

**Interview with Curtis Singleton**  
**Utah Vietnam War Stories/KUED**

**Interviewer**

Tell me your name and spell it, and talk about when you got to Vietnam.

**Curtis Singleton**

I'm Curtis Singleton. My first trip to Vietnam was in 1967 in B-52s, and we were going TDY over there in B-52s. I was over there six months every year between '67 and 1970 and then in 1971 I was transferred to Davis Monthan Air Force Base. Initially in B-52s I was at Westover Air Force Base in Massachusetts. I transferred to Davis Monthan Air Force Base in Arizona and went down to what at that time was a classified mission and that was flying unmanned aircraft, or drones as they were called.

**Interviewer**

Before we get to the drones, tell me your title. You were an Electronic Warfare Officer, yes?

**Curtis Singleton**

Yes. I was an Electronic Warfare Officer in B-52s and flew numerous missions over there with B-52s prior to 200 plus in that time frame.

**Interviewer**

From '67 to '70?

**Curtis Singleton**

'67 to '70. Flew out of Guam, Kadena, and U-Tapao Thailand.

**Interviewer**

Kadena?

**Curtis Singleton**

Okinawa. Kadena was the base on Okinawa.

**Interviewer**

Describe your job on a B-52 as an Electronic Warfare Officer.

**Curtis Singleton**

Well as an Electronic Warfare Officer you are responsible for any electronic counter measures against any surface to air missiles or any aircraft or any anti-aircraft fire. Normally flying in the south of Vietnam, which quite a few of the missions were down south, you didn't have very much to do. Flying up north you were of course considered... you had to be pretty careful on any enemy radars that would come up. In

1967 I think, from what information I have, was when the first B-52s were shot at by surface to air missiles and we were going for, the target that day was the surface to air missile site. They weren't suppose to have any missiles at them, but they did and we were fired at by probably 12 missiles, and we recorded it all and it was used as a... back then we had to record everything that we did on the missions. We recorded it and that tape was used as a recorded tape because it went straight down, it was just a textbook firing from the surface to air missile site, SA2 at the time.

**Interviewer**

So those SAMS... describe what a SAM looks like.

**Curtis Singleton**

Well I've never seen one. The SAM itself, afterwards we had pictures of them going off. Our gunner, I had happened to give our gunner a small brownie camera that day that he sat , the gunner in the D-model, the model aircraft B-52 I was flying, took pictures of the missiles going off, and there were several of them all around us, just a long... Gosh I don't even remember how long they were, probably 12 or 15 foot long, foo in a half, two foot in diameter cigar coming up at you, and from the B-52 EW's position we saw various radar signals that would come up that meant certain things were happening at the surface to air missile control facility. You had a radar that came up and told you... first off they picked you up with their early warning radar and height-finder type radar, then when you came into the SA2 range they had a couple of different modes of operation, one of them was they were just following you closely. The other one was they were actually targeting you, and then you had information, various signals that came up that they had actually fired a missile at you, and in the meantime the EW Officer has equipment, jamming electronic counter measures equipment, that you jam the radar or try to evade them being able to track you. And so you're busy doing that. Of course the radar navigator downstairs are busy getting the bombs ready to drop and the pilot's flying the aircraft, the pilot and co-pilot up front are flying the aircraft. You communicate amongst each other on board a B-52 quite a lot, and in this particular instance where we were fired at, I had warned the crew that we were being monitored very closely. When we came in and you pick up the different signals, we were wave lead on this six-aircraft going in. You had different UHF radio announcements you made to the rest of the aircraft and the co-pilot was responsible for that, and so I would tell him when certain things happened, and when we started being tracked he sent out information, and when we were fired at he also sent out information. Well information was, code word in this case it was a color. He forgot the color and so the co-pilot just saying, "Pink, yellow, red, blue, green" over the UHF radio, which indicated, I'm sure, to the others that we were being fired at. But the EW is responsible for the electronic counter measures onboard the aircraft.

**Interviewer**

So you left B-52s in '71, and you were assigned the unmanned aircrafts. Tell us your job on the unmanned aircraft and explain that plane.

