



THE SOUTHERN CALIFORNIA SENTINEL

SPECIAL FORCES ASSOCIATION CHAPTER 78
NEWSLETTER OF THE QUIET PROFESSIONALS

THE LTC FRANK J. DALLAS CHAPTER

VOLUME 7 ISSUE 11 NOVEMBER 2016



SON TAY RAID



21 NOVEMBER 1970

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Air Operations for the Son Tay Raid

**Ode To The Young — The Men of A Co.,
5th Bn. of the 19th Special Forces
Group Deployed**

SOAR XL

SFA Chapter 78 Christmas Dinner 2016

Letters to the Editor





Lonny Holmes
Sentinel Editor

EDITOR'S COMMENTS

“Ode to the Young” by Mike Keele regarding the deployment of A Company 19th SFGA brings back many memories to all soldiers who served in combat. Most of us serving as Green Berets in the Viet Nam War were of a younger age and not married with children as we headed to the battlefields in South

East Asia. Observing members of A Company saying goodbye to families and their children demonstrates the longevity of the War on Terrorism and the differences of serving in the military in the Twenty First Century. Today it is more stressful on the soldiers who try to manage a dual life of the soldier and civilian who serves in the reserve or the national guard. However stressful it may be on the individual “Green Beret” it is more difficult on the family members who do not know what their husband or father is doing day by day. A “Tip of the Beret” to these soldiers who perform this role in today's society.

Colonel John Gargus shares his story of the Air Force's planning and conduct of the Raid on the Ton Say Prisoners of War camp in North Viet Nam just a few miles west of Hanoi in this issue of the Sentinel. Colonel Gargus as a member of the Ton Say Raiders was invited to Fayetteville and Fort Bragg, NC, for their annual reunion on late September to 2 October. Next month we will have a brief story on this special reunion of the Ton Say Raiders. Presently I am working on a story by Colonel, then Major, John Waresch who was the lead A-1 pilot into the assault of the Ton Say Prisoner of War camp. This is a riveting account of the flight to the Ton Say POW camp, the aerial combat and return flight to Thailand. A hair-raising story!

Chapter 78 was well represented at the Special Operations Association SOAR XL reunion in Las Vegas, NV. Chapter 78 members included Ed Barrett, John Joyce, John “Tilt” Meyer, Brad Welker, Mike Keele, Terry Cagnolatti and Lonny Holmes. Lonny Holmes was presented with a S.O.A. twenty year pin by Major General Elton Bargewell. ❖

Lonny Holmes
Sentinel Editor

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COVER: Son Tay Raid strike formation at night; Courtesy John Gargus.

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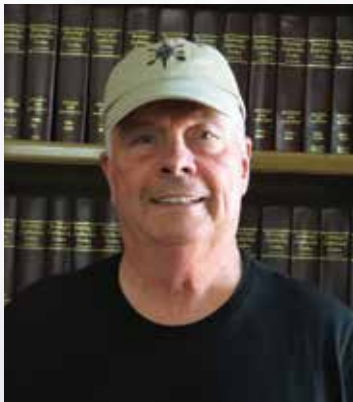
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THE PRESIDENTS PAGE



Bruce Long
President SFA 78

PRESIDENTS COLUMN NOVEMBER 2016

Our September Chapter meeting was held at the Bahia Corinthian Yacht Club located in Corona Del Mar. The breakfast /business meeting started at approximately 0830 hrs.

Our Sergeant of Arms **Mark Miller** led us in the salute to the American Flag, and was followed by the invocation given by **John (Tilt) Meyer**.

Guest: Jim Carter former 5th Group was a guest of **Mark Miller**. Jim was provided with an application as he wants to join our Chapter. At the writing of this column, I have been contacted by Jim who advised me he was forwarding his application.

Membership: The Chapter has a new member from A Company, **Ryan Ziegler**.

Treasurers Report: **Richard Simonian** was unable to attend this month's meeting therefore, Tilt provided the following information: a total of \$1,576.25 was expended on money out, leaving the Chapter with a current balance of \$877.55.

Reading of the minutes was waived, as our Secretary **Gary Macnamara** was unable to attend today's meeting.

