



It's funny how things in life happen.
Especially as we get older.

A few weeks ago, early one morning before going to work, I was just looking around the Internet at various websites about Military tracked and wheeled equipment and found an interesting forum thread that had some cool information and photos.

And then, for whatever reason, someone just felt they had to randomly toss in the above picture with a caption that read,
“Hey, how about driving one of these?”

I froze as so many memories started rushing out since I was one of the lucky ones assigned to driving and testing of these fantastic vehicles.

From that point on, I was on a research mission.

I think I used every keyword, search phrase and phonetic description I could remember to help in my research.

As I was gathering data from the past, I thought how cool the Internet has made uncommon knowledge and information so easy to find. Most sources were good but they were more like quick tech articles written to give a short description about abilities and firepower without getting into much actual FAV substance.

And then one particular Website started to stand out as being a lot more personable to me and was definitely aimed directly at what I was looking for...

Showing as much information as possible about "The FAVs"

From the history page on explaining the Military Concepts to the videos & photos followed by awesome information like, "Where are they now" plus also finding computer scans of the original manuals.

And on top of all that, there was the stories section...

But by far the absolute best page for me contained the progress of an original FAV being restored and the owner who was actually documenting the restoration of what he was doing himself on that original FAV! Just looking at those awesome photos in his garage was such a great inspiration that triggered so many memories which helped me remember so much.

As I learned more about the content of this site, I realized that I needed to contact the Webmaster and hopefully add whatever I could.

Before Ft. Lewis, I was in the 82nd Airborne, where one of the things I got to do, was driving Officers, documents and packages to their various meetings and locations.

Upon transfer to Ft. Lewis, I was told that I was now stationed where a new proving ground was being built for creating and evaluating,

"Armed Off-Road Vehicles Designed for Quick Attack and Reconnaissance".

: -)

Here is the sequence of events that stand out the most for me with the supporting documents I have kept to help me remember this really cool stuff as best as I can from over 34 years ago.

1. Initial OPSEC and Pre-Arrival Classes
2. Hands-On Training and Practical Application
3. The Co. Cmdr Vehicle, with the Avionics-Guided, Navigation...
"Thing"
4. Equipment Show with the VIP's
5. My little addition to this adventure
6. Off duty time with Friends and my "personal dissecting" of the FAV^s
7. A very needed "Thank You"

1.

Along with all the regular daily routines Infantry gets to do, we started getting closer to hands on training with the FAV's. Anticipation for me was building inside as we were sent into various rooms for classes containing information on Training Events and Overall Goals.

Then we got more details, (in reference to being in actual Live Missions), to the specific actions and responses as to what we and the FAV's were expected to do.

While researching and organizing my memories, I read various terms on internet Forums referencing what we were taught early during in our class containing procedures and goals. The terms I read were trying to describe one of our Primary Objectives; it was called "Enemy Harassment"

The earliest FAV event I remember is an OPSEC class where they discussed security concerns and that we were in a testing facility that was selected to operate prototype equipment.

They also had us read and sign the following two page DA-2496 Disposition Form.

I believe that this is a generic, non FAV-Specific document, but I do remember during this class, hearing about unpleasant Military Penalties for leaking information, restricted photographs and other such frowned upon activities.

CR 340-1

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

GENSEC BRIEFING

132

1224

TYPE

CASE 1

2. What does OPSEC mean to the individual soldier? Why should you consider it important? Basically it effects whether your unit will be targeted by the enemy and receive fire, killing many of its personnel, possibly including you. By practicing and having OPSEC posture in everything you do and assisting your unit in maintaining a good OPSEC posture, you will give yourself and your unit a better chance to survive on the modern battlefield.

3. What should you do to practice OPSEC?

4. Information Security: Do not discuss unit plans, strategies, decisions, personnel, equipment and disposition in the clear over insecure means of communication or in public places. Use good radio and telephone procedures and authenticate anything that might be questioned.

b. Physical Security: When on guard, remain alert and use proper procedure. Remember, when you are on guard everyone is depending on you to protect them. It is also your life that is at stake if the enemy gets close to you.

2. Signal Scramblers: Same as information security, plus the use of only authorized frequencies, operations and authenticate codes, crypto equipment and proper radio/telephone procedures. An authorized procedure makes a signature that makes you stand out. The enemy will search until they find you talking (using your authorized procedures) and easily locate your unit or gather intelligence if information is transmitted without using authorized codes.

3. Tactical Cover and Deception: This is the proper and constant use of camouflage and terrain to keep the enemy from finding out exactly where you are. If he cannot find you, he cannot kill you. Follow the camouflage practice of your unit, remember the best camouflage can be made worthless by one person leaving something in the open, not hiding a vehicle or by showing some type of light at night (a match and/or a cigarette can be seen for miles at night). Light discipline at night is especially critical as a good blackout can be ruined by one individual showing some type of light.

DA FORM 200-1 REPLACES DD FORM 1, "STANDARD CONTRACT SUPPLIES OF VARIOUS KINDS," WHICH IS OBSOLETE.

DISPOSITION FORM

(AR 310-1)

CHARACTER OF SERVICE

TYPE

AFVC-IA-2-2-1

OPSEC BRIEFING

TO

FROM

DATE

CMT:

d. With modern photography able to capture excellent pictures from miles high, camouflage must be constantly practiced as one slip may be just what the enemy needs to locate you and bring his fire on your unit.

e. Electronic Warfare: Your radio will be jammed and the enemy will practice deception on you. Learn the counter techniques.

f. Psychological Warfare: It will be used against you, learn to counter it. Report all attempts to your commander. Leaflets and propaganda news reports stating your weakness are typical approaches.

g. Intelligence: If you find letters, equipment or other information that might be of intelligence value, turn it in through your chain of command so it can be evaluated and used against the enemy.

h. Counterintelligence: Do you feel that someone is trying to get information from you? Report it to your commander, who will relay the information to the Battalion S-2.