**Curtis Singleton**

The Air Force has flown unmanned aircraft since about 1964. They were basically the old Firebee Target Drones that were updated with various systems on them. Basically they were Photorecon or electronic intelligence collection. They were used a few times. In the Psy War they dropped leaflets over North Vietnam, and they were also used as targets to be fired at by surface to air missiles, so they had quite a long experience. I went in to the unmanned aircraft in 1971 at Davis Monthan. We carried either two or four unmanned aircraft underneath the wings of a DC130 and we would launch them from the 130s and they would fly whatever mission it was. Normally over Vietnam, well while I was over Vietnam the only mission I ever flew was a Photorecon. The unmanned aircraft could get down below the clouds in which the high altitude reconnaissance vehicles, the U2s or satellites could not see below the clouds so we did basically bomb damage assessment and going the trails that the North Vietnamese used to find... picking up surface to air missile sites and anything else of intelligence along that line. And in this particular time frame, one of our main things was the bomb damage assessment, particularly when Linebacker... when the B-52s were flying up north. There are two positions for a DC130 that are used to control the aircraft. One of them is called a Launch Control Officer and that person is responsible for programming the unmanned aircraft before the flight, starting the engine and getting it ready to launch, and then he launches the aircraft. The Airborne Remote Control Officer then is responsible for flying the aircraft, getting it over its assigned targets or reconnaissance area, and those are the two positions that are controlled in back. The navigator and upfront has a lot--the reconnaissance pilots because you can only determine how good a position the unmanned aircraft had by how good the navigator position was, as we used what was called a microwave command guidance system to control the aircraft. I personally performed both functions. I started as a Launch Control Officer and then took training to become an Airborne Remote Control Officer.

**Interviewer**

So these controls are done inside the DC130?

**Curtis Singleton**

You controlled it from inside the 130, yes. You had two pilots up front, a navigator, a flight engineer and in back those that we flew the aircraft with was a launch control officer responsible for launching it from the 130, starting the engines and making sure it's full of fuel--he had a checklist. After it's launched then the remote control officer and an airborne remote technician picked up the vehicle with the microwave command guidance system, you picked it up after it was launched, and would monitor it along its flight. The unmanned aircraft--it has been called numerous things; drones, unmanned aircraft, remotely piloted vehicles or SPAs, special purpose aircrafts, but it's all the same vehicle. But after it was launched then you had to pick it up, monitor its flight. In front of us at the ARCO position I had a map that had about a 30 by 30 inch board and it had an arm out on it that you, prior before the mission you had the preflight or had to draw

the sortie route, and then we monitored it along the route and the unmanned aircraft had an auto-pilot, the basic ones had an auto-pilot with a Doppler radar on it that gave us info on how far it had gone in mileage, and then we, as the remote control operator, when it started to get off the line of a programmed mission then we started flying the aircraft. And it's much like it a... it would be very similar to a pilot flying under instruments. You had a control stick for left, right, up, down. You had some pre-programmed commands you could give it, but once it got off it's target then you had to fly it on down.

**Interviewer**

This is very technical.

**Curtis Singleton**

It's like flying a... well under instruments, and we'd go out normally in the neighborhood of 50 to 75 miles away from you. During this time-frame that we're talking about, '71 to '75 time-frame, most of our missions were up north, and we would go in after either the Navy or the Air Force had gone in with a bombing sortie, we'd go in immediately after that. You fly in... we'd be loitering out in the Gulf of Tonkin about 500 feet. We would fly up then hit into the Haiphong outside Hanoi. We would have the drones on the 130 at that point. We would fly in until we got about 20 miles, 20 miles outside of Haiphong. Normally it was a pocket or place to launch from for us. And then we had to go up to a least 2,000 feet in altitude to launch the vehicle. We would launch it and pick it up with the system then we would start following the vehicle as it went down, and of course by the time we launched we would be pretty much on the shore, right next to the shore, and then we would turn and monitor the vehicle and correct any... flight corrections that we needed we would make at that point. The mission we'd go in and depending on where the target was the cameras would come on or we would control the system going over the targets, then we would put them into a climb and the vehicles were initially returned down to Da Nang and recovered by helicopters, mid-air recovery. And about in 1972 the recovery started being in Thailand up at Nakhon Phanom. Our DC130s in this timeframe were operating out of U-Tapao, Thailand; so we would launch the 130 with the drones on board and go up, fly our missions. Normally we launched two of them on a mission. We'd launch one, loiter around. There would be another bomb mission go in. We'd launch another one, and then we would go and pick up the unmanned aircraft up at KP, Nakhon Phanom, and take it back down to U-Tapao where it would be refitted and then we'd fly them again.

**Interviewer**

And that surveillance information, the photos were taken from the drone?

**Curtis Singleton**

The photos were taken from the drone.

**Interviewer**

How does that work?