The guest speaker was **Hammond Halley**, MAJ, SF (Ret), also a new member of our Chapter. Hamm, as he likes to be called, put on a Power Point presentation about the siege of Khe Sanh, while assigned as the X.O. to FOB-3. As some of you might remember



**Hamm Halley receiving a Chapter 78 Coin
from President Bruce Long**

FOB-3 was located adjacent to Khe Sanh and ran CLASSIFIED missions into Laos, DMZ, and North Vietnam.

Hamm's presentation was well received by the Chapter membership. We hope to hear more from Hamm in the future.

Major (R) Hamm was presented with a SFA Chapter Coin.

On this upcoming November 6th **Mark Miller** will be attending Veterans Recognition Night at the Ducks Stadium in Anaheim. Mark will be representing SFA Chapter 78 and will be recognized for his service. Mark is a Combat Vietnam Vet with 100% disability due to his wounds. For additional details about Mark and his service, go to our website at specialforces78.com

A Company Rear Detachment personnel will again be doing the Australian repel from the Ducks Stadium rafters.

A Company's Rear Detachment will be conducting SFAS from November 18 through 20th and could use some assistance.

I asked for volunteers and **Gary Macnamara**, **James Light** and **Len Fein** along with myself have volunteered as well as **Jim Duffy** and **Cliff Armas**.

A Company is now at Ft. Bless and will be conducting training through the month of October. I again want to thank all of the Chapter members who were present for A Company's send off on October 2nd.

2016 SFA Conference – *Unconventional Warriors, The Mission Continues*

The conference will be held at the Double Tree Inn. I highly suggest that you make early reservations if you want to stay at the Double Tree Inn even if you decide not to go, you can always cancel 24 hours before arrival. The DoubleTree's phone number is (910) 323-8282.

Our next Chapter meeting: 11/19/16 at the Bahia Corinthian Yacht Club, 1601 Bayside Drive Corona Del Mar, CA 92625. Breakfast business meeting at 0830 hrs. Chapter meeting at 1000 hrs.

Special Note – We will be taking reservations for the upcoming Christmas Dinner / Party which is scheduled on Saturday December 17th and will start at 1600 hrs. (see page 10 for information)

The theme for this event will be recognizing the wives/girlfriends of deployed Green Berets.

As usual, please feel free to contact me. ❖

Bruce D Long
President
SGM, SF (Ret)
SFA Chapter 78

AIR OPERATIONS FOR THE SON TAY RAID



John Gargus

By Colonel John Gargus (USAF, Retired)

Planners of the bold attempt to rescue American prisoners of war from North Vietnam on November 21, 1970 put together a small joint special operations force that was believed to be just right for the task. They never anticipated that their carefully orchestrated operation would balloon into what became the

largest nighttime operation of the Vietnam War up to that date. Even though today's military historians laud the raid on the Son Tay prison camp as a model for a successfully executed joint special operations mission, they do not address the extremely large air support it generated. Instead they focus their attention on the meticulous small force training of this joint service force in Florida and on its great professional performance during the raid itself.

The well-conceived Operation Ivory Coast plan called for a small joint force of Army and Air Force Special Forces to train in Florida. This had to be done away from Vietnam to ensure top secret security for the project. Once ready, the force was secretly inserted into the war zone for execution with minimal support from the US forces conducting the war. The Green Berets did not require any Army support because they brought everything they needed with them. They were secretly flown into a well-guarded isolation facility at the staging base at Takhli in Thailand. Air Force requirements were more involved because in theater air assets had to be borrowed to execute the raid under a new name called Operation Kingpin. Only two Combat Talon C-130s and two College Eye EC-121s flew in from the States. Helicopters and fighter aircraft had to be provided by theater units, hopefully with minimal impact on their war operations. After all, the raid was planned to be just a one night event. The Navy did not participate in the stateside planning and training, however, the planners wanted to have the carriers in the Gulf of Tonkin launch few aircraft to provide a diversion for the raiding aircraft which would enter into North Vietnam from Laos.

