an ex-ASA guy who has spent over 4 decades in the SIGINT and Multi-Sensor Data Fusion world.

My first assignment after training school at Fort Monmouth was to the 318th USASA Battalion's Det J-1 at Schneeberg, Germany. After a short stay, I became a member of a 12 man ESGX-3 (MLQ-24) field team travelling the East-West German and Czechoslovakian border. This was at a heightened time of tension, as the East German military had cut off access to the West.

In August of 1961, I and my compatriots found ourselves in, what could have become an untenable position. The East Germans were fortifying their border with the West and not allowing any East German citizens to leave.

Our little detachment j-1 was precariously located in a section of West Germany that jutted into East Germany! The area was bordered on the North by the Elbe River. The East/West border then veered West again making our location a border peninsula.

I taught ELINT Analysis at Fort Devens. I also served as a Signals Intelligence advisor to a Naval Reserve Intelligence Unit at Norfolk, VA.

I was always given the choice of Sinop or Shemya and opted for Sinop every time. At Sinop I was able to go off base, even if it was only to the town at the bottom of the hill. I did return trips to TUSLOG Det-4 at Sinop, Turkey. My first trip to Sinop was when Hippodrome was called Bankhead III. Six years later I came back and Bankhead III was called Hippodrome. I also worked in Ops on Musketeer Cathy III and had a stint or two at KBOK

I served twice at Sinop 66-67 managed KBOK when it was in the Old DOOM Club and 71-72, Did another stint at KBOK with that nasty window that people could peek in to see us at work.

Everytime I arrived at Det-4, I was told that it was a hardship tour. The first time I was there, we had 16mm movies and if the weather was good, regular mail. The food was

ok and the barracks were pretty good. However, NO ONE was permitted to bring their families. My last tour at Sinop began in 1971 like all the others. I was told that it was a hardship tour. We now had regular movies, the mail service "had improved," and because one of the base commanders had refused to accept the assignment unless his wife went with him, WOMEN! Of course there were also military women assigned to the base, but now there were Dependents! The kind of dependents who just loved being fawned over by so many men! This was not a good thing. It was easier to take when it was "a hardship tour."

I served in The EW Office at USASAPAC, Hawaii and the LANTCOM ELINT Center, Norfolk VA. My farewell tour was in the Tactical SIGINT Branch at HQ USAREUR in Heidelberg Germany. After my military service I worked in the defense industry for GTE, Corvus Systems in Virginia and Ford Aerospace/Loral/ Lockheed Martin Western Development Lab's on the Contingency Airborne Reconnaissance System (CARS).

I have been a member of the Association of Old Crows since 1971 and most recently served as the Northern Pacific Region Director of the AOC. I have been a member of many military and intelligence organizations.

I served as the organizer of the A-3 Skywarrior 50th Anniversary Celebration in October 2002.

In 2002 I took over the stewardship of the CounterMeasures Association. The CounterMeasures Assoc is a historical organization dedicated to maintaining the history of RADAR/Signals Intelligence/Electronic CounterMeasures operations as seen and related by individual participants in the black art of Electronic Warfare.

I have been involved in auto racing since I was a teenager. I wrote profile articles for my school newspaper. I found other outlets for my enthusiasm, while in the military. Writing freelance articles and exhibiting my auto racing paintings in art shows from Virginia to Connecticut and Florida.

I have continued my involvement in auto racing, writing for a couple of magazines and researching the life and times of America's first professional Formula One racing driver, Harry Schell, for a biography.

I also arranged two tributes to America's First Formula One World Champion, Phil Hill. Activities for the American Auto Racing Writers and Broadcasters Association (AARWBA), consisted of Press Breakfasts at Laguna Seca and Sears Point (CA), and a tribute to the organizer of the Monterey Historic Automobile Races, Steve Earle, on the Twentieth Anniversary of the event. Go to www.fastlinesinternational.com to view my website.

Below is a haphazard account of retired SFC Gil Bouffard contributions to the monthly DOOL's. I had contacted Gil many times requesting that he attend the ASA Turkey reunions and brief the attendees on the role that ELINT played at Det 4 and 4-2. His

reply was always "One of these days when I slow down, I will make every effort to make a ASA Turkey reunion." He never did!



On his last email to me he attached a photo of himself and underneath wrote: "See, I told you I was older than dirt!" I reminded him that I was born in 1936 and he in 1941 and that makes me older than dirt and not him. He finished by saying: "The forehead just keeps getting longer and longer and the chins get deeper and deeper. One of these years I will attend a ASA Turkey reunion.

Dear Elder, I read every DOOL that comes at me and they have reached me in some far away places. Italy! Germany! Belgium! England! Wherever I hang my hat! A visit to <http://www.fastlinesinternational.com> will help you understand.

As a two tour veteran of Det 4 (66-67) and 71-72, I come across many names out of my distant past.