**Curtis Singleton**

There's a camera on board. It's basically the same camera that U2s or other photoreconnaissance vehicles use. Pre-flight before it's launched the settings are set for the camera. You're going to be at 500 feet above the ground or 1,000 or whatever altitude and airspeed and they set it to take the pictures in whatever sequence their looking for. "They," being the intelligence people that establish that.

**Interviewer**

What was the intelligence here? What was the important intelligence in '71, '72?

**Curtis Singleton**

Most of the intelligence back then was what's the bomb damage assessment? How effective have they been up north in particular? We took pictures of the traffic coming down south from the NVA. We would go in and take that. We as aircrew very seldom got to see what the pictures were actually of. We were just told, "this is the area we want you to cover, so turn the camera on here or there."

**Interviewer**

You were assessing the Ho Chi Minh Trail?

**Curtis Singleton**

Ho Chi Minh Trail, yes.

**Interviewer**

POW camps?

**Curtis Singleton**

Yes we flew over POW camps. We flew bomb damages and Ho Chi Minh Trail. Where they were anticipating SAM sites or where they thought SAM sites were, we would go in and take pictures of those. Normally we were 500 feet with the unmanned aircraft. The unmanned aircraft after 30, 40, 50 miles would be at 500 feet and of course you had to make sure it didn't run into a mountain or something like that and go over whatever. And we didn't know what the exact target was. They would give us parameters that it was supposed to be on, but you could guess by knowing where they were because we were aware of where the SAM sites were and these type of things.

**Interviewer**

So you flew how many of these missions?

**Curtis Singleton**

We would fly missions out of U-Tapao with two aircraft underneath the wings, so each mission normally was two flights, two sorties under the aircraft, and you flew basically

every other day. Crew rest-wise we'd fly out of U-Tapao, you couldn't get crew rest and fly in the next day because the mission would be about 18 hours by the time you started in the morning and finished in the evening, so we would go in the next day. The Strategic Reconnaissance Center would send us our targets--mission plan those targets and mission plan those vehicles. The next morning we would go out and fly the sorties, so normally we were overseas TDY about 75 days, so you'd get in 35 missions, 40 missions a time you were overseas and going overseas normally we'd be over 75 to 90 days, somewhere in that timeframe. So you would get 40, 50 missions in every trip, and you'd go over probably twice a year. We had another location we were flying out of also other than Vietnam, so you'd probably get two trips in Vietnam a year, and if you get 40 or 50 missions every time, you fly two times a year over there, you're putting in a hundred missions a year.

**Interviewer**

Did you go into Laos and Cambodia?

**Curtis Singleton**

Yes. In '72 or so we were flying over Laos and Cambodia, and we used to fly over Cambodia and some of our sorties were in South Vietnam following the Ho Chi Minh Trail, we'd look down and see, oh what's the big temple over there? A beautiful place from the air, we're at 15, 18,000 feet, and you know Southeast Asia is a beautiful country, beautiful area from there. We'd fly over that and B-52s would be, their altitude was 35,000 so you didn't see too much. When we were flying down in the area we were flying, you got to see a lot of the countryside, beautiful country. And after everybody else moved out, I think everybody else left about 1973--isn't that when the bombing stopped?--we were still flying reconnaissance missions over there, and we flew from up until 1975, reconnaissance missions. After all the 52's and tankers and fighters and ground troops were out of there, we were still flying reconnaissance missions. I'm not sure exactly what the reasons were, but we were flying reconnaissance missions.

**Interviewer**

Was that part of the peace treaty negotiation?

**Curtis Singleton**

It could be. I don't know what was on the treaty. You know we were not, "we" as aircrew members were not told that part of it, but we were flying and there was know one else over there. The only American aircraft that I remember were the KC135s that were actually flying kind of embassy flights. They would come into U-Tapao, pick up things, go up to Bangkok, and go back to Okinawa or to Guam, wherever. They weren't flying any sorties, supporting any anti-aircraft of any type.

**Interviewer**

So '74, '75 there are still Americans there.