The most directly involved aircraft numbered only 15. There were two very special Combat Talon MC-130s with highly classified navigation and electronic systems that allowed them to operate inside of the heavily defended North Vietnamese air space. One Talon would escort the Assault Formation which had 56 Army rescuers in five Jolly Green Giant HH-53

helicopters and one HH-3 helicopter. The other would escort the Strike Formation with five A-1E fighters that would provide low level protection for the ground troops in the objective area. The planners always wanted to have a couple of high flying jets to protect the low flying formations against the North Vietnamese MIG interceptors. These high flyers would not only discourage the enemy against launching the MIGs, but would also invite a high altitude surface to air missile (SAM) response that would not impair the ground and low flying activity in the objective area. The two stateside College Eye EC-121T radar platforms were needed to monitor the Son Tay area from the Gulf of Tonkin and provide the high flying jet fighters vectoring against any enemy interceptors that would take off to challenge the aircraft fleet.

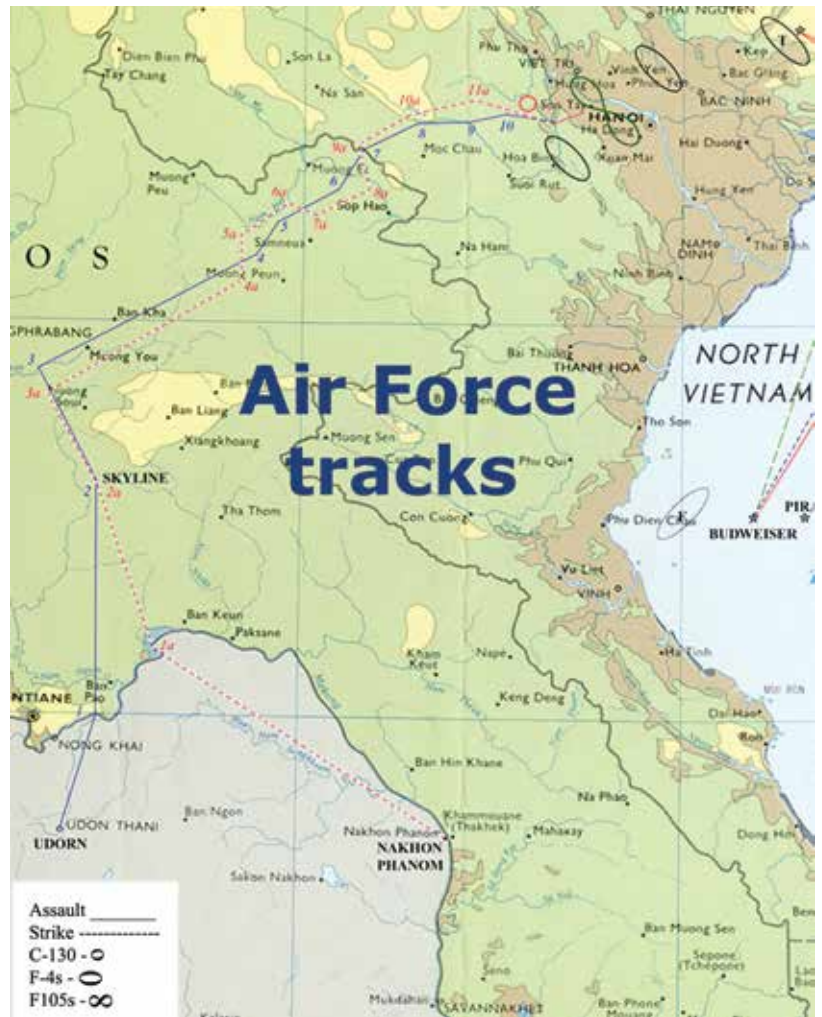
Theater coordination for the raid did not take place until November 1 when the top three planners departed for Southeast Asia to brief the top officials who commanded our country's military services. They were: Army Brig. Gen. Donald D. Blackburn, Special Assistant for Counterinsurgency and Special Activities (SACSA), under whose domain the raid plans generated; and Air Force Brig. Gen. Leroy J. Manor, Commander of the Air Force Special Operations Forces (AFSOF), who became the chief of the raiding Joint Contingency Task Group with his deputy the legendary Army Col. Arthur D. Simons. The reception from the limited number of key officials whom they briefed in on the daring plan was overwhelming. All offered unlimited support for the rescue plan. Army General Creighton Abrams, who directed the overall war effort from Saigon, was disappointed that the Army raiders did not need any of his troop support other than allowing the ready to execute force into his area of responsibility and ensuring utmost security for this important operation. The Seventh Air Force promised the trio unquestioned support and made sure that all Air Force units



gave the raid coordinators everything they asked for without asking any questions. That opened the floodgate of enthusiastic support for the raid from the selected few who were tasked to support it.