4. All of the above are components of OPSEC, the denial of information to the enemy as to your location and plans. If the enemy does not know where you are or what you plan to do, you and your unit have a better chance to survive on the modern battlefield.

I HAVE READ AND UNDERSTAND THE ABOVE OPSEC BRIEFING ON THIS DAY



8 JUN 82
DATE

E-3
RANK

CSC

UNIT

THE SIGNATURE OF THE PERSON RECEIVING THIS BRIEFING MUST BE OBTAINED FROM THE COMMANDER OF THE UNIT TO WHICH THE PERSON IS ASSIGNED.

Here are both sides of my DA-Form 348 from one of the other classes on driver responsibility of the FAV.

54 03 CSC 2/1

Tested in accordance with AR 600-55

NAME (Last, First, Initial) AND SOCIAL SECURITY ACCOUNT NUMBER				PERMIT (Initial)	
[REDACTED]				NUMBER USA-6016-82	
[REDACTED]				DATE ISSUED 19 AUG 1982	
[REDACTED]				LIMITATIONS (Physical or operational) N/A	
SEX M	DATE OF BIRTH [REDACTED]	COLOR HAIR [REDACTED]	COLOR EYES [REDACTED]	HEIGHT [REDACTED]	WEIGHT [REDACTED]
				POSITION TITLE (If civilian) Light	

SECTION I - OFFICIAL QUALIFICATIONS

TYPE OF EQUIPMENT	SIZE	SPECIAL QUALIFICATION ¹	DATE QUALIFIED	QUALIFIED AT	NAME OF EXAMINER
TRK COMMTRAC-W-FRL STON	2 1/2 TON	TESTING	21 May 81	FT BRagg	
TRK M35A2	2 1/2 TON		26 Mar 82	FT BRagg	
TRK PVP-C/A	6000 GVW		25 Mar 81	FT ARHILL	
TRK M151A2 4X4	1 1/4 TON		25 Mar 81	FT ARHILL	
SED ZXV	5-P		25 Mar 81	FT ARHILL	
TRK M151A2	1 1/4 TON	SEE SEC III	25 Aug 82	FTW	
Trk Amb M718A1	1 1/2 TON	SEE SEC III	1 Nov 82	FTW 98433	

SECTION II - BACKGROUND AND EXPERIENCE

TYPE OF EQUIPMENT	SIZE	TYPE OF DRIVING OR OPERATION ²	ADDITIONAL DRIVER'S LICENSES (State or agency)	NUMBER OF OTHER DRIVER'S LICENSES	SATISFACTORY EXPERIENCE VERIFIED BY
SEDAN	PASS	CITY RURAL			B. Allen

¹ Special equipment, special operations or conditions ² City, rural, long haul, etc.

SECTION III - PERFORMANCE RECORD
(List chronologically as "credits" - awards, training, retraining, testing, retesting, roadshows, permit renewal, relicensing, etc; and as "debits" - accidents, arrests, violations, warnings, revocations, suspensions, etc.)

DATE	CREDITS	DEBITS	TYPE OR NATURE	ACTION TAKEN
13 APR 81	8			DIDC FT BRagg 1466175424
28 June 1982	training		orientation	Received tng and orientation MFM for safe operation of the M151 series Veh. IAW TB 9-2320-218-10-1

TIMOTHY R. ASCANI
CPT, INF
Commanding

EQUIPMENT OPERATOR'S QUALIFICATION RECORD (EXCEPT AIRCRAFT)
For use of this form, see AR 385-55 and AR 600-55; the proponent agency is Office of the Deputy Chief of Staff for Personnel.
REPLACES DA FORM 348, 1 AUG 69, WHICH WILL BE USED, AND DA FORM 1389 WHICH IS OBSOLETE FOR ARMY USE.
(Extract from personnel file to maintain at operating level.)

DA FORM 348 1 OCT 84

We were told the FAV's had not arrived yet, so we taught the basic maintenance of any average vehicle, using a Jeep and using the Operation T.B. for the M-151, on how to perform simple field checks and maintenance.

And they also conducted classroom hands on tests to make sure that we could properly identify an engine oil dipstick and return it to its proper operating position.