On my last tour at Sinop I painted a racing scene that was hung in the A Company Day Room – It was a scene of George Folmer in a Sunoco Porsche 917/10 cresting a hill at Riverside raceway. Even made the old ASA magazine.

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Back in the good old days all ELINTERS lived at Schneeberg. That is where this story actually started. This story appeared in the Association of Old Crows Journal of Electronic Defense about a year ago. I thought I'd share it with you guys..

First Person Singular

By Gil Bouffard

Where were you on August 13th, 1961, when the wall went up in Berlin? Had hostilities occurred, eleven other guys and myself were in a more precarious position than the troops in Berlin. I was a member of an ELINT tactical collection team operating in the middle of a farmer's field in the Landkreis (sorta like county) Luchow-Dannenburg. We had come to the little town of Woltersdorf to set up operations in preparation for the annual Russian Fall training exercises in the Letzlinger Heide. This was their big training exercise and it occurred, as I remember, during the fall troop rotation. We were not the only Americans in this area. There was a semi-permanent site located at Gartow and the site at Bahrdorf near Braunschweig. The troops at Bahrdorf provided our re-supply and occasionally drove through East Germany to reach our location. You see our area of West Germany jutted into East Germany along the Elbe River. This area was considered to be the British Zone and wasn't as closely guarded as the Southern or American Zone.

Our little group of twelve operation and maintenance personnel had been together for quite some time and we worked well together. We performed surveillance operations during some of the initial Lacrosse artillery missile tests at Grafenwohr. We also deployed to Baumholder as a part of operational tests of one of the first battlefield surveillance radars. We deployed from Herzo Base, home of the 318th USASA Battalion in Southern Germany, in late July 1961. Our convoy consisted of a three-quarter ton, poorly sprung, truck with squealing brakes.



AN/MLQ-24 countermeasures vehicle mounted on a $\frac{3}{4}$ ton Dodge truck

This vehicle had the ESGX-3 (later called the AN/NMQ24), Tactical ELINT collection (one-man) hut mounted in the truck bed. The equipment in the hut was the AN/ALR-8 consisting of the AN/APR- 13 and AN/APR-9. The gear on the back of the truck was so heavy that when driving, you had the feeling that the front end was going to rise off the ground. We also had a deuce and a half and a maintenance van mounted on a deuce and a half chassis and two jeeps. We carried 55 gallon drums of diesel fuel in the deuce and a half for the two 15 kW generators. The ESGX-3 was supposed to operate using a 5 kW gasoline generator, but we always seemed to bum them out. At one time we experimented with 10 kW generators but our site requirements were too much for them, hence, the 15Kw diesel generators.

Our first stop was HQ 319th USASA Battalion in Kassel for briefings. After these briefings we drove further North and East into the region that would be our home for about three months. After checking into the hotel we drove out to our site area, (a slight rise on a fairly flat section of Germany).

The collection operations were, for the most part, routine. Mostly ground-based early warning radars (Tokens, Big Mesh, and Flat Face) and the occasional Scan Three, Scan Odd airborne intercept radar. We worked in three two-man shifts. One operator in the collection van and the other performing administrative and guard duty. We would rotate jobs so that the guy in the collection van wouldn't fall asleep.

That is until August 13th 1961! After that day, nobody really slept on watch. We were notified that there was a lot of activity going on around Berlin. At the same time our collection "take," became greater. (I almost said improved. Because, as an intercept operator, the more activity going on, the better.) It also became a time of nervousness. A couple of the guys drove over to the border. When they got back, they reported that the VOPO's (VOlksPOLizei), were reinforcing their barricades and a lot of troops were out.

We started worrying about our weapons and ammunition and what we would have to do if what was going on turned into a real fight. We had a couple of .45's for use when transporting material to and from the "Comm Center," and each man had both a .30 caliber M- 1 Carbine and the newly issued 7.62 mm M14. However, we didn't have any ammunition for the M-14s. The M-14 was intended to replace the M-1 Garand which weighed 9.5

So here we are. Twelve nervous guys stuck in a place in West Germany with, what were becoming really hostile and most probably equally nervous, East German troops on three sides of us. Our protection was some light rifles, some ammunition, a couple of pistols and some 10-pound clubs to throw at the bad guys.

One day, as I was on ops in the van, the whole sky lit up (figuratively) when a helicopter carrying a bunch of Fifth Corps Officers landed at our site. They had come to find out how we were doing. The first question out of their mouths was. "Do you have an escape plan?" The site NCOIC, looking around at all the gear we would have to tear down and move, said. "Yes sir! Due West!" We jokingly told each other that we would have a better chance if we put on civilian clothes and joined the farmers in the fields. Luckily, we never had the chance to put our plan into action. We were withdrawn from the area sometime in October. However, that wouldn't be the end of our encounters with the East-West borders.