On the way home, Gen. Manor and Col. Simons stopped at the Yankee Station in the Gulf of Tonkin. There, Admiral Frederick A. Bardshar, Commander of Task Force 77, promised them very encouraging support to stage a credible show of force from the Yankee Station to distract the enemy from focusing on the incursion of the raider force into the Son Tay area from the west. He welcomed the idea of sending his pilots north of the 20th parallel because there was an ongoing self-imposed bombing pause for targets in Hanoi and Haiphong areas since 31 March 1968. He knew that his pilots would love to hit those lucrative targets before rotating back to their home ports. However, the raiders had very strict rules of engagement. The only ordnance the Navy was authorized to dispense were Mark 24 flares to make the North Vietnamese wonder what kind of an attack was being staged. They were not allowed to attack any ground targets. However, their pilots could defend themselves against enemy interceptors and SAMs if they challenged them.

By November 17, just three days from the night of the raid, the planners were ready to task the needed Air Force units for their support. As one of the briefers and a member of the air operations planning staff, I was astonished at what ensued with the invited planners of each Air Force unit we included on our operation. Their enthusiasm for what we were about to do was incredible. All were eager to fly into the restricted target zone north of the 20th parallel. They assured us that their fighter pilots would be eager to fly into this forbidden zone even with the strict engagement restrictions for our small scale surgical operation. They were not allowed to attack opportune targets outside of the small Son Tay geographical area. What was even more incredible for me was when these planners from Udorn, Korat and U-Tapao bases returned on the following day with



their concept for our raid support. In Florida we started with such a small number of aircraft and now we were advancing past that special operations requirement for minimal, but optimum force. I worked with each planner on incorporating their flight tracks into our fixed and carefully orchestrated timing and inbound routes for the raid. This timing was designed to take advantage of the 0200 shift change for the prison guards.

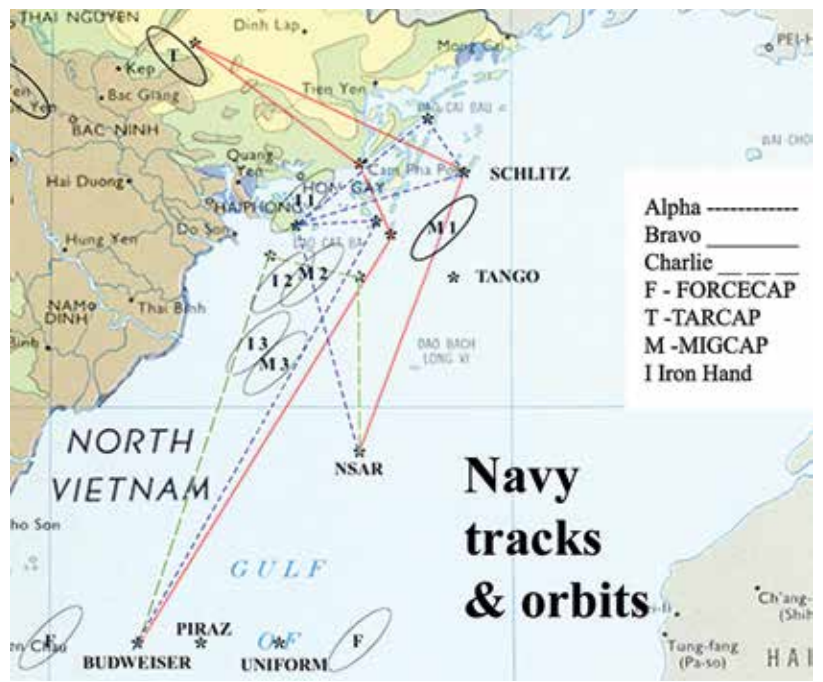
Only the two HC-130P takers for helicopter refueling on the way in and out remained as we planned for in Florida. The number of couple of F-4 fighters