Tested in accordance with AR 600-65

SECTION IV - EXAMINATION FINDINGS									
BATTERY I - (Administered as a part of reception processing, at reception stations)			BATTERY II - (To be administered to all applicants for Driver Permit SF 45) (To transfer raw score to standard score see DA Pamphlet 11-119)						
ENTER SCORE FROM ITEM 24 OF INDIVIDUAL'S DA FORM 20			DA FORM 6122 DA FORM 6123 DA FORM 6124		RAW SCORE		STANDARD SCORE		
TOTAL STANDARD SCORE									
STANDARD SCORE FOR BATTERY II (Divide Total Standard Score by 3)									
STANDARD SCORE			SUCCESSFUL COMPLETION		EXAMINATION ADMINISTERED BY (Last name - first name - middle initial)				
			<input type="checkbox"/> YES <input type="checkbox"/> NO						
I. PHYSICAL EVALUATION MEASURES				✓ IF QUALIFIED X - IF SUBSTANDARD		SIGNATURE OF EXAMINER		COMMENTS AND RECOMMENDATIONS ON SUB-STANDARD ITEMS	
1. VISUAL ACUITY		LEFT EYE 20/20 RIGHT EYE 20/20		✓		[Signature]		SIGNATURE OF MEDICAL AUTHORITY	
2. FIELD OF VISION		LEFT EYE 95° RIGHT EYE 95°		✓		[Signature]			
3. HEARING		LEFT EAR 15/20 RIGHT EAR 15/20		✓		[Signature]			
4. REACTION TIME		10/100 SEC 10/100 SEC		✓		[Signature]			
5. DEPTH PERCEPTION		[Shaded Box]		[Shaded Box]		[Shaded Box]			
6. COLOR PERCEPTION		[Shaded Box]		[Shaded Box]		[Shaded Box]			
II. DRIVING PERFORMANCE TEST (Check "✓" if successful, "x" if failed and corrective training is needed)									
A. ROAD TEST - PREREQUISITE									
1. INSTRUMENTS (Location, correct reading, action for abnormal reading)			<input checked="" type="checkbox"/> OIL LEVEL STICK <input checked="" type="checkbox"/> AMMETER		<input checked="" type="checkbox"/> TEMPERATURE GAGE <input checked="" type="checkbox"/> TACHOMETER		<input checked="" type="checkbox"/> OIL PRESSURE GAGE <input checked="" type="checkbox"/> FUEL GAGE		<input checked="" type="checkbox"/> VOLTMETER <input checked="" type="checkbox"/> AIR PRESSURE GAGE
2. BEFORE OPERATION CHECK			<input checked="" type="checkbox"/> VEHICLE DAMAGE <input checked="" type="checkbox"/> MIRROR ADJUSTMENT		<input checked="" type="checkbox"/> CONDITION OF TIRES <input checked="" type="checkbox"/> HORN		<input checked="" type="checkbox"/> CLEAN HEADLIGHTS <input checked="" type="checkbox"/> HAND BRAKES		<input checked="" type="checkbox"/> OIL LEVEL <input checked="" type="checkbox"/> BATTERY <input checked="" type="checkbox"/> WATER LEVEL <input checked="" type="checkbox"/> SEAT ADJUSTMENT <input checked="" type="checkbox"/> WIPER
3. EMERGENCY EQUIPMENT (Location and use)			<input checked="" type="checkbox"/> FIRE EXTINGUISHER		<input checked="" type="checkbox"/> HIGHWAY WARNING KIT		<input checked="" type="checkbox"/> OTHER (Describe)		
4. CONTROLS - "DRY RUN"			<input checked="" type="checkbox"/> GEARS <input checked="" type="checkbox"/> BRAKE		<input checked="" type="checkbox"/> CLUTCH		<input checked="" type="checkbox"/> FRONT AXLE		
5. DEPTH PERCEPTION (Two feet from target)			<input checked="" type="checkbox"/> FIRST TRY		<input checked="" type="checkbox"/> SECOND TRY		<input checked="" type="checkbox"/> THIRD TRY		
6. PRACTICE RUN (1/4 mile)			<input checked="" type="checkbox"/> START <input checked="" type="checkbox"/> PULL OUT <input checked="" type="checkbox"/> SHIFT		<input checked="" type="checkbox"/> 3 STOPS <input checked="" type="checkbox"/> TURNS <input checked="" type="checkbox"/> BACKING				
7. ADDITIONAL REQUIREMENTS FOR LICENSE			<input checked="" type="checkbox"/> LOCAL LAWS <input checked="" type="checkbox"/> OTHER (Describe)		<input checked="" type="checkbox"/> OPERATING PROCEDURES <input checked="" type="checkbox"/> ACCIDENT REPORTING				
HAS SUCCESSFULLY DEMONSTRATED DA FORM 240: mBm									
B. ROAD TEST - SCORED PHASE (DA PRT 2678)								100	
COMMENTS AND RECOMMENDATIONS OF ROAD TEST EXAMINER						NUMBER OF TALLY MARKS ON CHECK LIST PRT 2678 (Subtract)		20	
						ROAD TEST SCORE		80	
SIGNATURE OF ROAD TEST EXAMINER						[Signature]			
MY DRIVING WEAKNESSES HAVE BEEN MADE KNOWN TO ME AND I HAVE BEEN SHOWN HOW TO OVERCOME OR ADJUST THEM.						DATE		SIGNATURE OF APPLICANT	
						[Redacted]		[Redacted]	

U.S. G.P.O. 1975-6

An interesting note to me on the form that came from this class is the addition of the M718A1, Font Line Ambulance in Section 1, entered in on 1 Nov 82. The Special Qualifications column references this SEC III training class.

I remember much later, when we were in the field for extended periods, a training class in which we were broken down into small groups for hands-on with these ambulance fitted Jeeps.

I don't quite remember ever operating one, or most possibly, we just made a quick, "Turn Left at the Next Sagebrush", type test drive for our qualification.

I remember thinking it was odd training from the other events and also that we were broken down into 3 small groups for a more involved class.

They talked with us about how the FAV's would be modified with the stretchers and the harnessing of our fellow soldiers or others in need.

Plus, they wanted us to be absolutely clear on one of the most crucial elements needed to succeed; using the Chain of Command to receive the needed support and cooperation of other Military Units to most effectively, get-in, get-out, get-home.

Arrive Alive

This class makes a lot more sense to me now after reading the excellent "FAV History" put together by the Webmaster of this Site. I realize now, that during this Field Class, this was the Army's description of a "FAV Extraction Tool".

NAME (Last, first, initial) AND SOCIAL SECURITY ACCOUNT NUMBER					
				NUMBER	DATE ISSUED
				TYPE	LIMITATIONS (Physical or operational)
SEX	DATE OF BIRTH	COLOR HAIR	COLOR EYES	HEIGHT	WEIGHT
				POSITION TITLE (If civilian)	
SECTION I - OFFICIAL QUALIFICATIONS					
TYPE OF EQUIPMENT	SIZE	SPECIAL QUALIFICATION ¹	DATE QUALIFIED	QUALIFIED AT	NAME OF EXAMINER
FAV (EXP)			14 Nov 82	FLW 9K433	William R. Knight
SECTION II - BACKGROUND AND EXPERIENCE					
TYPE OF EQUIPMENT	SIZE	TYPE OF DRIVING OR OPERATION ²	ADDITIONAL DRIVER'S LICENSES (State or agency)	NUMBER OF OTHER DRIVER'S LICENSES	SATISFACTORY EXPERIENCE VERIFIED BY
¹ Special equipment, special operations or conditions ² City, rural, long haul, etc.					
SECTION III - PERFORMANCE RECORD (List chronologically as "credits" - awards, training, retraining, testing, retesting, roadtests, permit renewal, relicensing, etc; and as "debits" - accidents, arrests, violations, warnings, revocations, suspensions, etc.)					
DATE	CREDITS	DEBITS	TYPE OR NATURE	ACTION TAKEN	
EQUIPMENT OPERATOR'S QUALIFICATION RECORD (EXCEPT AIRCRAFT) For use of this form, see AR 385-35 and AR 600-55; the proponent agency is Office of the Deputy Chief of Staff for Personnel. DA FORM 348 OCT 64 REPLACES DA FORM 348, 1 AUG 60, WHICH WILL BE USED, AND DO FORM 1300 WHICH IS OBSOLETE FOR ARMY USE. (Extract from personnel file to maintain at operating level.)					