**Curtis Singleton**

Right. We had the MACV and some of the ground troops there in Vietnam. I guess basically there in Saigon and Tan Son Nhut. We were flying sorties over there at that timeframe, recon sorties. I happened to be flying a mission the last day before the capitulation of the Vietnamese. We had flown sorties down south and between sorties we were out over the water watching the helicopters going onto the carriers and being thrown overboard, and watching all of the things going on. We didn't stay over to the top of Saigon, but we were out over watching the water, and we were down at 5,000 feet or so, so we saw the helicopters being kicked off the board, and you could see all sorts of aircraft from the Vietnamese Air Force going out. We did have a mission, I think it was April 15, I think was the last day in 1975 before the final capitulation, and we had a sortie to fly, but our aircraft had mechanical problems so we didn't take off the ground at U-Tapao, Thailand, and when we went back in and we were told that we wouldn't fly the mission, but various Vietnamese aircraft were coming and landing at U-Tapao and it was just... aircraft were coming in from that direction, all types of aircraft. The F-5 little fighter, they would land and an F-5 is big enough for one person and it would pop out with five people, and the DC130s were coming in with dozens of people in all sorts of aircraft. Whatever they had was landing at U-Tapao and we happened to have the old Chevy Camaro--the U-2s, if you're familiar with the U-2s, they have to, when they land the Chevy Camaro goes underneath the wings and catches the wings of the U-2. The U-2s were flying out of U-Tapao. They were going at that time, but we still had their... we were sister squadrons with the U-2s. We had one of the old Camaros, and we were watching these aircraft land and listening to the tower and the tower was trying to direct aircraft, but finally it got so busy that they just started announcing that numerous aircraft coming from all directions, basically you're on your own, and it was... I never saw an accident. This was in 1975.

**Interviewer**

Describe that chaos. For the viewers, let's put a timestamp on this.

**Curtis Singleton**

April, 1975. Vietnam had capitulated. Their military in particular, of course, was trying to get out of Vietnam. At U-Tapao in Thailand, which was about a two-hour flight from Saigon, they were coming over to U-Tapao. U-Tapao, of course, had been launching B-52s, and it was a large airfield. It had large runways, large taxiways, and many of these aircraft could land on the taxiways very easily. The aircraft, and by the end of the day there were probably 200 various aircraft in there, they would land. The people at U-Tapao, and at this time the Air Force at U-Tapao had drawn down a very small number of people. I can't say how many, but they were drawing down because there were no more B-52s or anything like that in there, but of course they were just inundated with all this traffic coming in. They would go out... we'd go out and help the aircraft coming in--direct them as to where to park--we'd get the people out. They'd use buses and trucks to get the people out, and they did set up in a big hangar where they were taking all these people, and of course feeding them, and from that point I don't know what they

did with all of the Vietnamese people, but it was just a mass of people coming in from Vietnam. The military were coming in with their families. A lot of them had their families and little kids, wives, older parents and everything. It was a different feeling at that time.

**Interviewer**

Could you feel the anxiety?

**Curtis Singleton**

Oh yes. You definitely felt, you know here are these poor people, what's going to happen to me now? And of course us in the Air Force are the active duty. This was the end of a lot of history from the Vietnamese war, and those of us who had been there for quite a bit of it wondered why. Was it worth it? Did we really gain anything from that war?

**Interviewer**

Were you asking yourself that at the time?

**Curtis Singleton**

Yes somewhat, but a lot of it you think about later on. When you're over there you have a job to do, and it's... you're thinking about more of your professional side of, what do I have to do to make sure that we do our mission? But at that time frame, yes you become very... was it worth it?

**Interviewer**

So after all these years of reading and research, what is your conclusion about that war?

**Interviewer**

Like an awful lot of wars, I don't necessarily know that you win them by military power. Yes military power has a very definite part of our United States. I think an awful lot is won through economic or other means than military power. I hate to see war. I hate to see people going in without... I think in Vietnam we didn't necessarily have a idea of what we were going to end up doing there, whether it was going to be all-out war, or just kind of halfway fighting a war, you know. Just like some of our recent activities with the military.

**Interviewer**

I can't tell you how many vets have made that parallel.

**Curtis Singleton**

For a person in the military, it's awful hard for you not to be going in to win the war. You're going in with a end result that isn't necessarily like WWII or like WWI where you looked at destroying the other country. You're looking at gaining some political end rather than a real, I'll say military side of the war, and after you've lost some personal



friends and various things it becomes, is this really the right way to do this? Afterward I left Vietnam. Quite often we would fly our own aircraft over, well after April 15 or after the end there, we happened to have an extra ARCO airborne remote control officer on site, so I said there's no reason for two of us to be here. We won't be flying any more missions. Needless to say, with the North Vietnamese coming in we weren't going to fly down there with unmanned aircraft. That was kind of an interesting site, but we had no coverage for the DC130s and of course the C130 is a slow flying aircraft, but no North Vietnamese aircraft ever came after us. We never had anything like that. We lost drones to SAMS and anti-aircraft and stuff, but to my knowledge, no North Vietnamese aircraft ever came after the DC130s.