we wanted for high altitude bait for SAMs and for ensuring that the enemy's interceptors did not get launched against us increased to ten. There would be two packages of five F-4 MIG killers that would launch in two waves, ensuring that there would be four of them high overhead throughout the ground operation, with one off to the side as a replacement spare if someone got shot down. Next, because we anticipated a SAM defense from the enemy, we needed F-105s to fly a missile suppressing mission. That package came to five more aircraft to cover the 30 minute time period we planned to be on the ground. Naturally, these fifteen newly added aircraft required refueling support. Shockingly, this added another twelve KC-135 tankers. These would be deployed, not only over Laos to support the jets from Thailand, but also over the Gulf of Tonkin to refuel three Air Force C-135s and any Navy aircraft needing emergency fuel. Normally, there was one RC-135M, Combat Apple from Okinawa flying over the Gulf monitoring all electronic transmissions from North Vietnam. It had Vietnamese speakers on board who translated voice transmissions and issued MIG warnings to friendly aircraft. This RC-130M maintained continuous contact with the command post at Monkey Mountain near Da Nang. Brig. Gen. Manor was going to be commanding the raiding force from there. His command post back up, Col. Norman Frisbie was going to be on board of Combat Apple One. We needed a spare Combat Apple. So on the night of the raid, there would be two RC-135Ms flying over the gulf. In addition, we decided to have all the electronic traffic generated by the raid recorded and for that we needed a specially configured RC-135 from U-Tapao, Thailand. Finally, we must add to this growing number three regular C-130s that were used to shuttle the planners and troops between the Thai bases as well as the T-39 for Brig. Gen. Manor's staff. This brought up our originally planned 15 aircraft to 57.

One thing we did not plan on was the approaching Typhoon Patsy. Because of that nature's event Brig. Gen. had to move the raid up by 24 hours. It was either that or postpone it for several days. Such postponement would carry with it potential for a mission compromise. Preparations for an unprecedented nighttime operation from five Thai bases was sure to generate some suspicions among the servicing flight line crews. There would be too many available days for speculations if the mission did not go early. This was one of the reasons we did not get to review the Navy plan for the raid which did not become available to us until we were in our pre-departure crew rest. I learned of it after we landed at Udorn empty handed. Incredibly, the Navy surpassed the Air Force in the number of aircraft they launched. They employed 59 aircraft, two more than the Air Force, to provide a very convincing diversion to our attack on Son Tay.

The Navy had three carriers at the Yankee Station in the Gulf of Tonkin: The USS Ranger, the USS Oriskany and the USS Hancock. They launched twenty-two A-7 attack



Navy tracks & orbits

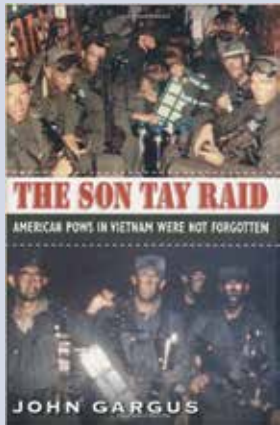


Air Force

aircraft on three tracks dropping only flares. These fighters required six dedicated carrier based A-7 takers and seven land based tankers from Da Nang. One of them was KA-3B and six were EKA-3Bs that also provided electromagnetic jamming of enemy radars. They flew two E-1B radar platforms to direct four F-4 MIG killers. Five A-7s flew Iron Hand SAM suppression missions. Eight fighters (six F-8s and two F-4s) flew protective orbits for the Yankee Station and for all other airborne aircraft. Finally, there were four A-7s dedicated to rescue and one EP-3 from Guam, which had the same mission as the Air Force's Combat Apple from Okinawa. Consequently, not counting the always ready rescue helicopters, the Navy launched 59 aircraft to support the Son Tay raid.