SECTION IV - EXAMINATION FINDINGS									
BATTERY I - (Administered as a part of reception processing, at reception stations)			BATTERY II - (To be administered to all applicants for Driver Permit SF 46) (To transfer raw score to standard score see DA Pamphlet 611-119)						
			DA FORM 6122		RAW SCORE		STANDARD SCORE		
			DA FORM 6123						
			DA FORM 6124						
ENTER SCORE FROM ITEM 24 OF INDIVIDUAL'S DA FORM 20			TOTAL STANDARD SCORE						
			STANDARD SCORE FOR BATTERY II (Divide Total Standard Score by 3)						
STANDARD SCORE			SUCCESSFUL COMPLETION <input type="checkbox"/> YES <input type="checkbox"/> NO		EXAMINATION ADMINISTERED BY (Last name - first name - middle initial)				
I PHYSICAL EVALUATION MEASURES				<input checked="" type="checkbox"/> IF QUALIFIED X - IF SUBSTANDARD	SIGNATURE OF EXAMINER		COMMENTS AND RECOMMENDATIONS ON SUB-STANDARD ITEMS		
1. VISUAL ACUITY		LEFT EYE 20/	RIGHT EYE 20/						
2. FIELD OF VISION		LEFT EYE / °	RIGHT EYE / °						
3. HEARING		LEFT EAR / 30	RIGHT EAR / 30						
4. REACTION TIME		/ 100 SEC	/ 100 SEC						
5. DEPTH PERCEPTION							SIGNATURE OF MEDICAL AUTHORITY		
6. COLOR PERCEPTION									
II DRIVING PERFORMANCE TEST (Check "✓" if successful, "x" if failed and corrective training is needed)									
A. ROAD TEST - PREREQUISITE									
1. INSTRUMENTS (Location, correct reading, action for abnormal reading)			OIL LEVEL STICK		TEMPERATURE GAGE		OIL PRESSURE GAGE		VOLTOMETER
			AMMETER		TACHOMETER		FUEL GAGE		AIR PRESSURE GAGE
2. BEFORE OPERATION CHECK			VEHICLE DAMAGE	CONDITION OF TIRES	CLEAN HEADLIGHTS		OIL LEVEL	BATTERY	SEAT ADJUSTMENT
			MIRROR ADJUSTMENT	HORN	HAND BRAKES		FOOT BRAKES	WATER LEVEL	WIPER
3. EMERGENCY EQUIPMENT (Location and use)			FIRE EXTINGUISHER			HIGHWAY WARNING KIT		OTHER (Describe)	
4. CONTROLS - "DRY RUN"			GEARS		BRAKE		CLUTCH		FRONT AXLE
5. DEPTH PERCEPTION (Two feet from target)			FIRST TRY			SECOND TRY		THIRD TRY	
6. PRACTICE RUN (1/2 mile)			START		PULL OUT		SHIFT		3 STOPS
							TURNS		BACKING
7. ADDITIONAL REQUIREMENTS FOR LICENSE			LOCAL LAWS		OPERATING PROCEDURES		ACCIDENT REPORTING		
			OTHER (Describe)						
B. ROAD TEST - SCORED PHASE (DA PRT 2678)									100
COMMENTS AND RECOMMENDATIONS OF ROAD TEST EXAMINER						NUMBER OF TALLY MARKS ON CHECK LIST PRT 2678 (Subtract)			
						ROAD TEST SCORE			
						SIGNATURE OF ROAD TEST EXAMINER			
MY DRIVING WEAKNESSES HAVE BEEN MADE KNOWN TO ME AND I HAVE BEEN SHOWN HOW TO OVERCOME OR ADJUST THEM.						DATE		SIGNATURE OF APPLICANT	

Also, here are the front and back sides of my issued Operator ID Card.

Wow, I also just realized as I was removing personal information, that my SS# is one digit incorrect!

Standard Form 46
Revised Jan. 1977
USCSC
FPM Chapter 930

U.S. Government Motor Vehicle
Operator's Identification Card

Card No. 6016-82

Name of Operator [REDACTED], [REDACTED]		Sex M	Date Issued 19 Aug 82
Height [REDACTED]	Weight [REDACTED]	Date of Birth [REDACTED]	Social Security No. [REDACTED]
Color of Hair [REDACTED] Eyes [REDACTED]		Date Expires 18 Aug 85	
NOT TRANSFERABLE Card must be carried at all times when operating Government vehicles.		Signature of Operator (Not valid until signed) [REDACTED]	
Name and Location of Issuing Unit Michael Bonciani DRIVERS TEST STATION TRF PT.		Signature and Title of Issuing Off. TRANS MOTOR OFF	

The holder of this card is qualified to operate U.S. Government vehicles and/or equipment specified, subject to the restrictions set forth on the reverse of this card.