Gil Bouffard has held numerous local chapter offices ranging from membership committee chairman to Chapter President. Gil's joint (combined or whatever) military service took him to some of the most remote or unfriendly areas of the world as well as the "garden spots," of Fort Devens, (MA), Holloman AFB, (NM) Hawaii and Norfolk, (VA). His farewell tour was spent at Headquarters USAREUR, Tactical SIGINT Branch, in Heidelberg, Germany. In the years since his departure from the military Gil Bouffard has worked for GTE (EDL), Lockheed Martin Western Development Laboratories, Loral Western Development Labs and Ford Aerospace, Western Development Laboratories, Palo Alto and San Jose, CA., and Corvus Systems in Vienna, Virginia. Gil is currently a consultant.

I was a crewmember flying in a specially configured C-131 with the Air Force at White Sands Missile Range (Holloman AFB), NM. We performed missile range monitoring missions.

I was a crewmember flying in a specially configured C-131 with the Air Force at White Sands Missile Range (Holloman AFB), NM. We performed missile range monitoring missions. I later served as a special unit member attached to Fleet Air Reconnaissance Squadron ONE (VQ-1) at Naval Air Station Atsugi, Japan. While attached to VQ-1, I had the unpleasant experience of observing the wreckage of the aircraft (EC-121) that the North Koreans shot out of the sky as it lay strewn on the Hangar deck in front of our working area. Our unit provided the back end crew for specially configured Douglas EA-3B Skywarriors.

I taught ELINT Analysis at Fort Devens. I also served as a Signals Intelligence advisor to a Naval Reserve Intelligence Unit at Norfolk, VA.

I was always given the choice of Sinop or Shemya. I am not a cold weather guy. But, that didn't matter at Sinop. At least I was able to go off base, even if it was only to the town at the bottom of the hill.

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I have been involved in auto racing since I was a teenager and even at Sinop in 1972 – my last Sinop tour Robbie Adams had a go kart. Briggs & Stratton Mower motor. We used to take turns racing it around the base main road. I was coming down past the HQ Bldg and tried to take the left turn near PMO to go back up the hill when the steering broke...I went straight off on the road to HIPPY. Never got that thing fixed.

I wrote profile articles for my school newspaper. I found other outlets for my enthusiasm, while in the military. Writing freelance articles and exhibiting my auto racing paintings in art shows from Virginia to Connecticut and Florida.

I have continued my involvement in auto racing, writing for a couple of magazines and researching the life and times of America's first professional Formula One racing driver, Harry Schell, for a biography.

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While at Ford Aerospace. I arranged personal appearances of Ford Racing teams and personalities, including Roush Racing, Bob Bondurant, Scott Pruett, Tom Gloy, Willie T. Ribbs and Lyn St. James.

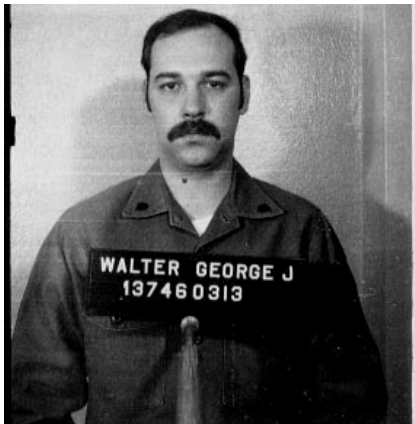
I became interested in motor racing in the mid fifties and have remained through all the changes in Grands Prix racing. Smaller motors, larger motors, front engines, rear engines, Turbochargers, wings , slick tyres, whatever! Bernie's changes, in the beginning, benefited everyone in Grands Prix. Today Grands Prix racing doesn't exist. It stopped with the commercialization of the racing and denigrated into the same sort of circus format prevalent in America. The same thing holds true for the "fan experience." In 1961 at the Nurburgring, I walked up to Dan Gurney and Jo Bonnier and asked for their autographs. They both obliged me and said. "Thank you," with a smile. Not with today's Heroes!

As a journalist who has had an interest in International Grands Prix racing since 1955, I have witnessed the rise of Grand Prix racing to Formula One from a low prize paying sport supported by auto manufacturers to the commercially high paid racing series it is today. Most of you need a real history lesson! Grand Prix F1 races were National events held annually. What we have today is a traveling money making circus but it aint Grands Prix! Does anyone remember when F1 was Formula Super Ford and nearly every car was powered by Cosworth? How about when the cars were painted Green, Silver, Blue and Red?