Counting the five Air Force aircraft flying over the Gulf of Tonkin that night, the North Vietnamese radars had 63 distracting targets to look at in the east while the Florida trained Attack and Strike Formations with only 13 aircraft sneaked into Son Tay undetected. None of the planners who started working with these 13 aircraft anticipated the employment of 116 to support the 56 men we put down on the ground. Likewise, none of us anticipated to return home empty handed. ❖

AIR FORCE and NAVY TRACKS



About the Author

John Gargus was born in Czechoslovakia from where he escaped at the age of fifteen when the Communists pulled the country behind the Iron Curtain. He was commissioned through AFROTC in 1956 and made the USAF his career. He served in the Military Airlift Command as a navigator, then as an instructor in AFROTC. He went to Vietnam as a member of Special Operations and served in that field of operations for

seven years in various units at home and in Europe. He participated in the air operations planning for the Son Tay POW rescue and then flew as the lead navigator of one of the MC-130s that led the raiders to Son Tay. His non-flying assignments included Deputy Base Command at Zaragoza Air Base in Spain and at Hurlburt Field in Florida and a tour as Assistant Commandant of the Defense Language Institute in Monterey, California. He retired in 1983 after serving as the Chief of USAF's Mission to Colombia. He has been married to Anita since 1958. The Garguses have one son and three daughters.

Flight hours: More than 6100 hours (381 Combat flying hours in South-east Asia and 105 flying hours with the Colombian Air Force).

A partial list of Colonel Gargus awards and decorations:

- | | |
|-----------------------------------|----------------------------------|
| Silver Star | Navy Presidential Unit Citation |
| Distinguished Flying Cross w/OLC | AF Outstanding Unit Award w/2OLC |
| Bronze Star | Combat Readiness Medal w/OLC |
| Defense Meritorious Service Medal | National Defense Service Medal |
| AF Meritorious Service Medal | Vietnam Service Medal |
| Air Medal w/5 OLC | w/4 Service Stars |
| AF Commendation Medal | |
| Presidential Unit Citation w/OLC | |

Foreign Awards

- Spanish Aeronautical Merit Cross with White Badge
- Republic of Vietnam Air Service Medal
- Republic of Vietnam Air Force Navigator Wings
- Colombian Air Force Aeronautical Merit Cross
- Colombian Air Force Navigator Wings

ODE TO THE YOUNG

The Men of A Co., 5th Bn. of the 19th Special Forces Group Deployed



By Mike Keele

When terrorists rampage and statesmanship fails, young men must stand tall. And so it is, after fifteen years of the War on Terror, the highly trained, carefully picked and thoroughly dedicated men of A Co., 5th Bn. of the 19th Special Forces Group deployed for the umpteenth time to the sand box. As they waited for the command to saddle up, they milled around, talking to family members, their comrades and the many other well-wishers who had gathered to see them off on this beautiful Sunday morning.

Mike Keele

They had spent months training, planning, speculating and maneuvering and it had brought everybody together for this departure. There was little sign of sadness; for these veterans, this had become a routine. Among the plans made were those spearheaded by the Sergeant Major's wife, Lena. She has created a network of support for the A Company families, which is supported by the Nineteenth SF Group, and by Special Forces Chapter 78

and by their president, Bruce Long. Some years ago, Bruce was the Sergeant Major of A Company, and he has remained close to the unit (even after all these years). Also an icon of A Company is Colonel Mike Wise, who came along back in the days when the Unit was part of the Twelfth Group and the Colonel was a First Lieutenant. Col. Wise was with the Unit today, although he ascended to a position in administration with his last promotion.

Mike Wise was present this morning, as much a friend to the families as a commander. He has spent many years with this group of warriors. He assured the Troop's loved ones that he knew the hardships they faced, as he has faced them himself over numerous deployments. He went on to assure them that "a vast structure of family support is in place to help you." Later, he said "don't try to go it alone," as past experience has evolved the support process for (you) to unprecedented levels.