46-105 VOID IF LAMINATED U.S. GPO: 1981-341-526/504

Restrictions
LIGHT

QUALIFIED TO OPERATE

Type Vehicle and/or Equipment	Capacity	Qualifying Official
TRK • UTL. M151A2	1/2 ton.	[Signature] [Signature] [Signature]
TRK AMB M781A1	1/2 TON	
FAV (EXP)		
OTHER RECORDS (Optional)		

2.

“They” arrive to us for hands on training.

So many mental pictures of all the different training events I have are difficult, and outrageously fun, to try and sort, but I can remember several times waiting in different places for the FAV’s to arrive by various delivery methods.

According to what I have saved, my actual foot on Base arrival was 31-May-82, and it seems about a month or so later that they introduced us to the FAVs.

Before thier initial arrival, I remember wondering why I was getting these classes and I had not even seen one yet! Back then, even though I was looking, I had no idea where they were.

I think I recall the first time was at an on-base train depot using the raised docks to off-load the FAV’s out of semi-trailers.

In conjunction with this, I also have a strange early memory that I cannot place with the line of us and our FAV’s, plus our individual equipment, in front of a very large, really nice house but I can’t remember where this fits in, or perhaps this was part of the initial arrival.

But however they arrived, it was quite an event for us and the internal excitement level, especially within me, was always at maximum as we launched ourselves into the vehicles that were given us to drive.

Of the cool things I remember, one of the best was all of us professional soldiers acting like a bunch of kids on Christmas Morning as we were waiting and organizing, and listening to the FAV's as they were warming up for one of our live drives.

For driver assessment of us on the FAV's, they started us with simple maneuvers on smaller courses to teach basic steering and stopping operation, overcoming small obstacles, and how to not run over each other.

As training progressed, we were moved to more advanced skills and courses and taught things such as rapid acceleration, high speed braking and powering through turns at high speed.

It's quite amazing to me how I still vividly remember the feeling of when the front of my FAV instantly shot skyward when the right front tire connected with a left rear tire of the vehicle ahead, caused by me incorrectly following to close. 🤖

We also learned hill climbing & descending W/O rolling and evasive driving with the use of the lever operated steering brake between the two seats. They also taught us communications between vehicles and tactically advancing toward Target Objectives as a group.

From there we went on to the actual training applications on multiple terrains. We got to drive through everything from wide open fields, water crossings, narrow mountain trails, snow covered hills and any other really great areas they could think to put us through.

During one session learning to use the steering brake while attempting to navigate an open field in an "S" shaped path, and I ran sideways into a tank pit used for concealing large armored vehicles at about 35- 40 Mph. The FAV had to be hauled due to a bent front axle but the rest of the frame was fine. The visor popped off the helmet and other than being a bit sore, I was ready, excited and good to go.

Night Training events, which usually started at 00:01, were really great to me as we grouped up and drove out. For whatever reason, throughout my life, just driving off any location for any event has always been my favorite part. I can still see us moving through the dark in low light condition using flashlights & maps and killing the motor to listen for the sound of other engines to know who's around. And the absolute best was the sounds of high engine RPM and watching the headlights bouncing around as we were being trained to do the "FAV Dance".

It is so strange how I can still recall how it felt climbing into the driver's seat with the helmet, latching together the seat harness, starting the FAV and feeling the controls. I can still remember the waiting while gathering to move for the various events and thinking on what was about to happen.

Even though these events were all live simulation and evaluation, sitting low in a padded seat within a skin of fiberglass, strapped up like a paratrooper waiting for the go-signal while looking out from an armed racing frame with a steering wheel as you and your co-driver are busy organizing movement and securing equipment and then getting to watch him, as he's smiling hard while he also runs through pre-fire checks on the M-60, is still an awesome memory and an obscenely long sentence.

Training progressed further and as we got more acclimated to the FAV's, we were spending more time out in the field.

I got to move around a lot as a kid so this was great for me as I have always loved being outdoors.

My Father's job involved extensive travelling and when he could, loved taking us everywhere in this great Country. So for me, both pre and post Military, this experience way out in the sticks away from the Base, and everywhere else, was nothing less than fantastic.

Prior to my transfer to Ft. Lewis, my field experiences in the Airborne were some of the best of my best lifetime thrills. And then after that, along with my insatiable love of Hot Rod vehicles, what I received from the “Always First” Battalion, was a dream come true.

I’m really happy I saved what I have to help retain accuracy, since back then, I really “kind of knew” that this was a very special place to be assigned to. I did not realize at that time that I got to be a part of almost every aspect of what the FAV (EXP) Program was actually all about. And most importantly, the historical reason for our “unique training” and the FAV existence.

And then Wham!!! 34 years later, I stumble onto a website...

Anyway, as far as delivery & extraction systems go and referencing this picture;



A Blackhawk lifts two Fast Attack Vehicles (FAST-V), one armed with a TOW, the other with a Caliber .50 machinegun.

I remember a Field Class and Live Exercise, with a CH-47 Chinook, where we received training on preparation and extraction of the FAV's.

Funny how I still remember sitting in the group with the FAVs off to the side and waiting for the aircraft as they taught the procedure.

They showed us how to secure the vehicles together and attach the cabling, the hand commands for directing the pilot and the proper harness attaching method. I also seem to remember that there were four FAV's that we setup in a back to back quad formation.

For the "Lucky Individual" who was actually standing on top holding the loop during the extraction, they showed us where to be on the FAV's while holding the harness for the descending helicopter to hook-up.

I was not that "Lucky Individual" during our live exercise, but we were all close enough to be a part of what was going on. I can still feel those thousands of currents and waves of air pressure pulling and shoving me in every direction possible all at the same time combined with the shock-wave of sounds and then watching this large mass of hovering aircraft within what seemed only a few meters above.

Awesome.

I also remember how they really, really, overly-stressed solid standing points while hooking the cable, and specifically, how to hold it correctly so that you would not be electrically blasted off of the FAV's if you accidentally touched the opened metal hook.