***HEY! THIS PAGE WAS LAST UPDATED
ON 10/03/11!
BEFORE YOU CLICK ON THE BLOODY
PICTURE TO SEARCH THE SITE, YOU
MIGHT WANT TO READ THE EDITORIAL
COMMENTS BELOW!***

WALTER, George J., YOB 1951 DOD: 28 November 2011, 60y, E3-E4 05K Det 4,
JN72-SE-73, (Kathy), Pflugerville, TX



1972



2011

I reported in DOOL #231 the death of George Walter and found the above 1972 photo in my files and am including it here as a reminder that George Walter had a happy go-lucky attitude - witness thereto by his adding an extra number to his RA number.

Heart Attack info on New Aspirin

THIS WAS SENT TO ME BY HANK ROZAL, DET 27

This can't be read TOO many times!!!!

This is good info.

**We did not know that you should not lie down
while waiting for the EMT**

Heart attack info NEW ASPIRIN/ Serious stuff,

no joke!!

Just a reminder to all: purchase a box, keep one in your car, pocketbook, wallet, bedside, etc.

Something that we can do to help ourselves.

Nice to know

Bayer is making crystal aspirin to dissolve under the tongue. They work much faster than the tablets.

Why keep aspirin by your bedside?

About Heart Attacks

There are other symptoms of an heart attack besides *the pain on the left arm*.

One must also be aware of an intense pain on the chin, as well as nausea and lots of sweating, however these symptoms may also occur less frequently.

Note: There may be NO pain in the chest during a heart attack

The majority of people (about 60%) who had a heart attack during their sleep, did not wake up.

However, if it occurs, the chest pain may wake you up from your deep sleep.

If that happens *immediately*

dissolve two aspirins in your mouth and swallow them with a bit of water.

*Afterwards: **CALL 911***

- say "heart attack!"*
- say that you have taken 2 aspirins..*
- phone a neighbor or a family member who lives very close by*
- take a seat on a chair or sofa near the front door, and wait for their arrival and...*

DO NOT lie down

A Cardiologist has stated that, if each person, after receiving this e-mail, sends it to 10 people, probably one life can be saved!

I have already shared the information- - What about you?

IN SICK BAY

Elder I do not know if you know that Chuck Courtney one of your Turkey boys has suffered a very bad fall and is having a rough go of it. Chuck and his wife Doris are good friends of ours from Augsburg. Attached with this is a report from another lady who is in charge of getting out the word from his family whenever they get a chance.

They are obviously very busy. Hope all is well and that you are enjoying this mild winter. I will send you any other info if I get it. Gen Flynn

Good Morning Everyone: Doris called this morning to let us know what's happening with Chuck Courtney. They transported him yesterday from the re-hab facility to the emergency room at Fairfax hospital. They got there at 1:00 yesterday and Chuck was finally admitted to the hospital at 12:00 pm last night.

He will remain in the hospital for several days again. The CAT scan was inclusive as to what is causing swelling around the incision. The ER doctors could not believe the clamps had not been removed yet and said they should have come out last week. Now the skin has started to form over the clamps. The clamps will be removed today along with the fluid around the clamps.

A heart doctor has been called for an evaluation. Chuck has problems with coordination with his left hand. He cannot manage to hold something and then set it down. Additionally, he has a lot of pressure behind his left eye and he continually rubs the eye to clear his vision and focus on things. A speech therapist will be brought in also. Chuck is very weak so regular therapy is minimal. Doris has even cooked some of his favorite things and brought it in for him and he simply cannot get more than 2 or 3 bites of food down.

I told Doris that it sounds to me as if he may have suffered a stroke on top of everything else and she said that they have discussed this with the doctors and the doctors say that all the tests are inclusive of a stroke.

Doris and the kids are holding up pretty good. They have to. It won't help Chuck if his family falls apart. I told Doris that all of us would like to do something for them, but we can't and for her to remember that they are in our prayers. I won't hear from Doris again for a couple of days so you may not hear from me until mid-next week. Love to all. Vera

FROM Larry and Judy Jaffee

Thanks Elder...we have been in touch with Doris Courtney, but the last we talked was several days ago and did not know that he was back in hospital. Keep us up to date as we will you. Doesn't sound good.

MAIL call

DVORIN, Hal, Det 83 & 27, SE61-MR63, Illinois

DYER, Wayne, 05H, Det 4, NO68-DE69, Groton, VT

FERM, Stan, Det 4, 59-60, Big Bear Lake, CA

HOUGHTON, Jim, Det 4, 56-57, Johnstown, PA

MIX, Lowell, 056, Det 4, AP62-AP63, San Antonio, TX

SAWYER, Dwayne, 33S, Det 4, 78-79, Castle Rock, CO

SIEBENALER, Frank, 058, Det 27, SE62-4MR64, Lake City, MN

STUBBS, Steve, 286, Det 4, NO63-OC64, Lowell, NC

WHITE, Paul, 058, Det 27, JL60-24JL62, Erlanger, KY

WHITMAN, Kent, CPT, Facilities Engineer, Det 4, 77-78, Keene, NH

WINDHAM, Mike, MP E4 Det 4, FE77-FE78, Florence, MS

Mail CALL in alphabetical order

DVORIN, Hal, Det 83 & 27, SE61-MR63, hdvorin@sbcglobal.net

[FM Judy Jaffee] Elder, this is PART of an email Larry and I just received...you might want to follow up on this. Judy