As a show of support, SFA Chapter 78 arrived in force to wish farewell to their young comrades-in-arms. Among them was Richard Simonian, who was an original Green Beret who was on the original deployment to Germany with Colonel Aaron Banks

and by their president, Bruce Long. Some years ago, Bruce was the Sergeant Major of A Company, and he has remained close to the unit (even after all these years). Also an icon of A Company is Colonel Mike Wise, who came along back in the days when the Unit was part of the Twelfth Group and the Colonel was a First Lieutenant. Col. Wise was with the Unit today, although he ascended to a position in administration with his last promotion.





with the Tenth Group in 1952. As Chapter 78's Chaplain, Richard offered a prayer to God for the safety of these men as they go, once again, into harm's way. Another Chapter 78 oldster is John Creel, who arrived in Germany with his beret in 1955, and he wore it this morning. One look will tell you that beret is older than any of the youngsters who shipped out today.

On a previous deployment, Chapter 78 hosted the wives of the deployed at our annual Christmas Party. As of today, eighteen wives have committed to attending this year's party, which will be held on December 17th at the Bahia Corinthian Yacht Club.

At last, and maybe ahead of schedule, the call went out for the men to hoist their gear and make their way to The Big Iron Bird.

The Company's departure was seen off by Chapter 78's finest rendering a salute from the tarmac as The Big Iron Bird rolled away from the terminal area to make it's takeoff. This event was very emotional for Chapter members, who remembered back to their departures from "the world" to a more hostile climate. Many of the departing soldiers expressed gratitude for Chapter

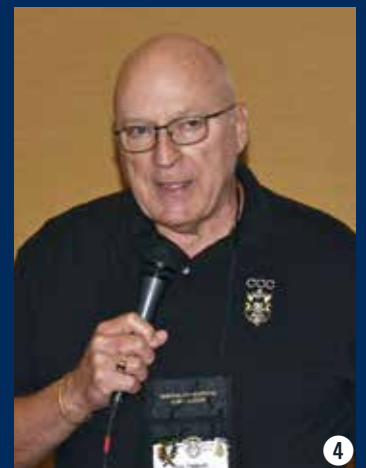
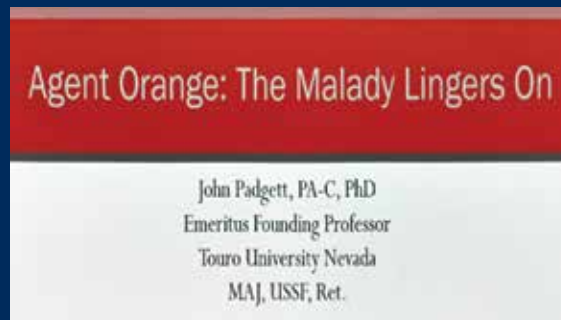
78's close association of the past couple of years. It was tough watching these fine young men mount the steps to the plane....and disappear inside. This month would have marked our third annual dinner where Chapter 78 hosted A Company at the Fiddler on the Green banquet facility.

Chapter member Kenn Miller sums it up the best* — "It was very moving to watch the company board the plane. I think all of us wish we could go with them. They will be fighting for all of civilized humanity — which also includes the vast majority of the world's billion Muslims, who are the most common victims of the Jihadi monsters. Communism as a force for evil in the world was defeated by people like us and by its own evil and contradiction of human nature. But humanity has never had a human threat to compare with what ISIS, Boko Harum, AQ, and (perhaps to a slightly lesser extent) the Taliban represent. I hope the men of A Company have a good sense of how very important their historical role is — and I think they know that. The human species owes them our gratitude and respect."

*This paragraph was written by Kenn Miller.



SOAR XL



- ❶ SF MACV-SOG 1-0 Team Cobra, SFC Keith McKim presented an excellent history of the Star Spangled Banner and lead all SOAR attendees in singing.
- ❷ 1st Special Forces Group Airborne, Command Sergeant Major Shane Shorter delivering the SOAR XL Keynote Speech.
- ❸ Colonel John Waresh, lead A-1 pilot, call sign Peach 1, on the Ton Say Raid into North Viet Nam.
- ❹ John Padgett making his presentation on "Agent Orange"

- ❺ Command Sergeant Major Glenn Lane, age 87, a veteran of the Korean War and Viet Nam who was awarded 7 Purple Hearts performs the POW/MIA Passing of the Mantle Ceremony with Matt Christoff of the DPAA, a veteran of the current War on Terrorism.
- ❻ Ranger Hall of Fame SGM, then CPT, Tommy Shook and wife, Bamboo.
- ❼ John Stryker Meyer and wife, Anna



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10



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8 Left to right, John Joyce, Brad Welker, Ed Barrett, Mike Keele, Terry Cagnolatti

9 Major General and Past SOA President Eldon Bargewell presents SFA Executive Director Cliff Newman with a 40 Year SOA Pin.