It contained a high voltage solenoid and was held open by the pilot of the aircraft until he received the lock signal from the designated ground soldier.

Moving on to one of the other Primary Objectives of the FAV's, the armament to me at that time was just out of this world. I have always been fascinated by all different areas of weaponry.

I remember at my first Military base, thinking that I was near a drag strip as I could hear distant echoes of those deep roars that the Top Fuel and Funny Car engines make heating up their tires with those great, short, ½ throttle burnouts.

And then being told, “No newbie, that’s just Vulcan practice”.

Wow, what an absolutely cool flashback.

I couldn't believe the firepower that was attached our FAV's and now that I think about it, it must have been quite the experience for the engineers to design a, “Hey, let's try this weapon and see what the thing can do!” type vehicle.

Our vehicles we were supplied with some really cool FAV-Factory options. They were fitted with the M-60 7.62 Cal Machine Gun, the M-2 .50 Cal Machine Gun, the M-220 TOW Missile Launcher and the MK-19 40mm Automatic Grenade Launcher.

I don't think I ever saw the 30mm Chain Gun, as I believe I would have remembered it.

However, during our qualification events out in the field, I do remember us hearing rumors about “other weapons testing” going on and a vehicle over turning from excessive recoil.

As much as we all tried to find out, we were not given any details or what weapon was used at the time, so we just assumed it was the M-2 maybe firing sideways during fast movement or something.

I absolutely love the photos I have found of this prototype and that impressive mounting system for the weapon.

(I just could not resist putting in these internet pictures I found :-)



I truly wish I would have been good and lucky enough to be the Selected Driver for the evaluation of that FAV.



Right side peripheral vision seems a bit impaired,
But, my God, what a fantastic ride that must have been.
Talk about Enemy Harassment!

As I said, the weapons to me were just incredible, imagine sitting in a racing seat while holding onto a Butterfly Triggered M-60, or leaning on a roll bar while firing and feeling that wonderful, massive recoil of everyone's personal favorite, the M-2 .50 Cal.

I have fired a lot of guns in my lifetime, and absolutely none of them stand out like the M-2.

I remember at my first M-2 qualification, they had a piece of plate steel hanging for a visual display at the range. It was about 3 feet by 3 feet and approx. $\frac{3}{4}$ inch thick.


However, visually, it was actually about 9 square feet of .50 caliber holes held together by thin strands of $\frac{3}{4}$ inch thick steel.

And there were three bullets on the back side that did not make it all the way through.

I also have always had a very large fascination with Ballistics and this looked pretty darn cool.

I can still remember qualifying on the MK-19 Launcher using the "Sun Roof" of the FAV. The day was perfect for a range session and I loved the slow, leisure cyclic rate of the launcher followed by watching the mini-craters it created down range.

Here is the Score sheet I received for the MK-19

DEPARTMENT OF THE ARMY 2d Battalion, 1st Infantry 9th Infantry Division Fort Lewis, Washington 98433					
NAME		GRADE	E-4	DATE	17 NOV. 82
SSAN		MOS	11H20	UNIT	A-24
DUTY POSITION DRIVER					
TASK	GO	NO GO	SIGNATURE OF TESTER		DATE
1. Perform pre-fire checks on MK-19 MG			2LT Mark R. Franklin		17 NOV 82
2. Load and charge MK-19 MG.					
3. Familiarization fire of MK-19 MG locked mount/free moving mount.					
4. Using not more than 12 rounds engage and adjust fire onto a designated target (within 5 meters) with 3 short bursts.					

And the MK-19 Qualification Standards, Pages 1-3 attached to my score sheet.

MK-19 Qualification

1. TASK: Perform pre-fire checks on the MK-19 MOD I Machinegun.
2. CONDITIONS: As a gunner, given a mounted MK-19, with ammunition belt and lubrication for machine gun.
3. STANDARDS: Within 5 minutes, correctly describe and perform the 4 pre-fire checks on the MK-19:
4. PERFORMANCE MEASURES:
 - a. Inspection of bore for wear, deformation of riflings, and presence of carbon rings.
 - b. Insure mechanism operates freely by moving feeding apparatus operate charging handle and charge weapon. Put weapon on safe and test safety. Place weapon on fire and depress trigger. With bolt to forward position check firing pin, assure pin protrudes and is not chipped, cracked, or broken off.
 - c. Lubricate feeder chute, feeder slideways, bolt face and extractors, guide rails, and recoil spring guides.
 - d. Check ammunition to insure that all links are in proper position on rotating band.

TASK: Load and charge a MK-19 MOD I Machinegun.

CONDITIONS: Acting as gunner, given a mounted MK-19 with ammo container and 1 50-round belt of MK-19 ammunition.

STANDARDS: Under direction of an instructor acting as the assistant gunner, perform correctly the steps for loading and charging the MK-19 MG.

PERFORMANCE MEASURES:

1. Load belted MK-19 ammunition into ammo can with the male end of the links put into ammo can first. "S" fold the belt of ammo so as the last fold puts the female end of the links up and towards the feeder chute.
2. Place ammo can into place into the MK-64 mount, and secure with retainer pin. Open feed cover.
3. Feed first round up through feeder chute and slide first round across bottom pawl. Close feed tray cover.
4. Place weapon on fire and charge weapon to rear. Replace charging handle to original position and depress trigger. This will engage first round on bolt face.
5. Charge weapon to rear and place weapon on safe. The will now fire the next time the trigger is pushed.

CAUTION: Assure weapon is pointed up from level and down range during charging.

TASK: Familiarization fore of the MK-19

CONDITIONS: Acting as a gunner on a MK-19 M1 given a mounted MK-19 which the gunner has loaded and charged, and an instructor acting as an assistant gunner.

STANDARDS: Under supervision of an instructor safely demonstrate firing techniques and ability to adjust rounds onto designated targets.