Now to the second part of the subject line. The BHSAA has an email contact list of over 1,200 Bowen grads and we are always trying to add new contacts. Since you were not on our list, I Googled your email address and stumbled onto a newsletter about ASA Turkey. I also was based at Manzarelli Station during the early 1960's, 9/61 – 3/63 to be precise. Following basic training, I was assigned to Arlington Hall Station for 8 weeks while I received some on the job training in Army Finance. Following that, I was assigned to TUSLOG Det. 83, which was the post headquarters. I worked in the Finance Office for Major Underwood and spent a lot of time at the NCO Club and the

post movie theater. I lived in the 2-story barracks to the right of the football field facing the Mess Hall (1st floor) with 3 other guys who worked with me.

I had never heard of an ASA Turkey organization, so I would like to learn more about it. How did you hear of it? What do they do? Who runs it? I have told many stories about my 18 months in Turkey and often wondered what happened to that post. In 3/63 I was rotated back to AHS where I worked in HQ Finance for Maj. Doster and a civilian name John B (? – I can't remember his last name). Got out in 1/64 to go to grad school at Illinois. Hal

DYER, Wayne YOB 1949 RA11915551 E3-E5 05H, Det 4, NO68-DE69, (Toni), 14 Mountain View Drive Groton, VT 05046 802-584-3730, diatribe@charter.net

Elder,

There is a show on National Geographic network on Sunday night, February 5th at 9 PM called Inside the NSA. Wayne

Within this DOOL there is write-ups by Kent Whitman and Mike Windham about the crash of a Esek (a-shack) Airlines C12A turboprop twin engine aircraft in 1977. Wayne worked at Esek Airlines and I'm including the below photo to show that when ASA was disbanded in 1976 in favor of INSCOM – that the aircraft assigned to Det 4 also were Modernized.



FERM, Stan, Det 4, 59-60, (Rita), PO Box 6549, Big Bear Lake, CA 92315, 909-866-3784, r.sferm@verizon.net

Elder; I was at TUSLOG Det 4 in 1960. Understand you are the man keeping track of reunions, etc. Please add me to any mailing list you have. I am interested in attending a get together. Stan Ferm

HOUGHTON, Jim, Det 4, 56-57. (Sally), 124 Lindberg Ave., Johnstown, PA 15905, 814-255-2431, cell 814-243-0534, jeh_124@verizon.net

Good Morning Elder, - Just a note to let you know that my email address has changed. I was having problems and needed to make a change.

My new address is jeh_124@verizon.net.

Hope the Christmas season was a good one for you and all your family. Sally and I are doing fine and looking forward to the New Year.

Let everyone know that we are wishing them all a great New Year and we hope to be able to go to the reunion this year. God Bless, Jim & Sally

MIX, Lowell J., YOB 1940 E4-E5, 056, Det 4, AP62-AP63, 5935 White Cloud St., San Antonio, TX 78238, 775-418-6790, ljmixsr@gmail.com, USA Ret Maj

DD-214 On-line Procedure. Please pass to all Veterans in your organization.

<http://www.archives.gov/veterans/military-service-records/>

By using the above web address, Veterans can now fill out a request for their service records (SF-180) on line and receive a copy of their DD-214. Those that need these records can get them by filing on line or downloading a copy of the SF-180 and filing it by regular snail mail or fax's, if your prefer.

This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files.

Military veterans and the next of kin of deceased former military members may now use a new on-line military personnel records system to request documents.

Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the on-line web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records center mail room and processing time.

SAWYER, Dwayne, 33S, Det 4, 78-79, 4945 E. Ashton Ave., Castle Rock, CO 80104, 303-660-1756, sawyerd@mho.com Dwayne ordered 4 Det 4 patches and adtnl info Will be included in DOOL 233.

SIEBENALER, Frank, YOB 1943, RA17615257, E3-E5, 058,TK#2, Det 27, SE62-4MR64, (Judy), 1213 N. Lake Shore Dr.,Lake City, MN 55041, 651-345-4477, frsiebenaler@embarqmail.com

I just got done reading the latest DOOL and Judi, you mentioned seeing Ken years ago at the Bob Hope show in Turkey.

I was one of the guys with him in the front row and I will attest to how he got us there as you have stated. I also told my family to look for me on TV then and even the neighbors started calling my family that they had seen me.'

Now for the question. Does someone have a copy of that video? Has anyone seen it or us on it?