As I say, I had an interesting experience leaving Thailand. I left on a 135 to fly back to the states and it so happened the Mai Wek incident happened the day we flew out, and we were hung up on Guam for a number of days with a lot of people that were leaving from over there. Military people were leaving and we ended up being held in Guam for a while. I was the senior person on the aircraft so I had a group of probably 50 people in charge of. None of us really knew each other. It was an interesting tidbit. It was not a celebration. It was guys... of course most of these people were in Thailand. All of them had been in Thailand basically, and going home, and it was just a rotation. Ya they were happy that they knew they weren't going to be going over again, but it wasn't a real party. It was a job.

#### **Interviewer**

I've heard the SVA were throwing the choppers into the sea at that time, but I've seen footage of Americans throwing choppers overboard. Describe your aerial view of the choppers going in, and tell us why this is happening.

#### **Curtis Singleton**

Well these choppers, the helicopters from Saigon, which was only 20 miles from the coast (I don't remember the exact mileage) were going out and the Naval ships were five miles off course, so here's the helicopters coming out to the ships, well the carriers out there were overloaded. They couldn't take any more and here are the helicopters, I couldn't tell you what type, but various I'm sure South Vietnamese and if any American helicopters were over there, they were part of it, going on to the Navy ships, the ships are just slowly loitering out in the water, and the helicopters are landing on the ships with people who are jumping out and there is no room for anymore helicopters, and they just are pushing them over and you see them tumbling out and hitting the water and splashes of water and away goes the helicopter, and bang bang bang. They had to do that because they had too many helicopters and too many aircraft trying to come out there. Basically helicopters were trying to come out there.

#### **Interviewer**

So it was a space issue.

**Curtis Singleton**

From what I saw from 5,000 feet it was a space issue. There was no more room on board the ship to take any more aircraft.

**Interviewer**

So what happened to those choppers that weren't thrown over that the South Vietnamese flew there? Did they try to destroy or burn them before they got into the hands of the north?

**Curtis Singleton**

I have no idea because we were out over the water. I don't remember seeing any fires or anything like that. I have an idea it was just the South Vietnamese military that could fly helicopters ran out and whoever could get in board, and they took off on their own to get out to be rescued by the United States military.

**Interviewer**

And those guys on the Thailand base were lucky to get out there because there were people in '76 taking off in boats and boats capsizing etc. You were in favor if you knew how to fly.

**Curtis Singleton**

Yes, you had a definite advantage if you could get to an aircraft and fly out. The larger aircraft, the old DC3s and a few T28s and some other larger aircraft would have numerous people on them when they landed in U-Tapao. Now I have an idea that most of the people that landed in U-Tapao are on the Naval ships out there were families of military people that you had to have somebody that knew how to fly the aircraft to get it over there, and evidently they did control the air fields enough that they could get out of the Saigon area. I'm almost positive that most of the helicopters that I saw being pushed off of the boats were from the Saigon area, the field around there, because it's only 15-20 minute flight out there.

**Interviewer**

We have a veteran who said we won this war. His explanation was that after we gave the South our equipment and technology and left they lost the war. We pulled out. I thought that was interesting he would push that on to the South because there are so many factors of how they were set up, and of course they'd lose to the North. What would you say to his rationale to that?

**Curtis Singleton**

I hadn't heard that rationale before. I can't say that we won the war. We left the war with negotiations to end the war. I don't think you'd say we completely lost the war, but yes we gave them... and then left the South Vietnamese to fight the war on their own with some support from us, and we knew at the time that they would probably lose the war because we were not... they weren't strong enough to keep their own country, and I

don't have an answer to that idea.

**Interviewer**

What would winning the war look like to you?

**Curtis Singleton**

Winning the war is if the South Vietnamese had kept their own territory per se, still much like Korea now, or at least had a political identity still in the south as well as one in the north. Of course nowadays we're on very good terms with South Vietnam. I'm sure, I don't know if the people you've talked to before but probably several of them have been back to Vietnam visiting and I think... I never spent a night in Vietnam. All my time was either Guam, Okinawa or Thailand. Most of it was in Guam and Thailand, and Thailand for quite a bit, and I'm sure the people were very similar and just friendly, nice people. Most of them don't have the education or opportunities that we have had in the United States. They don't have all the things we have, but they are very nice people, the ones I met. But back to your question, winning the war to me would have meant that there would still be a South Vietnam operating as a independent country, and that didn't happen.