PERFORMANCE MEASURES:

1. Upon completion of safety check downrange, the firer will place 3 3-round burst into the impact area designated by the instructor. These initial burst will be performed on a locked mount so firer may experience recoil and feel the weapon in a controlled manner.

2. Upon clearance from the instructor the firer will fire at targets designated from free moving mount using only 3 round bursts. Firer may fire all remaining rounds except last 10-12 rounds.

c. Utilizing the last 10-12 rounds, firer will engage a designated target and adjust rounds onto target (within 5 meters) with 3 round bursts.

d. Clear the weapon and report status.

3.

In addition to the cool communications equipment the vehicle for the Company Commander had, for a short time I believe, it also contained a wonderful navigation device that was mounted into it.

Someone speculated it was borrowed from an aircraft and it definitely looked like it, but I don't know. I remember out in the field, watching people that were not part of our Company working with it, along with our unit leaders and then we were brought over for a short class on data entry and then practical application of group movement.

I wish I could remember more details about this device since I can remember being so amazed at its complexity, setup and usage. It took a significant amount of time to warm up and you could hear at least two internal gyros spinning and whining until their pitches were inaudible. I believe the data we entered was in 11 Digit Grid Coordinates and for up to seven Target Reference Points, but the devices' options and capabilities were quite a bit higher.

4.

There was another event where there was an outdoor show of various vehicles and aircraft including the FAV for both Military and Civilian. Sort of an equipment show where I saw an attack helicopter, Cobra maybe? Demonstrating the HSS Helmet Sight System.

I remember being fascinated by the systems involved with moving the barrel with the pilot's visor.


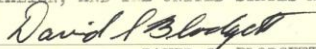
There were a lot of military Officers and Civilian suits. They also had a demo track for the FAV and on a run for one of the civilians, I was told to "Show him what the vehicle can do". We slid, jumped and bounced all over a couple of times around the track and came back with a bent wheel, and a really hot motor.

I can't remember if he said anything but I believe he did enjoy the ride.

5.

My Primary MOS was 11-H, TOW Gunner, and I became quite enamored and attached to this weapon and its operation. Excitement was an understatement while sighting in through the thermal night vision optics at a chunk of tank that was heated up down range.

Luckily for me, they saw my enthusiasm and allowed me to teach fellow soldiers how to setup, operate, and hopefully accurately engage this fun missile with a reasonable amount of expected success.

	
DEPARTMENT OF THE ARMY	
CERTIFICATE OF ACHIEVEMENT	
AWARDED TO	
SF4 I HAPPY SOLDIER	
<p>FOR EXCEPTIONALLY OUTSTANDING SERVICE AS AN INSTRUCTOR FOR THE LIGHT ATTACK BATTALION TOW TRAINING PROGRAM. YOU HAVE PROVEN YOURSELF TO BE AN INTELLIGENT AND RESOURCEFUL INSTRUCTOR, SHOWING A DEDICATION TO YOUR DUTIES UNMATCHED BY MANY OF YOUR OWN PEERS. YOU HAVE SPENT MORE TIME ON DUTY CONDUCTING THIS TRAINING AND QUITE A BIT OF YOUR OWN TIME STUDYING AND PREPARING FOR YOUR CLASSES, WHICH WERE ALWAYS PRESENTED IN A PROFESSIONAL MANNER. YOU HAVE CONDUCTED THIS TRAINING TO A HIGH STANDARD SO THAT THE SOLDIERS WHO HAVE COMPLETED IT WILL BE ELIGIBLE FOR A SECONDARY MOS AS 11 H TOW GUNNERS. YOU HAVE BEEN ASKED TO PERFORM A DIFFICULT MISSION AND HAVE EXCEEDED THE STANDARDS. THIS REFLECTS GREAT CREDIT UPON YOU, THE "ALWAYS FIRST" BATTALION, AND THE UNITED STATES ARMY.</p>	
18 SEPTEMBER 1982 2/1 INFANTRY FORT LEWIS, WASHINGTON	 DAVID S. BLODGETT LTC, IN Commanding

DA FORM 2442, 1 JUN 61 U.S. GOVERNMENT PRINTING OFFICE: 1980-321-235

{I loved it when they called out my name... :-}

This isn't my live fire, but to this day, I can still feel the adrenalin just looking at it. Plus what an excellent shot of the missile drive motor engaging after the kicker has been ignited by the gunners trigger pull.

And looking at that awesome back blast has also reminded me of being told by the 11-H, Viet Nam guys, that if they were being hit close range from the rear, the TOW launcher was really two "Very Effective" weapons in one!

It was absolutely amazing to me just how loud these things are.



Not Really FAV related, but, here is a TOW Score sheet from an indoor qualification test I took at a later date.

I don't remember in my class teaching about one's ability to "Conduct a System Self Teat" but I guess I remembered how and passed anyway...

It also seems, with some of these documents, spell check technology at the time was still in its early stages. ☺

100-02 EVALUATOR SCORESHEET

LAST NAME, FI, MI _____ SSN _____ DATE 1/19/83

	SAT	U'SAT	EVALUATOR
1. ASSEMBLE THE TOW LAUNCHER	✓		Dan D. Lee
2. CONDUCT A SYSTEM SELF TEAT	✓		
3. PERFORM OPERATOR MAINTENANCE ON A TOW	✓		
4. LOAD, ARM AND UNLOAD ENCASED MISSILE AND PERFORM IMMEDIATE ACTION FOR A MISFIRE	✓		
5. DETERMINE TOW FIRE LIMITATIONS	✓		
6. PLACE THE TOW IN THE READY-TO-FIRE CONFIGURATION	✓		
7. IDENTIFY (OPFOR) ARMORED VEHICLES	✓		
8. PERFORM EMERGENCY DECONTAMINATION AND DESTRUCTION OF A TOW WEAPON SYSTEM	✓		
9. PREPARE AN ANTI-ARMOR RANGE CARD	✓		
10. OCCUPY A TOW FIRING POSITION	✓		

WEATHER SNOW _____ CLF (_____ OTHER Inside
FOG _____ HAIL _____ RAIN _____

TO RECEIVE A PASSING GRADE EACH STUDENT MUST PASS ALL TASK WITH A SATISFACTORY SCORE.
RETEST WILL BE GIVEN ONLY BY APPROVAL OF THE SENIOR EVALUATOR.