STUBBS, Steve, YOB 1943, RA E3-E5 286.1, Det 4, NO63-OC64, (Penny), 808 N. Main St., Lowell, NC 28098, 704-824-5446, pstubbs@carolina.rr.com

Elder Green, As always, you "rear area" muffs in Ankara got the gravy and Sinop got the beans! I refer to recent DOOL #231 stating that Bob Hope made it to the lovely hill by the sea for a Christmas show in '63. Only Jerry Colonna and a couple of very nice looking young ladies actually arrived in Sinop...did a perfunctory lunch and were outa there. No doubt they were thinking that the weather could close in any moment and they might actually end up having to stay overnight in the wretched place! I do not recall people being miffed at Hope...we were just glad that anybody would bother to show up. Elder, Hope all are well up your way. The most recent DOOL had a pic and some info about HARRY GLASGOW, one of my buddies on The Hill way back. We had communicated several years ago but both had changed email addresses and lost touch. I was able to gain his via the aforementioned piece and just heard back from him. He is not currently receiving a monthly shot of DOOL...could you please see that he gets it and, if possible, the latest one that came out early January ('12)?

Send to Harry Glasgow <harry.glasgow@yahoo.com> I'm sure he'll greatly appreciate it...

Many thanks, best regards...

WHITE, Paul, YOB: 1939, RA15566498, E3-E5, 058, tk#1, Det 27,JL60-24JL62 (Sandra-dec), 412 Center St., Erlanger, KY 41018, swhite10@insightbb.com

Elder do you [or anyone else] remember a SGT 1st class Meade from Det 27 when you were their? He was a slender man and his wife was very slender. They both were very nice people.

WHITMAN, Kent, CPT, Facilities Engineer, Det 4, 77-78, Keene, NH 603-358-6070,
whitmank@franklinpierce.edu

Sir,

A friend of mine was in ASA and found a Diogenes Station newsletter and sent it to me. He was in Sinop back in the 60's and I was there in 77/78. I saw Mike Windham's notes and photos on the C12 crash and thought I would send you a note. Hope this finds you.

I was the Engineer CPT who was stationed at Det 4 Sinop as the Facilities Engineer when the C12 went down.



Photo courtest of Troy Priest

I was in the HQ when the folks from the ESEK airfield came up to report that a C12A plane was overdue.



C12A photo by Troy Priest

They were pretty sure the bird went down high up in the mountains. My boss, a Lt Col (can't recall his name), was the Det 4 Logistics Officer and was acting CO at the time as the Full Bird CO (can't recall his name either) was back in the states testifying to Congress as I recall.

Me being a Ranger and Nam Vet, the Lt Col asked me if I could set up a TOC and establish a search and recover operations. I did just that and we began to get organized and sent out some ground teams to see if we could find what happened to the bird. They did find people who had heard the crash and pointed to where it was up in the mountain.

We asked the Turk CO if he could get a helicopter to search during the next day. He did. We also asked for a US helicopter out of some HQ and they would not fly.....but later on they did. It was the Turk bird that finally found the crash site and I think they took in our Doc to ID the remains and bag the bodies.

When the aviation investigation team arrived and went up to the crash site they determined one of the engines went in under full power and the other went in with no power. They requested we recover the one that went in with no power. I had my Turk Engineers build a wooden sled that would hold the engine. I assembled a crew of the biggest and strongest guys we had on the hill, took a bulldozer with a 2.5 ton trailer with the sled and we trucked it to the bottom of the mountain by road as close as we could get, then off loaded it and walked it up into close to the crash site. We unhooked the trailer and I had the dozer build us a ramp that we backed the trailer up to and the crew took the sled up to the engine and tied it to the sled then began to manhandle it down to the trailer. Well she had a mind of her own and went off in a different direction. So we had to build another ramp and move the trailer to it. We then got the sled and engine loaded and headed back down the mountain to the waiting truck and trailer.

That entire operation took us a full 24 hours from the time we left the hill until we got back with the engine on board the sled in the trailer. I was also at the airfield when the Reserve C130 came in to get the bodies to take to Germany. I was talking to them on the radio and they wanted to know what the long gray thing with lights was. I told them it was a new concrete 5000 foot runway. They did not have it on their charts. They only had the 2300 foot PSP runway listed. I told them it was just completed and good for them to land on. We had not got it certified by the AF so it was not listed on any AF Charts.

They landed on it and after getting the bodies loaded took off from the new runway but had to take off like it was not there. They got down to the end and turned the bird around holding all the brakes on in the world, reved the turboprops full throttle and took off in about 200 feet of runway.