**Interviewer**

Is there anything else you want to share with us about that war? Or it can be your coming home experience or your own message to the veterans.

**Curtis Singleton**

You know I think looking back on that war you doubt, or I personally doubt as to was it a really necessary war. I think it caused a lot of anguish, grief, and everything within the United States, as we all know, the syndrome that happened with Kent State and all these various things, the anti-war demonstrations and it may have lost some faith in our government to me, and making the decisions of whether to go to war or not. And for me personally, it's you really need to look at whether you want to go to war or whether there are other means. I think the guys in the Army over there, on the ground, the Army and the Marines, I feel very sorry for those people--a completely different situation than I was, and occasionally we interfaced, in particular we had Marines come into U-Tapao and it happened to be some of them came in there frequently. And B-52s, bless them for all of their bombing power, but that didn't help us gain a win so-to-speak in that area, and I think our government needs to be very careful in sending military troops into a war if they don't what the end result they're looking for is.

And on my return from Vietnam I know, of course I returned so many different times, but the final return in '75 was really no different than this coming home from any other duty someplace, and of course I was in Tuscan, Arizona at the time and a fairly large military population down there, so there was not the bad situations that happened in other places. Over the years it has been kind of interesting, a few high school students have asked me... I've been interviewed by them. They had a paper to write and most of

them don't know anything about Vietnam anymore. When you consider how far back it was now.

**Interviewer**

I think young people are very curious about war culture; battle and combat and the culture of protests and drugs in that war. I hope this series sets the record straight.

**Curtis Singleton**

You know someone in the military has a job to do. You have a profession, and you look at it a little bit, well you look at it a lot different than just going to work because sometime you're told to do things that you or anyone in the non-military wouldn't do, but I've got to give credit to all those guys on the ground. A lot of people were lost.

**Interviewer**

And they give a lot of credit to you guys as well.

**Curtis Singleton**

Great people. Military life was, there's great people you work with.

**Interviewer**

Thank you for coming in Curtis. I have a quick question. Historically, the drone program. The unmanned guided aircraft. When did they start using them?

**Curtis Singleton**

There have been unmanned aircraft, various types used sometime back, like balloons, if you look at that idea. The first time I'm aware they were used in Vietnam was in roughly 1964. They operated under several different code words and they were classified. When I got on them in '71 they were still classified--you weren't supposed to tell anyone what you were doing. About that '71-'71 timeframe then they finally came out and said, ya we're flying these. Vietnam wasn't the only place they were used. If you remember... well you guys are too young, but in Time Magazine and these sort of things there were pictures of drones, unmanned aircraft in China and other places. And, as I said, we were in Vietnam. Normally we'd go to Vietnam twice. We had other sites. I flew unmanned aircraft out of Korea, and I was over there when Nixon was negotiating with the Chinese. I was over there before they started and then while the negotiations were going on, and it was a little different mission, but it was still a reconnaissance type mission. And when they were negotiating, we'd go out every morning at about four o'clock in the morning and get the aircraft pre-flighted and ready to go and we'd get a phone call again from higher ups, "don't go today." We'd do it again the next morning, and we did that for quite a while. But the unmanned aircraft in Southeast Asia initially were just used for several different things. They dropped "bullshit bombers" and they did some psy war. They dropped leaflets over villages and this type thing. The drones could carry the same type things that chaff is dropped out of. If you're familiar with Chaff, we carried the chaff dispensers underneath the wings of the drones, and could drop... instead of chaff

they'd drop little bulletins of paper. And this was prior to I entered them in '71 they used them in E-land over there and they used them as targets a few times to try to be shot at by the surface to air missiles so that we could pick up the intelligence from the radars that controlled the surface to air missiles. Unmanned aircraft, some of the things, the advantages over in Southeast Asia with unmanned aircraft, other than of course you wouldn't if one of them got shot down, in which they got shot down. They actually have some kills of Vietnamese aircraft. There were pictures of Vietnamese aircraft chasing drones and running into each other is one place. Another one is the drone was lower, probably lower than it was supposed to be. We flew them, and it went underneath a power line and the Vietnamese aircraft hit the power line. There were situations of where the anti-aircraft fire firing at the drone in an airplane--I think they had like four or five known kills because of the drones being in the area.