SENIOR EVALUATOR Dan D. Lee

6.

One of the very cool facts of life is that within any large group of people in this type of surrounding, Military or other, a very small and very effective unit of “true” car nuts will come together.

I have always been very mechanically inclined and was repairing and modifying vehicles years before the Army. I took apart my first V8 at around age 11, but long before then, I knew I had an insatiable desire for “all things mechanical”

If you had a car in High School, I was one of the guy’s to know.

And no, my first motor did not go back together, Sorry Dad.

This history adventure for me has brought back so many great memories and experiences of us nuts.

Whether we were in the motor pool or out in the field during our personal times, climbing all over the FAV’s like kids on Jungle Gyms and discussing all of the fun, cool technical aspects of these truly special vehicles.

Even though I was not assigned to the Motor Pool, I remember some really great times with friends and by myself out in the field, (and also in the base motor pool when I was able to get away with it), where I was able to “tinker” on a very small level trying to learn everything possible about the FAV’s. Seeing the differences of the civilian VW parts I was familiar with, versus what the FAV’s had. Trying to understand the mechanical capabilities and I absolutely had to try to see if I could extract a couple more HP out of the motor with dwell and timing adjustments. However, I believe I failed in any HP gain.

I imagine the later FAV’s had a lot more carburetion as I don’t remember the plug fouling problems I have read about from other soldier’s stories. In fact I really wanted to install a larger set of

carburetor jets I bought but I never had a long enough “moment alone time” to put them in.

Also, that probably would have been one of those “frowned upon activities” mentioned before, kind of like at Ft. Bragg when, unfortunately, I was not an armorer and they were definitely NOT impressed with my skills to detail-strip and clean an M-16 trigger group during weapons inspection, but that’s another story and I still stand by the fact that my weapon was the cleanest.

It is a lot of fun remembering all the times and adventures with friends, like our “Late Night Recons” at home and other Bases, exploring everywhere we could possibly go. Amazing how much fun, especially the motor pools and outdoor museums, on Military Bases can be at O’ Dark-Thirty! Wow, what awesome history that these memories have brought back for me.

There is definitely something very cool and very humbling about being with friends while surrounded by WWII Aircraft and Land equipment all alone in the middle of the night. Actually opening up and being inside some of these history treasures, talking about and just trying to imagine what they and the Soldiers of the past had been through.

To all of them, Thank You.

Other great times have come back with the bivouac FAV experiences. The early morning breakfasts after wake up exercises are some of my best FAV memories. It seems now quite the adventure on those cool, frosty winter mornings breaking down, loading up, and going on to the next event. Even though I left the Army years ago, the teamwork and camaraderie that was instilled in me has been very important and what I learned in the Military has stayed with me to this day.

FAVs, Friends, and Automatic Weapons, what could be better?

The great personal times we had in the field just sitting around joking about what we could do with the FAVs if we could take them home, (obviously, with all available Armament & Munitions). We sort of had a different version of today's "Neighborhood Watch"

And of course, how we would have "designed this better and that faster" and other fun "what if's".

This picture I found is another good one for me.

Its funny how I can remember really wanting those Bad-Ass custom white rims on the one I drove. What a great picture.



And since we are at the motor pool, I remember being inside once, as I was trying not to be removed, watching the mechanics working on the FAVs and replacing parts. I noticed a printed page of a FAV-Factory parts price sheet that was stapled to the wall inside the motor pool.

It listed all the FAV parts and their prices. It detailed Bilstein shocks, VDO gauges, Simpson harnesses and all of the other “Really not Cheap” hot rod parts that were purchased for the FAV’s. I wish I had a copy of that!

And as I said, the effective unit of true car nuts will always gather. Somehow, through my friends and adventures or possibly they just felt sorry for me while they were sitting, waiting on the side of the road, one of the FAV fuel gauges with a broken glass from the motor pool ended up in my V8 Vega project car, (equipped with gas can), that I was driving that had no fuel gauge.

Top row, third from the right...



I fixed it and it didn't work quite right of coarse because of the improper sending unit in the tank. But it registered $\frac{1}{4}$ tank when full and I found out through playing around, if the needle bounced off of “E” when I did a quick stop, I had about ten miles before I was forced to operate my issued “LPC’s”, (Leather Personnel Carriers), still equipped with gas can to the nearest gas station... good times for sure.

7. Thank You

Moving on from my sometimes fuzzy journey back to the 80's, this little jaunt for me has been an indescribable and fantastic addition to all the awesome memories that have come back after all these years. And what also has come back was that great feeling of being part of a unity and a trust that is hard to explain. I truly believe when a group of Military Individuals are involved in a mission, the Primary Self Awareness is "Team"

On a much more serious note, my experience with the FAV (EXP) program seems, a bit glorified to me with this story.

I need to give a very big Thank You to both the Army and the "Always First" Battalion that gave me this opportunity, and especially, to the future Soldiers who actually used these vehicles in harm's way on the battlefield.

I was not ever in actual combat, so I cannot even fathom what these and all other Americans, both past and present, have done and are now doing for our Freedoms and Beliefs.

To these Men and Women who give their all for what we believe in, it makes me very proud and very happy to be even a small part of what it means to be an American Soldier.

To the Webmaster and new Friend for creating the Website I stumbled upon, to the people I met along the way and for the Honor of Serving in two of the finest Divisions of our Military,

Thank You for this very special and truly unique experience.

God Bless America