Been living in Keene, NH since I retired in 1987 with my current (#5) wife. #1 left me right after Sinop. Phone at home is 6033586070 at work MWF is 6038994159. Doubt I can find any photo of me at Sinop. But I will be looking for one. When I get home I will send you a current photo. I will check out the DOOL web link.
Whit

Kent Whitman, A Sinop Vet, Senior Lecturer, Business Administration Division, Franklin Pierce University, 40 University Dr., Rindge, NH 03461, 603-899-4159, Captain, U.S, Army Ranger Retired, Disabled Vietnam Veteran

WINDHAM, Mike YOB 1957 MP E4 Det 4, FE77-FE78, (Amy), 446 Hwy469 N., Florence, MS 39073, 601-845-2194 & cell 601-927-9250, Ret Col, MS Nat Gd



COLONEL MICHAEL WINDHAM

Elder, - enjoyed talking with you. Even though I am from Mississippi - I joined the Army in Bogalusa, Louisiana in 1975. I wanted at the time to be in law enforcement so I enlisted in the MPs but not knowing any better the recruiter talked me into being an MP in the Army Security Agency with tales of secrecy and national defense but most of all an immediate promotion from E1 to E2 in basic.

Little did I know that ASA MPs were glorified security guards but as Providence had it the Lord had plans. My first duty station was the 374th ASA Company in Fort Carson, Colorado. It was one of the first TOE Electronic Warfare units for ground operations with the 4th Infantry Division. It was a fun time because we had nothing to guard and I was detailed as a Security Clearance Investigations Clerk for the Company S2 Sergeant, SFC Cecil Gregg. He was originally from the Fort Hood, Texas area. The remaining unit members went to the field quite often on FTX's and CPX's but hardly ever did I. My roommate was Mike Galbreath, another MP from New York State. I still have some friends from Colorado Springs that I have kept up with all these years!

From there both Mike and I got orders for Sinop at the same time and arrived as two senior E4's. We were made acting sergeants and because I had a few days on him I was as green a platoon sergeant as could be with zero training. Luckily it was a small tight group, no trouble and the lieutenant watched out for things pretty good. From there I left for Fort Bliss, TX to an ASA Aviation Electronic Warfare (air) company. It was there that I did my few months of "Glorified Guard Duty" at the crypto facility. I hated it but Bliss was good and had fun my final months. I ETS'd after 3 years and returned home and started Junior College at the same time.

MISSISSIPPI NATIONAL GUARD

I immediately enlisted in the Mississippi National Guard's 112th MP Battalion. Shortly after that my father talked me into going to OCS and the rest - as they say - is history. I graduated from University of Southern Mississippi in 1983 with a degree in construction technology (I changed my mind on careers and major) and went to work for the National Guard as a full time technician in 1985 and have been here ever since. I am currently a Reserve Colonel and full time Director of Engineering/Facilities for the Mississippi Army National Guard working on 33 years of total service this May. I got an MBA in 1997 and am a graduate of the Army Command and General Staff College.

If someone would have said in 1975 that I would be where I am today - many NCO's and officers would have said "your nuts" but the Lord has a serious sense of humor! I have enjoyed my career but I see it closing. The Mississippi National Guard has supported the war in Iraq and Afghanistan with many soldiers and several who have given all. I tried to go to Afghanistan but my boss held me here. We have quite a mobilization effort going on at Camp Shelby which has required a tremendous building and maintenance effort to support thousands of soldier's enroute from all over the country to the war. This has been constant for the past 5 years. As you are aware Hurricane Katrina devastated the Mississippi Gulf coast. I mobilized 30 days and it is all a blur but the first three. It was intense. We had quite a bit of damage to all our Guard real property resulting in about a \$130 Million dollars in repair and replacements that have worked us hard the past two years. I have a tremendous family and a tremendous staff you can see on our Guard website under "Facilities Director".

ESEK011 CRASH

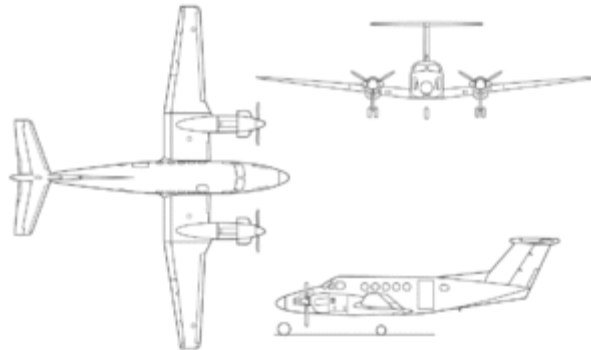
While in Turkey, I was the "Acting Jack" Platoon Sergeant on my way out of Det 4 and Dennis Kasabian was on the way in when Esek 011 went down. Mike Galbreath was also a buck sergeant. He and I had came together from Fort Carson in February 1977.

I was the second group on the mountain right after the doctor and one other officer who

got to the site early the next morning.



The above photo was on the front page of a Turkish newspaper out of Ankara that showed the downed plane. The Turkish newspaper photo makes the plane (ESEK011) look like a downed helicopter, but it was a C12 aircraft.