10 S.O.A. Keynote Speaker, 1st Special Forces Group Command Sergeant Major Shane Shorter and Kim Holmes

11 Cora Keele and Nilda Holmes

12 SF Medic Jim Brown and Captain Chris McClure Commander

of Mang Buk A-Team. Lonny Holmes replaced Jim on a combat operation at Mang Buk when he was extracted to attend a promotion board for Sergeant E-5, and Lonny did not find out the reason for 40+ years. Chris is now a Director of S.O.A.

13 Brad Welker, Juli Brayton of Troy Arms and John "Tilt" Meyer. Troy Arms is the company who provided the Ton Say Raiders "gift rifles" at their October 2 reunion.



SPECIAL FORCES ASSOCIATION CHAPTER 78 CHRISTMAS PARTY 2016



Special Forces Association Chapter 78 will be having its annual Christmas Dinner on Saturday December 17th, 2016 at the Bahia Corinthian Yacht Club in Newport Beach, CA. We are limited to 105 persons who can attend. We need your confirmations back to us if you are planning to attend no later than December 5th, 2016. This is a great event which includes an excellent buffet dinner; we will also have entertainment and a raffle for an assortment of prizes. The Newport Beach Christmas Boat Parade will also make a pass by the Yacht Club for a great viewing experience.

Please send the confirmation form below to the address listed along with your check for \$30 per person.

_____ I will be attending the Chapter 78 Christmas Party



Chapter Member Attending: _____

Number of Guests (including yourself): _____

\$30.00 x _____ = _____

Please mail check for this amount payable to SFA 78 to the Chapter Treasurer at:

SFA Chapter 78
"Christmas Dinner"
P. O. Box 11927
Santa Ana, CA 92711

Letters to the Editor

The Central Highlands of Viet Nam — 48 Years Later October 2016

Thanks, Lonny, great article by Tom Turney. It is amazing how time changes everything.

Cliff Newman
Executive Director
Special Forces Association

Response to October 2016 Sentinel

1st Lieutenant, then Captain, Mike Trost, a Green Beret, started his tours in Viet Nam first serving at A-251 Plei Djereng in II Corps, completing three one year tours as described below in his letter.

Hey Lonny,

Sorry, I kinda dropped out again. As I think I already told you in person, when I emailed you in 2010 from Key West, it was the first contact I had with anyone in SF or from my Army life in 40 years.

I now live in Key West most of the year and spend a lot of time fishing. I also do watercolor paintings of Key West roosters which I sell and donate the proceeds to The Green Beret Foundation. They are not that good, but one sold at a GBF silent auction in Cincinnati for \$200 last month.

This issue of the Sentinel really hit home and I appreciate the excellent work you do every month.

After our early exit from Plei Djereng, I spent the remainder of 1968 at B-24 as Funds Officer. I would pick up a pallet of piaster (Vietnamese dollars) in Saigon, break it down for each A detachment (10) and deliver a sack full to each camp, every month by Huey. It was a pretty good gig for the most part and I got to spend time at each camp.

In 1969 I was XO at Dak Seang and then Dak Pek. I became CO of Polei Kleng in 1970.

My father died on August 25th and I am the executor of his estate. He was 93 and a 26-year Marine who fought in the Pacific in WWII and was among the Frozen Chosin in Korea. One tough old son of a bitch who retired as a Master Gunnery Sergeant.

This will cause me to be in San Diego at some point and I'll make an effort to get to Las Vegas.

Loved the cover photo of Dave and can't believe the pictures of the former camps. Not planning a trip there anytime soon.

I would hate to lose contact with you.

Mike