The afternoon of the first day after the post doctor and engineer officers (both captains) flew out via UH1 helicopter and left me, a warrant officer from the Hippodrome crew (cannot remember his name) and one Turkish soldier to guard the plane and bodies that night. Six of our soldiers who perished in the crash were still in body bags beside the plane when the Turkish reporters showed up late the first day having "hiked" their way

up the mountain.

We were trying to build a camp in the snow and cold when these klinks, came hiking up the hill in their little procession late in the evening. They were jabbering with the Turkish soldier who was also our interpreter when one of them decided to try to start taking photos of the dead soldiers by opening the bags up. Myself and the warrant stepped between them and things got warm pretty fast to the point where I had my hand on the pistol and the warrant was trying to get some guidance from the hill on the sorry radio. Basically we wanted to know if we had permission to pull the pistol and shoot them (primarily the little trouble making bugger).

That wasn't really said but we were on the fringe with a lot of loud talking and hopping around. Somewhere during the middle of this surreal argument on the top of the mountain - the WO and Turk soldier got in this big discussion with the reporter - instigator and while they were talking - I continued to try to communicate with the hill and get some guidance on could I shoot the SOB. (that is when another reporter took the photo of me in the inset).

To make a long story short the Turk soldier finally said something and patted his old rifle and they decided to calm down. The warrant and I thought we were going to be in the middle of an international incident because it got ugly for a few minutes but thankfully he backed off.

They took some more photos and finally left. We spent the night under a tarp tent in sleeping bags and a portable diesel heater which came in real handy. The next day they brought in a small dozer from Det 4 along with several personnel and pushed their way up the mountain. They had supplies, a tent and some help.



Sometime during the second day the Turk helicopter helped us evacuate the dead. By then an accident investigator from Fort Rucker via Germany had arrived. We spent the next couple of days with him picking up and pulling the engines down the hill. They left the fuselage but took the engines and some other minor stuff like the props. We spent three and one half days up on that mountain.

I am in my 33rd year in the military and I have to say EVERY time I smell aviation fuel I think of Esek011 and those three days on that mountain in northern Turkey.

MILITARY POLICE

When Mike Galbreath and I arrived the Platoon Sergeant (E7) was a short timer. I can't remember his last name but I think was Barry Bindel. There was another E-5 there who was also short.



The above photo has all of us including 16 newly arrived privates that had gotten to Sinop there just ahead of Mike and myself. I would appreciate an e-mail if you can help me remember all those folks and If I can ever get it complete I will re-post it with names. Every last one of them came from the same MP class from Fort McClellan. They were a wild group and we had a great time. Because the two "real" NCO's were leaving they made Mike and Mike Acting Sergeants. Since I was the Senior E-4 I was the Platoon Sergeant and Galbreath the Ops Sergeant.

I can't remember the First Lieutenants name but he wasn't much older than the rest of us (he is in the far right photo and I am second from left standing).



The above photo was taken in the Det 4 theater when all 16 of these privates were promoted to PFC. It was unique to say the least. As I mentioned we were all pretty wild and being on the "hill" left a lot of free time to get into trouble. Between running, lifting weights playing all kind of sports and "drinkin" at the club we did manage to stay out of too much trouble.



Above is a scan of my two Sinop patches, the Esek Airlines and the Det 4 MP patches that are still new.



I never thought about staying in contact when I departed. I was leaving Sinop behind. It was similar to graduating from college or high school. I was moving on to my real life. The past was finished, only the present and the future existed.

This is how I looked at things at that point in my life. When you are young, you see things differently than when you get older. If I had realized that in future years I would have

THE MONKEY PISSED OFF INCIDENT

I'm hoping that some vets who were on the HILL 1977-78 will remember one of the guys who was an exceptional softball player and had his wife and little 4 year old son living in Sinop, in spite of the "unaccompanied" status.. Anyway as I remember - I was among many who was at the theater watching the "King Kong" flick and when the part where King Kong was terrorizing the city and out of the middle of the theater the 4 year old hollers "Monkey pissed off!!!". They just about had to restart the movie. His mother I am sure still talks about that!

The only person I kept up with for a while was Wayne Murphy and haven't talked with him in 10 years. I think he still lives around Petal, Mississippi. There was a married Nurse couple with the last name of Linton or Linden that I was good friends with. Regret not keeping up with them. If any one knows them or how I can contact let me know.

Finally, I say again, my time in Sinop, Turkey was a highlight of my life and my stumbling onto the Det 4 website and the DOOL and the time that you and Bill Simons devote to keeping it up has been really great. Thanks again. God has been gracious to me! My Jesus comes first, my family is my all and the military has gotten the rest! Colonel Michael Windham, Mississippi Army National Guard, Director of Facilities and Engineering. 601-313-6230 [Mike Windham is now a retired Colonel and works as a Consultant for the National Guard]